

DALLAS AREA RAPID TRANSIT

QUARTERLY OPERATING, FINANCIAL PERFORMANCE, AND COMPLIANCE REPORTS

Go



Fourth Quarter FY 2020
July – September 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

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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

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

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

DART BOARD OF DIRECTORS FY 2020



Robert C. Dye
Plano and
Farmers Branch



Mark Enoch
Garland,
Rowlett and
Glenn Heights



Doug Hrbacek
Carrollton
and Irving



Ray Jackson
*Assistant
Secretary*
Dallas



**Jonathan R.
Kelly**
Secretary
Garland



**Patrick J.
Kennedy**
Dallas



**Jon-Bertrell
Killen**
Dallas



**Michele Wong
Krause**
Vice Chair
Dallas



**Amanda
Moreno-Lake**
Dallas



Eliseo Ruiz III
Dallas and
Cockrell Hill



**Rodney
Schlosser**
Dallas



Gary Slagel
Richardson,
University Park,
Addison and
Highland Park



Rick Stopfer
Irving



**Dominique P.
Torres**
Dallas



**Paul N.
Wageman**
Chair
Plano

Exhibit 2 is a map of the DART Service Area.

Exhibit 2



DART's Management

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

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

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

Exhibit 3
DART'S Executive Management

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

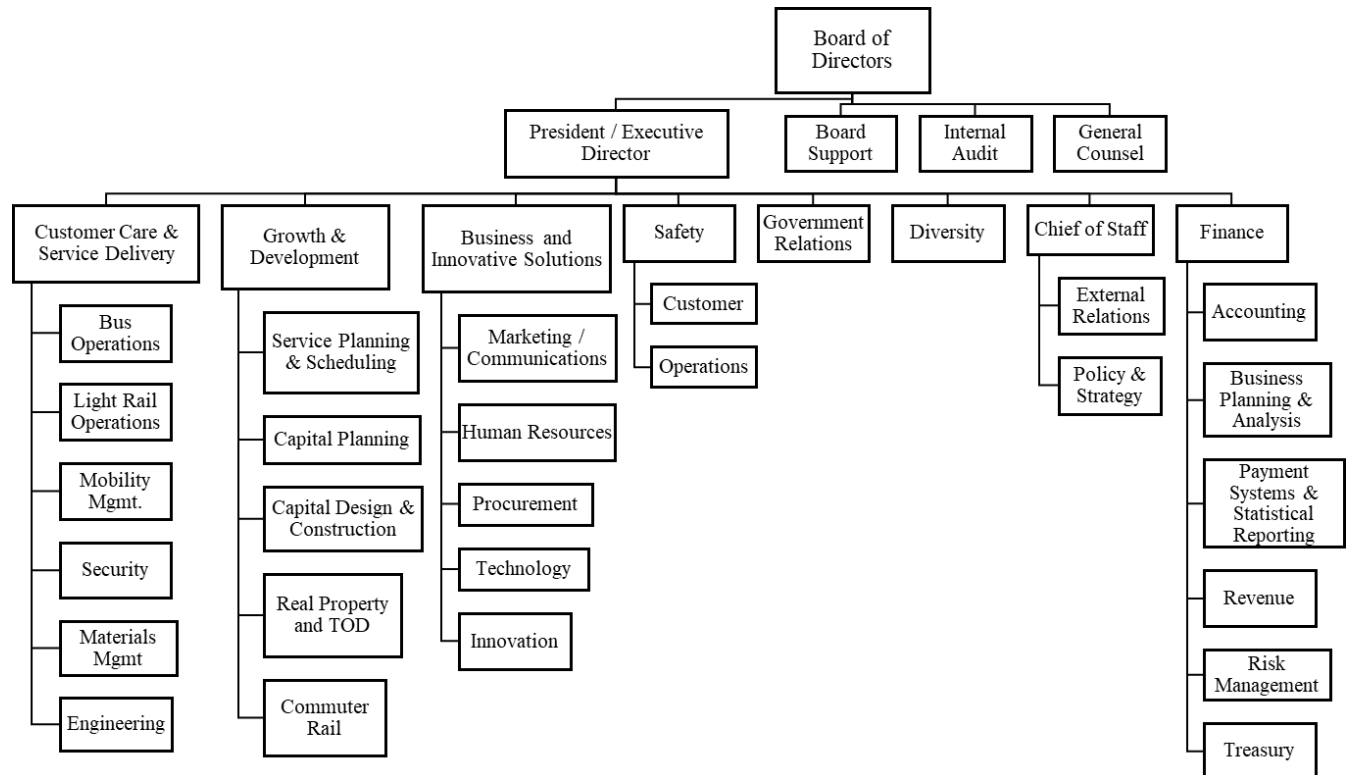
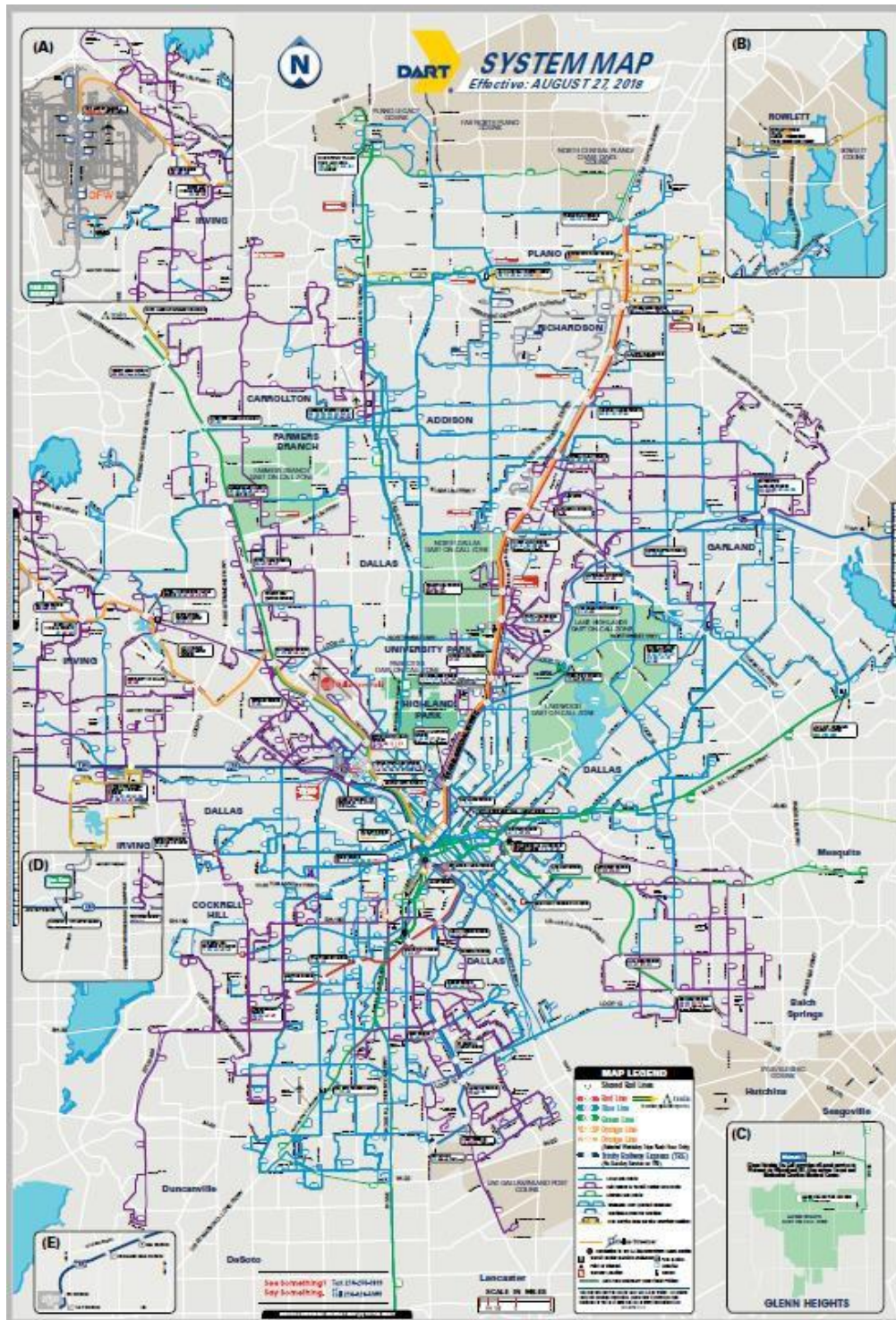


Exhibit 5 DART System Map



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 fourth quarter of FY 2020 ending September 30, 2020.

KPI Summary

- **Ridership:** Both Total Agency and Fixed Route Ridership have significantly lower performance in comparison to targets due to COVID-19.
- **Subsidy Per Passenger:** Revenues and expenses are lower than targeted amounts, resulting in higher Net Subsidy spread over considerably fewer passengers, due to COVID-19. Both Total Agency and Fixed Route Subsidy Per Passenger are significantly above (worse than) target.
- **Fixed Route On-Time Performance:** Decrease from the previous year and is 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 COVID-19. As with other entities across America, DART has felt the impact of the pandemic as described in the Modal Update sections of this report.

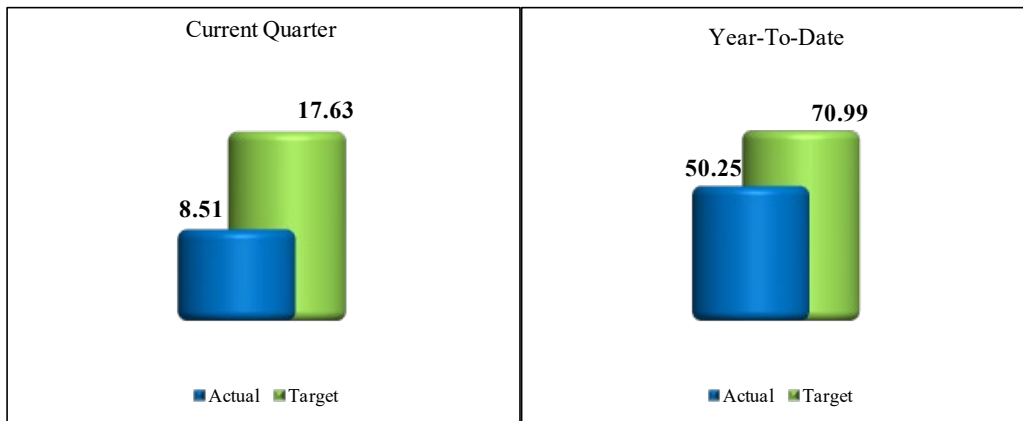
DART's fiscal year begins on October 1. The Quarterly Operating and Financial Performance Report includes actual values for fiscal years 2017 through 2019 and a comparison of the FY 2020 target to Current Quarter and Year-To-Date results.

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

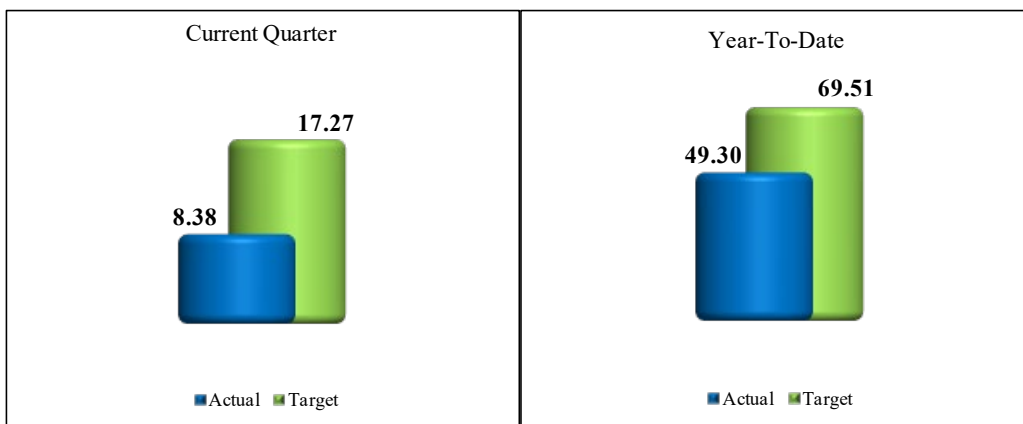
Ridership over the next few years will continue to be affected by the effects of COVID-19 and service changes. DART is now using Automatic Passenger Counter (APC) to report bus, streetcar, and TRE ridership. Light Rail (LRT) Ridership is determined by statistically factoring APC sample data collected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

Exhibit 1
Total Agency Ridership
(in Millions)



Total Agency Ridership: For FY 2020 is 50.25 million, 20.74 million below (worse than) the target of 70.99 million. Current quarter ended September 30, 2020 is 8.51 million, 9.12 million below (worse than) the target of 17.63 million.

Exhibit 2
Fixed Route Ridership
(in Millions)



Fixed-Route Ridership: For FY 2020 is 49.30 million, 20.21 million below (worse than) the target of 69.51 million. Current quarter ended September 30, 2020 is 8.38 million, 8.89 million below (worse than) the target of 17.27 million.

Exhibit 3 Agency Ridership Scorecard

FY17A	FY18A	FY19A	Indicators	FY 2020 Quarter 4					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership									
65.82	62.69	70.79	Total Agency(M)	8.51	17.63	48.28%	50.25	70.99	70.78%
64.35	61.33	69.27	Fixed-Route (M)	8.38	17.27	48.53%	49.30	69.51	70.92%
32.11	30.26	38.70	Bus (M) ^[1]	4.70	9.55	49.28%	27.76	38.35	72.38%
30.14	29.03	28.56	LRT (M)	3.52	7.25	48.58%	20.27	29.13	69.58%
2.10	2.04	2.01	TRE (M) ^[1]	0.15	0.47	32.54%	1.27	2.02	62.67%
795.72	771.01	906.15	Paratransit (000s)	119.96	213.84	56.10%	643.85	841.75	76.49%
674.58	596.00	611.48	Vanpool (000s)	10.53	145.45	7.24%	309.75	645.00	48.02%

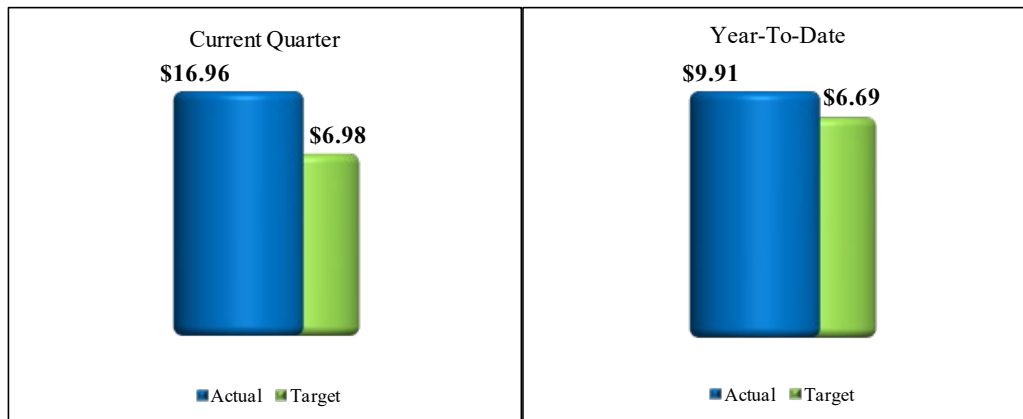
^[1] As of October 2018 (Q1 FY 2019) ridership is based upon APC data.

Total Agency and Fixed Route Ridership is trending below this year's targets, due to COVID-19. 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: For FY 2020 is \$9.91, \$3.22 above (worse than) the target of \$6.69. Current quarter ended September 30, 2020 is \$16.96, \$9.98 above (worse than) the target of \$6.98.

Exhibit 5 Total System Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²					
	DART	Trinity Metro	Total		DART	Trinity Metro				Total
Actual	\$556,373,079	\$2,760,353	\$559,133,432		\$59,556,462	\$1,421,965	\$60,978,426	\$498,155,006	50,250,447	\$9.91
Budget	\$562,258,081	\$1,240,547	\$563,498,629		\$86,953,159	\$1,928,998	\$88,882,157	\$474,616,472	70,994,849	\$6.69
Variance	(\$5,885,002)	\$1,519,806	(\$4,365,197)		(\$27,396,697)	(\$507,033)	(\$27,903,731)	\$23,538,534	(20,744,402)	\$3.22
% to Target	98.95%	222.51%	99.23%		68.49%	73.72%	68.61%	104.96%	70.78%	148.29%

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

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

Exhibit 6 Fixed Route Subsidy Per Passenger



Fixed Route Subsidy Per Passenger: For FY 2020 is \$9.28, \$3.04 above (worse than) the target of \$6.24. Current quarter ended September 30, 2020 is \$16.08, \$9.56 above (worse than) the target of \$6.52.

Exhibit 7 Fixed Route Subsidy Per Passenger Calculation

	Modally Allocated						= Net Subsidy	/ Ridership	= Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²					
	DART	Trinity Metro	Total		DART	Trinity Metro				Total
Actual	\$512,916,327	\$2,760,353	\$515,676,680		\$57,016,912	\$1,421,965	\$58,438,877	\$457,237,802	49,296,850	\$9.28
Budget	\$516,769,113	\$1,240,547	\$518,009,660		\$82,573,070	\$1,928,998	\$84,502,068	\$433,507,592	69,508,101	\$6.24
Variance	(\$3,852,786)	\$1,519,806	(\$2,332,980)		(\$25,556,158)	(\$507,033)	(\$26,063,191)	\$23,730,210	(20,211,251)	\$3.04
% to Target	99.25%	222.51%	99.55%		69.05%	73.72%	69.16%	105.47%	70.92%	148.79%

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

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

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. For FY 2020 the Farebox Recovery Ratio is 7.68%, 5.44% below (worse than) the target of 13.12%. Current quarter ended September 30, 2020 is 4.87%, 8.21% below (worse than) the target of 13.08%.

Exhibit 8 Fixed Route Farebox Recovery Ratio Calculation

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 39,602,310		\$ 515,676,680		7.68%
Budget	\$ 67,987,000		\$ 518,009,660		13.12%
Variance	\$ (28,384,690)		\$ (2,332,980)		(5.44%)
% to Target	58.25%		99.55%		58.51%

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, \$28.40 million (41.75%) and \$2.33 million (0.45%) 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 for FY 2020 is 9.79%, 0.44% above (worse than) the target of 9.34%. The Administrative Ratio for the Current quarter ended September 30, 2020 is 13.82%, 4.35% above (worse than) the target of 9.47%.

Exhibit 9 Administrative Ratio Calculation

	Administrative Costs	-	Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$52,120,365		\$2,760,222		\$504,252,714		\$0.00		9.79%
Budget	\$51,712,791		\$4,016,652		\$510,545,290		\$0.00		9.34%
Variance	\$407,574		(\$1,256,431)		(\$6,292,576)		\$0.00		0.44%
% to Target	100.79%		68.72%		98.77%		0.00%		104.78%

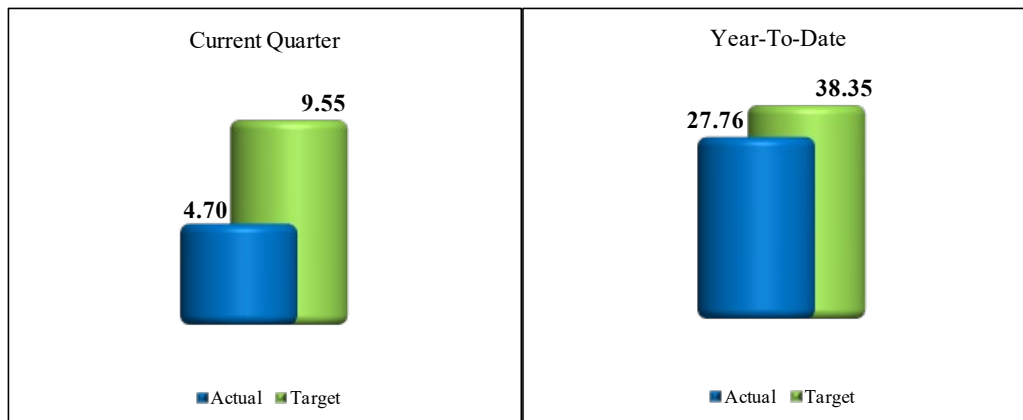
Modal Update Bus

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



DART's bus system provides local, express, crosstown, 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.

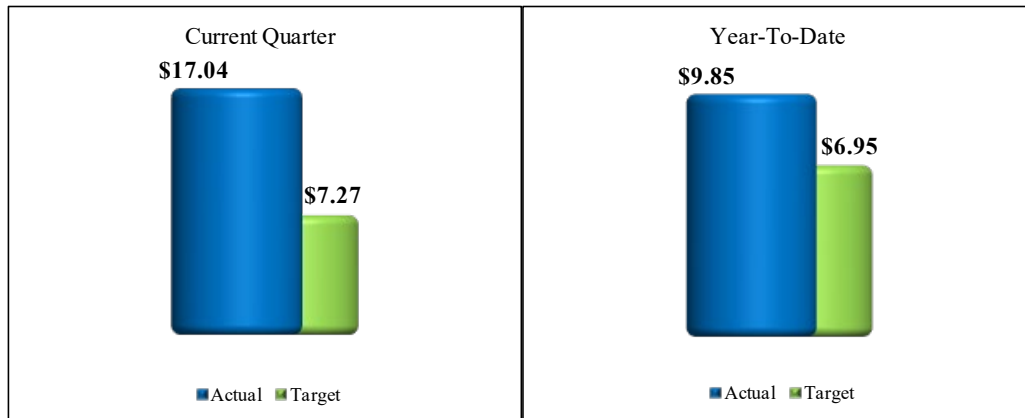
**Exhibit 10
Bus Ridership
(in Millions)**



Bus Ridership: For FY 2020 is 27.76 million, 10.59 million below (worse than) the target of 38.35 million. Current quarter ended September 30, 2020 is 4.70 million, 4.84 million below (worse than) the target of 9.55 million.

Though it happened late in Q2, the Corona Virus pandemic (COVID-19) continued to have a significant and noticeable impact on Q4 ridership. Many residents opted to work from home or avoided taking transit to minimize their exposure. Ridership declines started March 12th and accelerated through the end of the month. Although the months after that showed a small gain in ridership due to state opening policies and school activities, the loss is still noticeable. The opening of school in August brought a positive impact on ridership for routes serving campuses, such as route 883 serving University of Texas at Dallas. Express routes and certain shuttle services saw especially major declines.

Exhibit 11
Bus Subsidy Per Passenger



Bus Subsidy Per Passenger: For FY 2020 is \$9.85, \$2.90 above (worse than) the target of \$6.95. Current quarter ended September 30, 2020 is \$17.04, \$9.77 above (worse than) the target of \$7.27.

Exhibit 12
Bus Subsidy Per Passenger Calculation

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$294,182,618	\$20,879,519		\$273,303,099		27,760,318		\$9.85
Budget	\$298,383,230	\$31,790,165		\$266,593,065		38,354,117		\$6.95
Variance	(\$4,200,612)	(\$10,910,646)		\$6,710,034		(10,593,799)		\$2.90
% to Target	98.59%	65.68%		102.52%		72.38%		141.66%

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, \$4.20 million (1.41%) and \$10.91 million (34.32%) respectively, Net Subsidy was above target \$6.71 million (2.52%). Higher Net Subsidy spread over significantly fewer passengers, 10.59 million (27.62%), resulted in higher Subsidy Per Passenger \$2.90 (41.66%).

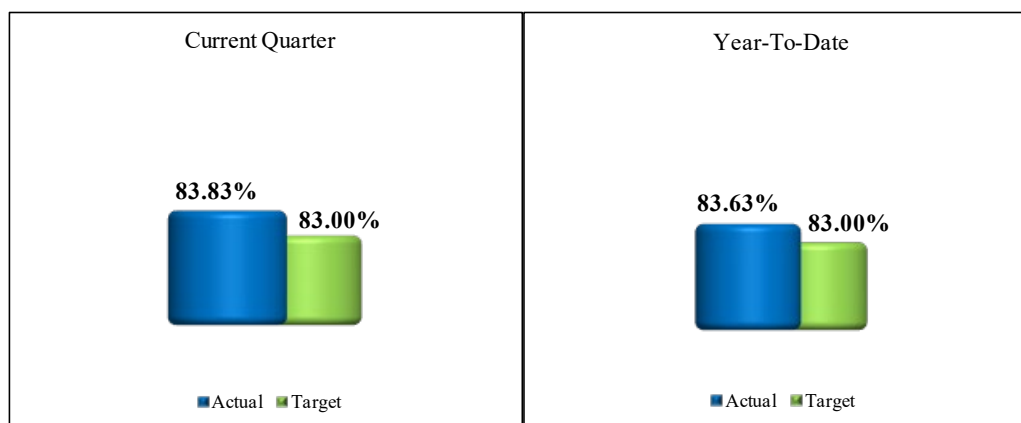
Bus Farebox Recovery Ratio: For FY 2020 is 5.37%, 3.79% below (worse than) the target of 9.16%. Current quarter ended September 30, 2020 is 3.44%, 5.66% below (worse than) the target of 9.10%.

Exhibit 13
Bus Farebox Recovery Ratio Calculation

	Bus Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 15,799,903		\$ 294,182,618		5.37%
Budget	\$ 27,336,317		\$ 298,383,230		9.16%
Variance	\$ (11,536,414)		\$ (4,200,612)		(3.79%)
% to Target	57.80%		98.59%		58.62%

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, \$11.54 million (42.20%) and \$4.20 million (1.41%) 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: For FY 2020 is 83.63%, 0.63% above (better than) the target of 83.00%. Current quarter ended September 30, 2020 is 83.83%, 0.83% above (better than) the target of 83.00%.

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, Bus On-Time Performance may decrease. 33.08% of the routes were on detour during this quarter.

Bus Mean Distance Between Service Calls: For FY 2020 is 7,302 miles, 302 miles above (better than) the target of 7,000 miles. Current quarter ended September 30, 2020 is 8,602 miles, 1,602 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 – 12,746 miles

ARBOC – 3,088 miles

Proterra – 5,641 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.

Bus Accidents Per 100,000 Miles: For FY 2020 is 1.86, 0.44 below (better than) the target of 2.30. Current quarter ended September 30, 2020 is 1.72, 0.58 below (better than) the target of 2.30.

Modal Update Light Rail Transit (LRT)

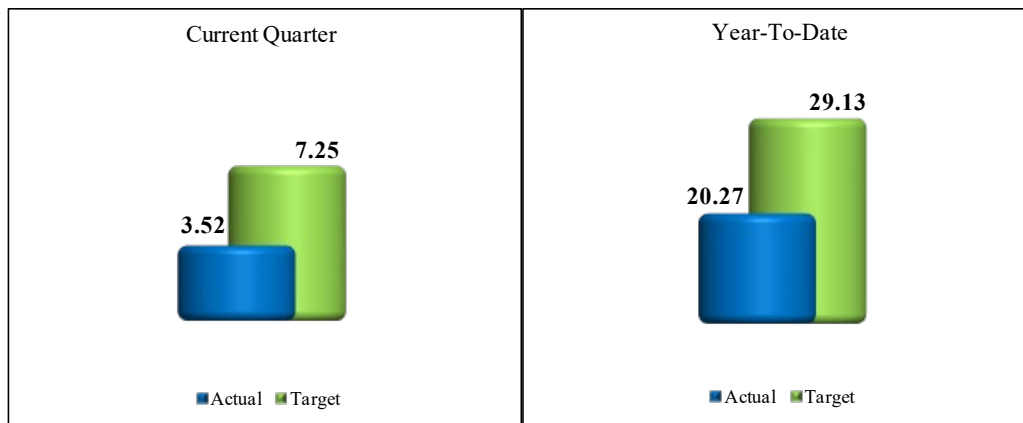
(40.0% of total system ridership in Fiscal Year 2020)



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. DART currently operates a 93-mile light rail system.

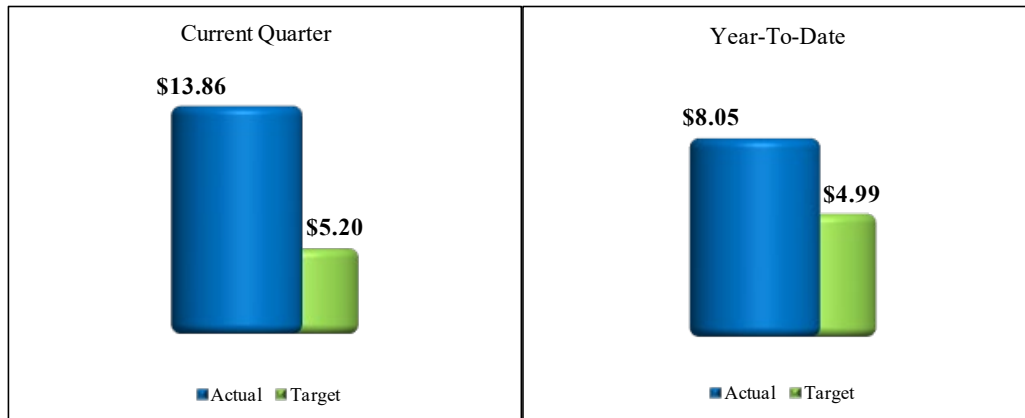
**Exhibit 15
Light Rail Transit Ridership
(in Millions)**



LRT Ridership: For FY 2020 is 20.27 million, 8.86 million below (worse than) the target of 29.13 million. Current quarter ended September 30, 2020 is 3.52 million, 3.73 million below (worse than) the target of 7.25 million.

The declining trend for LRT is due to the impact of COVID-19 which started late in Q2 and progressed into Q4. COVID-19 has continued to have a significant and noticeable impact on Q4 ridership as many residents continue to work from home are opting to bypass using public transportation to visit eateries, bistros, theatres, museums, etc., to curtail spread of the virus. Furthermore, the LRT platform extension project inflicted significant impact on weekend ridership of certain LRT lines due to modified operation patterns.

Exhibit 16
Light Rail Subsidy Per Passenger



LRT Subsidy Per Passenger: For FY 2020 is \$8.05, \$3.05 above (worse than) the target of \$4.99. Current quarter ended September 30, 2020 is \$13.86, \$8.67 above (worse than) the target of \$5.20.

Exhibit 17
Light Rail Subsidy Per Passenger Calculation

	Modally Allocated								
	Expenses	-	Revenues	=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
Actual	\$188,389,717		\$25,254,099		\$163,135,618		20,270,456		\$8.05
Budget	\$183,340,330		\$37,858,096		\$145,482,234		29,133,808		\$4.99
Variance	\$5,049,387		(\$12,603,997)		\$17,653,384		(8,863,352)		\$3.05
% to Target	102.75%		66.71%		112.13%		69.58%		161.17%

The primary factors contributing to elevated Light Rail Subsidy Per Passenger are Revenues and Ridership directly attributable to COVID-19. With Allocated Revenues below target, \$12.60 million (33.29%) and Modally Allocated Expenses above target \$5.05 million (2.75%), Net Subsidy was above target \$17.65 million (12.13%). Higher Net Subsidy spread over significantly fewer passengers, 8.86 million (30.42%), resulted in higher Subsidy Per Passenger \$3.05 (61.17%).

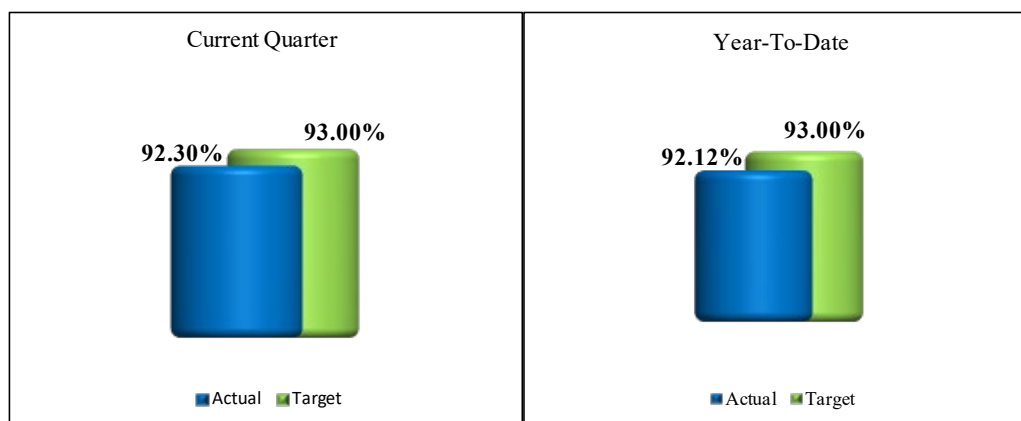
LRT Farebox Recovery Ratio: For FY 2020 is 9.76%, 7.59% below (worse than) the target of 17.36%. Current quarter ended September 30, 2020 is 6.20%, 11.13% below (worse than) the target of 17.33%.

Exhibit 18
Light Rail Farebox Recovery Ratio Calculation

	LRT Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 18,390,952		\$ 188,389,717		9.76%
Budget	\$ 31,819,240		\$ 183,340,330		17.36%
Variance	\$ (13,428,288)		\$ 5,049,387		(7.59%)
% to Target	57.80%		102.75%		56.25%

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 Farebox Revenues are below target, \$13.43 million (42.20%), Modally Allocated Expenses are slightly above target, \$5.04 million (2.75%). The significant decline in Farebox Revenues led to the decline in LRT Farebox Recovery Ratio.

Exhibit 19 Light Rail On-Time Performance



LRT On-Time Performance: For FY 2020 is 92.12%, 0.88% below (worse than) the target of 93.0%. Current quarter ended September 30, 2020 is 92.30%, 0.70% below (worse than) the target of 93.0%.

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

- A collaborative effort between Rail Operations and Information Technology to develop business rules to govern Rail's On-Time Performance has produced a formal methodology to exclude data connected to an uncontrollable event (such as a tornado) from On-Time Performance. Focus of the on-going collaboration will focus on developing the ability to identify controllable and uncontrollable delays which occur daily.
- Rail Operations is working with Information Technology and the VBS system developer, INIT, to enhance its functionality and improve the integrity of the data it produces used to calculate On-Time Performance.
- 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 implemented strategies to ensure personnel throughout the operational network are aligning procedural requirements consistently. Some of the strategies that have been implemented are proactive catenary inspection thresholds to be triggered by 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: For FY 2020 is 24,073 miles, 3,073 miles above (better than) the target of 21,000 miles. Current quarter ended September 30, 2020 is 25,679 miles, 4,679 miles above (better than) the target of 21,000 miles.

Refinements made to the LRV door preventive maintenance procedure during FY 2019 continues to manifest measurable reduction in passenger delays attributed to door malfunctions (July 2019: 223/Sept 2020: 101)

Rail Operations began 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. Replacement of defective air compressor pistons and installation of larger fans to increase air flow began in Q1 FY20, reducing the number of air compressor failures and, thereby, also reducing friction brake system faults. (FY20 Q1: 189/FY 20 Q4: 172).

During Q2, an outside consulting firm was invited to assess Fleet Maintenance's operations and evaluate the frequency, scope, and adequacy of all LRV Preventive Maintenance Programs. During Q4, Fleet began working in concert with Engineering to consider implementing some or all of the modifications suggested by the consultant.

LRT Accidents Per 100,000 Miles: For FY 2020 is 0.24, 0.11 below (better than) the target of 0.35. Current quarter ended September 30, 2020 is 0.23, 0.12 below (better than) the target of 0.35.

Modal Update Commuter Rail

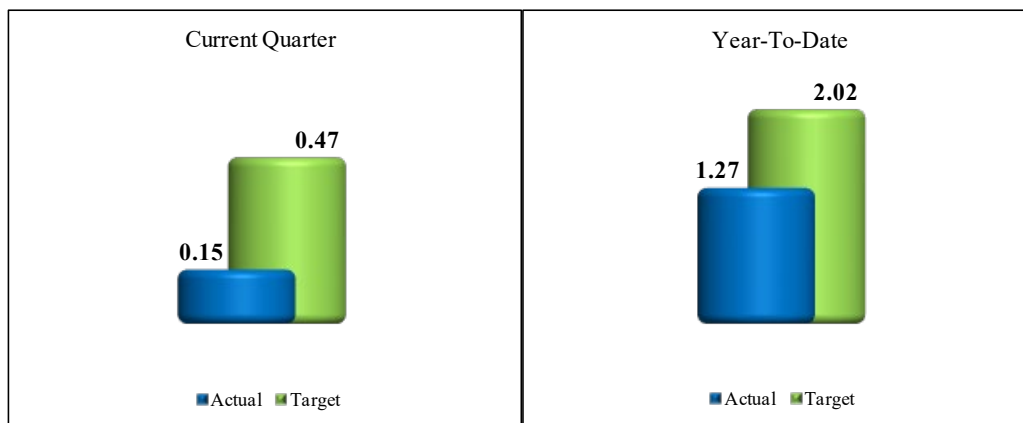
(3.0% of total system ridership in Fiscal Year 2020)



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.

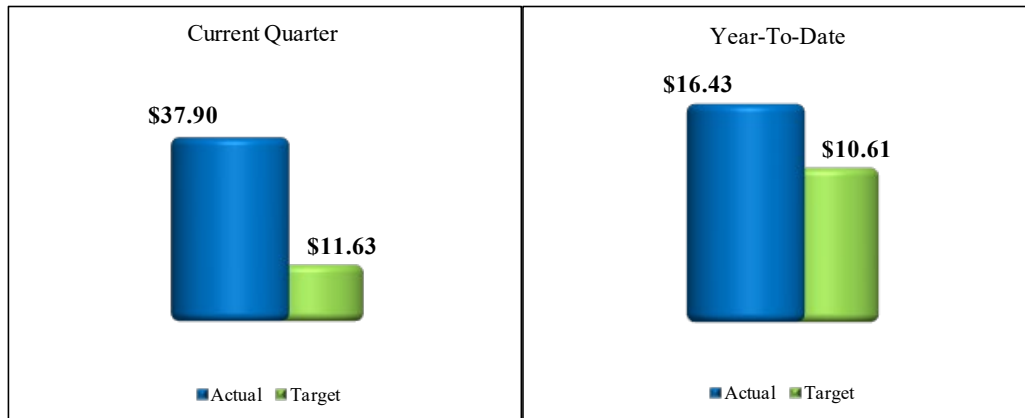
Exhibit 20 Commuter Rail Ridership (in Millions)



Commuter Rail Ridership: For FY 2020 is 1.27 million, 0.75 million below (worse than) the target of 2.02 million. Current quarter ended September 30, 2020 is 152,306, 315,806 below (worse than) the target of 468,112.

Trinity Railway Express ridership for the fourth quarter decreased 67.3% from the same period in FY 2019 (465,058). Aside from the COVID-19, service disruptions due to switching issues with TexRail trains and equipment issues have affected on-time performance and may be driving some of the ridership issues.

Exhibit 21 Commuter Rail Subsidy Per Passenger



Commuter Rail Subsidy Per Passenger: For FY 2020 is \$16.43, \$5.82 above (worse than) the target of \$10.61. Current quarter ended September 30, 2020 is \$37.90, \$26.27 above (worse than) the target of \$11.63.

Exhibit 22 Commuter Rail Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	/	Ridership	Subsidy Per Passenger
	Expenses ¹			Revenues ²						
	DART	Trinity Metro	Total	DART	Trinity Metro	Total				
Actual	\$30,343,992	\$2,760,353	\$33,104,345	\$10,883,294	\$1,421,965	\$12,305,259	\$20,799,086		1,266,076	\$16.43
Budget	\$35,045,553	\$1,240,547	\$36,286,101	\$12,924,809	\$1,928,998	\$14,853,807	\$21,432,294		2,020,176	\$10.61
Variance	(\$4,701,561)	\$1,519,806	(\$3,181,756)	(\$2,041,515)	(\$507,033)	(\$2,548,548)	(\$633,208)		(754,100)	\$5.82
% to Target	86.58%	222.51%	91.23%	84.20%	73.72%	82.84%	97.05%		62.67%	154.88%

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

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

The primary factors contributing to elevated Commuter Rail Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses are below target, \$2.55 million (17.16%) and \$3.18 (8.77%) respectively, Net Subsidy was below target \$0.63 million (2.95%). Slightly lower Net Subsidy spread over considerably fewer passengers, 754,100 (37.33%), resulted in higher Subsidy Per Passenger \$5.82 (54.88%).

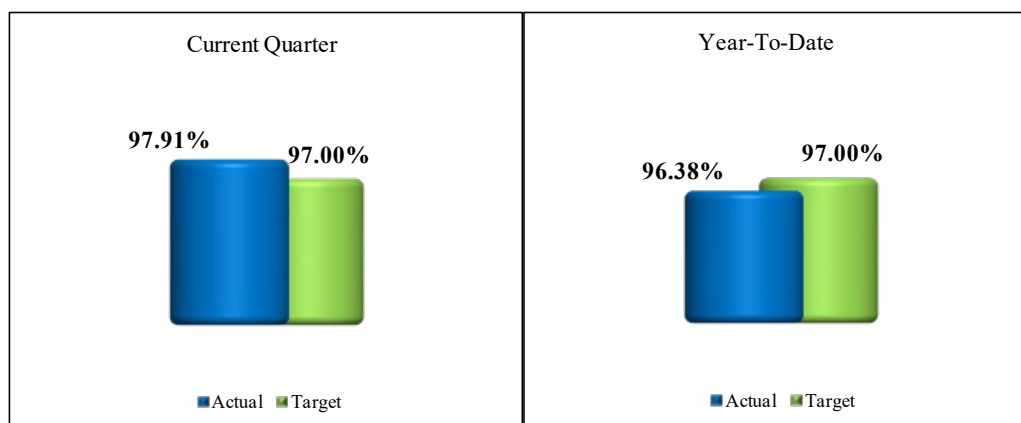
Commuter Rail Farebox Recovery Ratio: For FY 2020 is 16.35%, 7.99% below (worse than) the target of 24.34%. Current quarter ended September 30, 2020 is 10.56%, 14.16% below (worse than) the target of 24.71%.

Exhibit 23 Commuter Rail Farebox Recovery Ratio Calculation

	TRE Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 5,411,455		\$ 33,104,345		16.35%
Budget	\$ 8,831,443		\$ 36,286,101		24.34%
Variance	\$ (3,419,988)		\$ (3,181,756)		(7.99%)
% to Target	61.27%		91.23%		67.16%

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, \$3.42 million (38.73%) and \$3.18 million (8.77%) 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: For FY 2020 is 96.38%, 0.62% below (worse than) the target of 97.00%. Current quarter ended September 30, 2020 is 97.91%, 0.91% 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: For FY 2020 is 6.40, 0.90 above (worse than) the target of 5.50. Current quarter ended September 30, 2020 is 10.51, 5.01 above (worse than) the target of 5.50.

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

Modal Update Paratransit

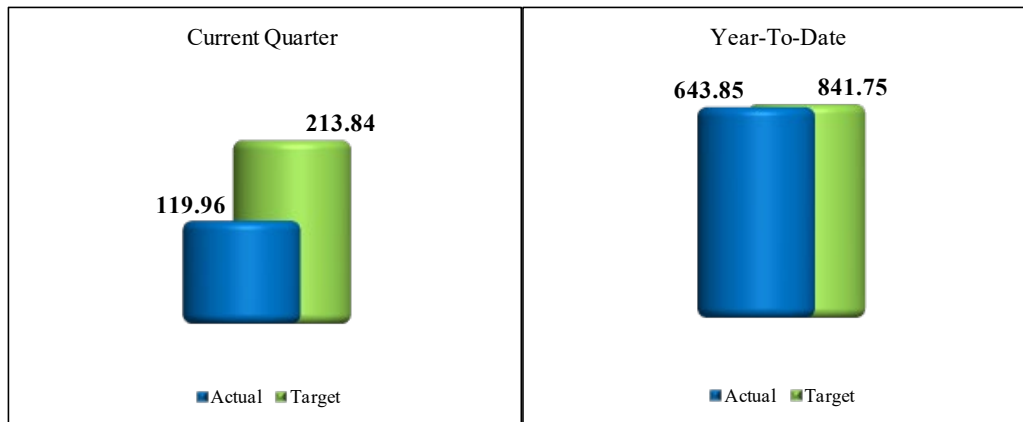
(1.3% of total system ridership in Fiscal Year 2020)



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.

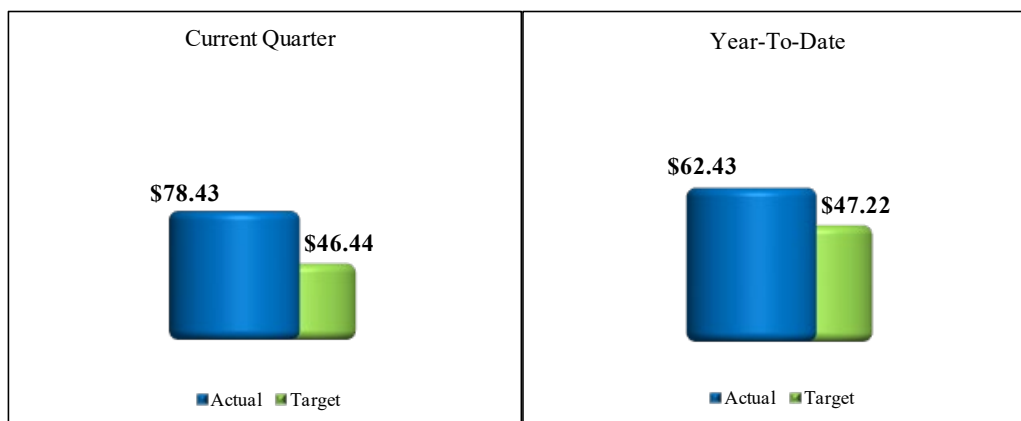
Exhibit 25
Paratransit Ridership
(in Thousands)



Paratransit Ridership: For FY 2020 is 643,849; 197,899 below (worse than) the target of 841,748. Current quarter ended September 30, 2020 is 119,960; 93,885 below (worse than) the target of 213,845.

The lower than normal ridership level seen during Q4 can be attributed to COVID-19 and relevant social distancing protocols.

Exhibit 26
Paratransit Subsidy Per Passenger



Paratransit Subsidy Per Passenger: For FY 2020 is \$62.43, \$15.21 above (worse than) the target of \$47.22. Current quarter ended September 30, 2020 is \$78.43, \$31.99 above (worse than) the target of \$46.44.

Exhibit 27
Paratransit Subsidy Per Passenger Calculation

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$41,809,534		\$1,612,922		\$40,196,612		643,849		\$62.43
Budget	\$42,080,699		\$2,331,168		\$39,749,531		841,748		\$47.22
Variance	(\$271,165)		(\$718,246)		\$447,081		(197,899)		\$15.21
% to Target	99.36%		69.19%		101.12%		76.49%		132.21%

The primary factors contributing to elevated Paratransit Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses below target, \$0.72 million (30.81%) and \$0.27 million (0.64%) respectively, Net Subsidy was above target \$0.45 million (1.12 %). Slightly higher Net Subsidy spread over considerably fewer passengers, 197,899 (23.51%), resulted in higher Subsidy Per Passenger \$15.21 (32.21%).

Paratransit Complaints Per 1,000 Trips: For FY 2020 is 3.60, 0.60 above (worse than) the target of 3.00. Current quarter ended September 30, 2020 is 3.16, 0.16 above (worse than) the target of 3.00.

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

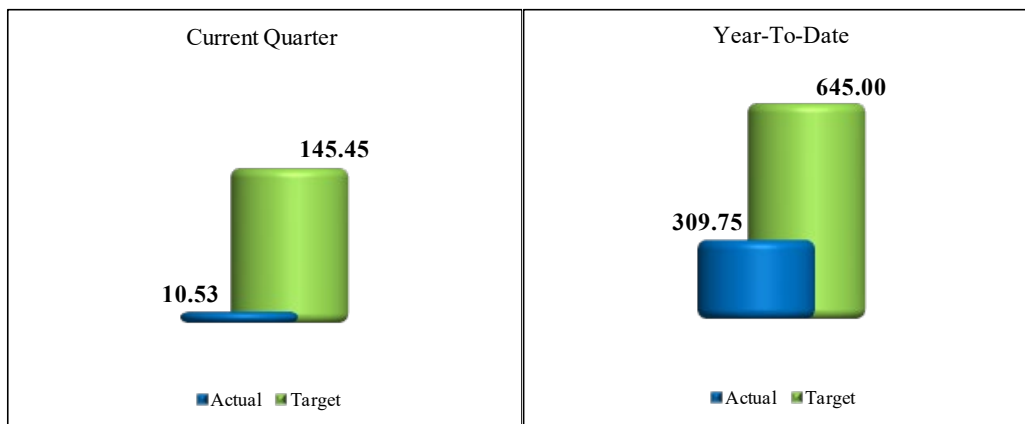
Modal Update Vanpool

(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.

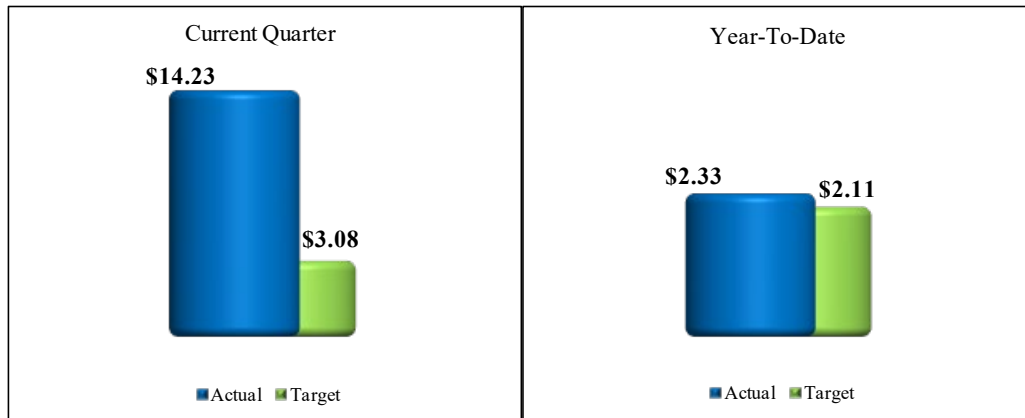
Exhibit 28
Vanpool Ridership
(in Thousands)



Vanpool Ridership: For FY 2020 is 309,748; 335,252 below (worse than) the target of 645,000. Current quarter ended September 30, 2020 is 10,532; 134,918 below (worse than) the target of 145,450.

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 COVID-19 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: For FY 2020 is \$2.33, \$.22 above (worse than) the target of \$2.11. Current quarter ended September 30, 2020 is \$14.23, \$11.14 above (worse than) the target of \$3.08.

Exhibit 30
Vanpool Subsidy Per Passenger Calculation

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$1,647,218	\$926,627		\$720,591		309,748		\$2.33
Budget	\$3,408,269	\$2,048,921		\$1,359,348		645,000		\$2.11
Variance	(\$1,761,051)	(\$1,122,294)		(\$638,757)		(335,252)		\$0.22
% to Target	48.33%	45.23%		53.01%		48.02%		110.38%

The primary factors contributing to elevated Vanpool Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses below target, \$1.12 million (54.77%) and \$1.76 million (51.67%) respectively, Net Subsidy was below target \$0.64 million (46.99%). Lower Net Subsidy spread over significantly fewer passengers, 335,252 (51.98%), resulted in higher Subsidy Per Passenger \$0.22 (10.38%).

Exhibit 31

DART Scorecard of Key Performance Indicators

FY17A	FY18A	FY19A	Indicators	FY 2020 Quarter 4					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership Performance									
65.82	62.69	70.79	Total Agency Ridership (M) ^[1]	8.51	17.63	48.28%	50.25	70.99	70.78%
64.35	61.33	69.27	Fixed-Route Ridership (M) ^[1]	8.38	17.27	48.53%	49.30	69.51	70.92%
32.11	30.26	38.70	Ridership - Bus (M)	4.70	9.55	49.28%	27.76	38.35	72.38%
30.14	29.03	28.56	Ridership - LRT (M) ^[1]	3.52	7.25	48.58%	20.27	29.13	69.58%
2.10	2.04	2.01	Ridership - TRE (M)	0.15	0.47	32.54%	1.27	2.02	62.67%
795.72	771.01	906.15	Ridership - Paratransit (000s)	119.96	213.84	56.10%	643.85	841.75	76.49%
674.58	596.00	611.48	Ridership - Vanpool (000s)	10.53	145.45	7.24%	309.75	645.00	48.02%
Efficiency Measures									
\$6.36	\$6.93	\$6.41	Subsidy Per Passenger - Total System ^[1]	\$16.96	\$6.98	243.05%	\$9.91	\$6.69	148.29%
\$5.98	\$6.52	\$5.97	Subsidy Per Passenger - Fixed-Route ^[1]	\$16.08	\$6.52	246.60%	\$9.28	\$6.24	148.79%
\$6.90	\$7.50	\$6.37	Subsidy Per Passenger - Bus	\$17.04	\$7.27	234.40%	\$9.85	\$6.95	141.66%
\$4.68	\$5.13	\$5.14	Subsidy Per Passenger - LRT ^[1]	\$13.86	\$5.20	266.60%	\$8.05	\$4.99	161.17%
\$10.63	\$11.73	\$10.11	Subsidy Per Passenger - TRE	\$37.90	\$11.63	325.79%	\$16.43	\$10.61	154.84%
\$41.47	\$44.97	\$42.87	Subsidy Per Passenger - Paratransit	\$78.43	\$46.44	168.88%	\$62.43	\$47.22	132.21%
\$0.54	\$0.61	\$2.34	Subsidy Per Passenger - Vanpool	\$14.23	\$3.08	461.41%	\$2.33	\$2.11	110.38%
13.27%	13.12%	12.32%	Farebox Recovery Ratio - Fixed-Route	4.87%	13.08%	37.21%	7.68%	13.12%	58.51%
12.12%	11.59%	8.80%	Farebox Recovery Ratio - Bus	3.44%	9.10%	37.84%	5.37%	9.16%	58.62%
16.17%	15.09%	15.55%	Farebox Recovery Ratio - LRT	6.20%	17.33%	35.79%	9.76%	17.36%	56.25%
14.01%	14.86%	23.68%	Farebox Recovery Ratio - TRE	10.56%	24.71%	42.72%	16.35%	24.34%	67.16%
9.17%	10.19%	9.85%	Administrative Ratio	13.82%	9.47%	145.94%	9.79%	9.34%	104.78%
Service Quality									
90.35%	90.73%	89.61%	On-Time Performance - Fixed Route	91.35%	91.00%	100.38%	90.71%	91.00%	99.68%
80.39%	82.52%	82.37%	On-Time Performance - Bus	83.83%	83.00%	101.00%	83.63%	83.00%	100.76%
92.12%	92.28%	92.19%	On-Time Performance - LRT	92.30%	93.00%	99.25%	92.12%	93.00%	99.05%
98.55%	97.39%	94.27%	On-Time Performance - TRE	97.91%	97.00%	100.94%	96.38%	97.00%	99.37%
9,898	9,696	6,944	Mean Distance Between Service Calls - Bus	8,602	7,000	122.89%	7,302	7,000	104.31%
19,836	20,776	18,247	Mean Distance Between Service Calls - LRT	25,679	21,000	122.28%	24,073	21,000	114.63%
Customer Satisfaction									
34.12	34.62	28.88	Complaints Per 100,000 Passengers - Fixed-Route	41.06	37.71	108.90%	36.07	37.71	95.66%
52.46	54.00	42.33	Complaints Per 100,000 Passengers - Bus	64.99	57.00	114.01%	52.08	57.00	91.36%
16.65	16.59	12.26	Complaints Per 100,000 Passengers - LRT	10.44	19.50	53.56%	16.00	19.50	82.04%
4.43	3.68	5.98	Complaints Per 100,000 Passengers - TRE	10.51	5.50	191.00%	6.40	5.50	116.32%
3.90	3.38	4.15	Complaints Per 1,000 Trips - Paratransit ^[2]	3.16	3.00	105.39%	3.60	3.00	120.15%
Safety									
1.92	1.89	1.89	Accidents Per 100,000 Miles - Fixed-Route	1.42	1.97	71.87%	1.57	1.97	79.45%
2.26	2.23	2.20	Accidents Per 100,000 Miles - Bus	1.72	2.30	74.65%	1.86	2.30	81.03%
0.52	0.82	0.83	Accidents Per 100,000 Train Miles - LRT ^[3]	0.23	0.35	65.73%	0.24	0.35	69.02%
0.66	0.09	0.40	Accidents Per 100,000 Miles - TRE	0.32	1.00	32.21%	0.72	1.00	72.42%

[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 fourth quarter of FY 2020.

Exhibit 32

Mode	FY20 Budget	FY20 Projected	FY20 YTD Actuals	Variance
Agency-Wide	\$36,774	\$19,665	\$11,903	\$7,762
Bus	23,523	12,525	14,530	(2,005)
Light Rail Transit	177,926	87,026	51,603	35,423
Streetcar	7,659	220	66	154
Commuter Rail/RR Management	317,255	218,648	179,970	38,678
Paratransit	389	428	102	326
Road Improvement	14,870	13,266	11,198	2,068
Non-operating Costs	4,966	3,888	11,898	(8,009)
Capital P & D, Start-Up	13,979	13,979	12,020	1,959
Total Capital	\$597,342	\$369,646	\$293,290	\$76,356

Because of the pandemic, we adjusted our budget by moving \$228m for future years; however, in general, actuals remain below projections primarily due to the slowdown of major projects because of COVID-19.

APPENDIX

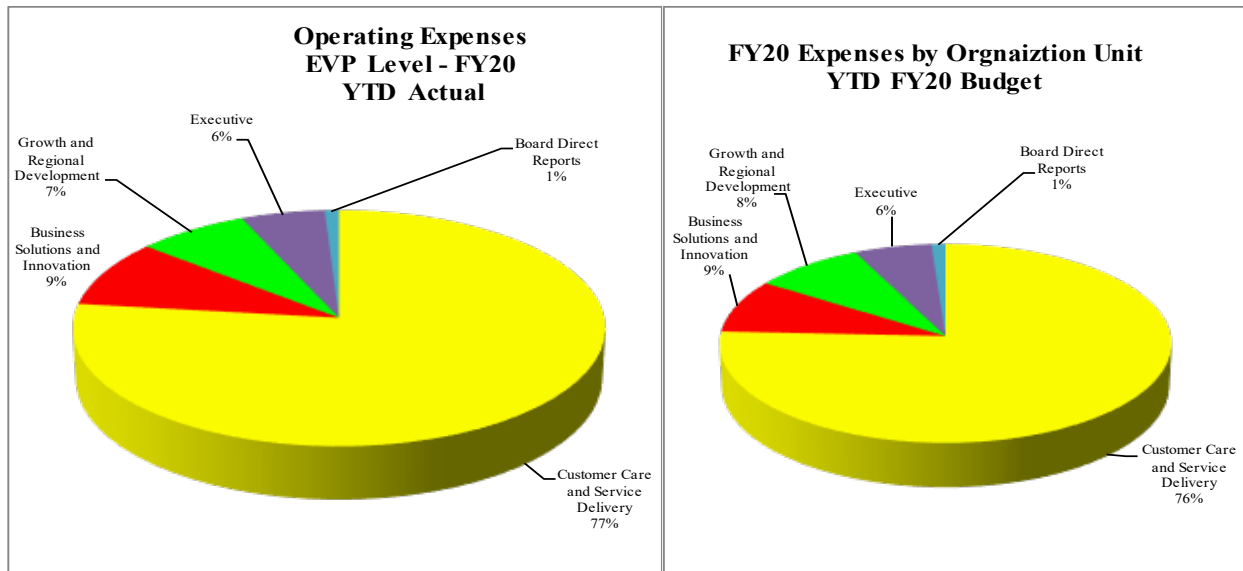
Dallas Area Rapid Transit
Operating Revenues and Expense Summary
For the year ended September 30, 2020
(report on a Budget Basis Amounts in thousands)

ACTUAL VS. BUDGET SUMMARY

	FY20 YTD Actual	FY20 YTD Budget	(Under) / over Budget	% Variance
Revenues				
Sales Tax	\$615,808	\$628,111	(\$12,303)	-2%
Passenger	40,699	69,814	(29,115)	-42%
Advertising/Rental Income/Misc.	11,444	11,565	(121)	-1%
Operating Federal Grants	467	736	(269)	-37%
Non-Operating Revenue	12,720	12,947	(227)	-2%
Total Revenues	\$681,138	\$723,173	(\$42,035)	-5.8%

	FY20 YTD Actual	FY20 YTD Budget	Under/ (over) Budget	% Variance
Operating Expenses at EVP level (YTD)				
Customer Care and Service Delivery	\$429,776	\$437,959	\$8,183	2%
Business Solutions and Innovation	51,358	50,009	(1,349)	-3%
Growth and Regional Development	41,364	49,494	8,130	16%
Executive	31,031	34,541	3,510	10%
Board Direct Reports	5,264	6,201	937	15%
Capital P&D	(12,020)	(13,854)	(1,834)	13%
Agency Wide [1]	6,554	(2,045)	(8,599)	420%
Total Operating Expenses at EVP Level (YTD)	\$553,327	\$562,305	\$8,978	2%

*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 SEPTEMBER 30, 2020 AND 2019**

(In thousands)

	<u>9/30/2020</u>	<u>9/30/2019</u>
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$384,038	\$98,979
Investments	108,028	258,921
Sales tax receivable	101,988	105,250
Transit Revenue Receivable, Net	4,835	7,472
Due from Other Governments	20,050	25,460
Materials and supplies inventory	36,870	37,724
Prepaid transit expenses and other	4,217	5,399
Restricted investments held by trustee for debt service	123,111	119,603
Restricted investments held for advance funding agreements	52,205	69,440
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
TOTAL CURRENT ASSETS	<u>841,716</u>	<u>734,622</u>
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	4,616	5,742
Investments restricted for system expansion and acquisition	57,931	66,924
Investments in joint venture	7,821	8,924
Capital assets		
Land and rights of way	618,572	618,596
Depreciable capital assets, net of depreciation	3,148,006	3,344,052
Projects in progress	405,380	227,111
Restricted investments held to pay capital lease/leaseback liabilities	112,342	109,813
Unamortized debt issuance costs and other	536	568
TOTAL NONCURRENT ASSETS	<u>4,355,204</u>	<u>4,381,730</u>
TOTAL ASSETS	<u>5,196,920</u>	<u>5,116,352</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	92,195	80,679
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$5,289,115</u>	<u>\$5,197,031</u>

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

(In thousands)

	<u>9/30/2020</u>	<u>9/30/2019</u>
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$103,363	\$89,687
Commercial paper notes payable	74,100	159,100
Current portion of Capital lease/leaseback liabilities	6,374	6,374
Current portion of amount due to the State Comptroller	1,393	824
Local Assistance Program Payable	5,622	3,193
Retainage Payable	17,669	11,520
Unearned revenue and other liabilities	92,965	114,136
Interest payable	50,248	51,233
Current portion of senior lien revenue bonds payable	62,689	59,974
TOTAL CURRENT LIABILITIES	<u>414,423</u>	<u>496,041</u>
NON-CURRENT LIABILITIES		
Accrued liabilities	40,172	41,066
Net pension liability	51,025	47,330
Net other post-employment benefits (OPEB) liability	5,048	9,948
Repayment due to State Comptroller	8,394	5,279
Senior lien revenue bonds payable	3,261,677	3,172,913
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	35,845	96,512
Capital lease/leaseback liabilities	112,342	109,813
TOTAL NON-CURRENT LIABILITIES	<u>3,514,503</u>	<u>3,482,861</u>
TOTAL LIABILITIES	<u>3,928,926</u>	<u>3,978,902</u>
Deferred Inflows of resources	19,209	15,628
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	<u>3,948,135</u>	<u>3,994,530</u>
NET POSITION		
Net investment in capital assets	796,675	784,924
Restricted for debt service	72,863	68,370
Restricted as security for capital lease/leaseback liabilities	4,616	5,742
Unrestricted	466,826	343,465
TOTAL NET POSITION	<u>\$1,340,980</u>	<u>\$1,202,501</u>

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED SEPTEMBER 30, 2020 AND 2019

(In thousands)		
	For the year ended	
	9/30/2020	9/30/2019
OPERATING REVENUES:		
Passenger	\$42,119	\$63,941
Advertising, rent and other	13,023	13,532
Total Operating Revenues	55,142	77,473
OPERATING EXPENSES:		
Labor	268,436	259,186
Benefits	108,341	118,592
Services	55,943	53,282
Materials and supplies	55,753	51,017
Purchased transportation	57,079	58,537
Depreciation and amortization	249,778	248,064
Utilities	16,717	16,619
Taxes, leases, and other	3,492	6,679
Casualty and liability	6,266	7,156
TOTAL OPERATING EXPENSES	821,805	819,132
NET OPERATING LOSS	(766,663)	(741,659)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	616,220	621,129
Investment income	6,575	14,787
Interest income from investments held to pay capital lease/leaseback	8,904	8,695
Interest expense on capital leases/leaseback	(8,904)	(8,695)
Interest and financing expenses	(142,413)	(148,757)
Build America Bonds tax credit	21,390	25,021
Other federal grants	294,136	54,932
Other non-operating revenues	15,156	15,463
Other non-operating expenses	(25,181)	(24,818)
TOTAL NET NON-OPERATING REVENUES	785,883	557,757
LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS	19,220	(183,902)
CAPITAL CONTRIBUTIONS, AND GRANTS:		
Federal capital contributions	98,924	80,426
State capital contributions	19,843	1,599
Local capital contributions	492	-
TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS	119,259	82,025
CHANGE IN NET POSITION	138,479	(101,877)
TOTAL NET POSITION - Beginning of the year	1,202,501	1,304,378
TOTAL NET POSITION - End of the reporting period	\$1,340,980	\$1,202,501

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

Introduction

This section of the Quarterly Report focuses on fixed route ridership, although the first chart and table include summaries of total system ridership, including all service modes. Fixed-route ridership reporting includes the number of unlinked passenger trips (*e.g.* boarding passengers are counted resulting in transferring passengers being counted each time they board a vehicle).

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

DART is now using automatic passenger counters (APC) to report bus, streetcar, and TRE ridership. With APC systems in place for both FY19 and FY20, we are able to make direct comparisons between APC-based counts on a year-to-year basis. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample data collected monthly. Paratransit ridership is compiled from daily trip manifests.

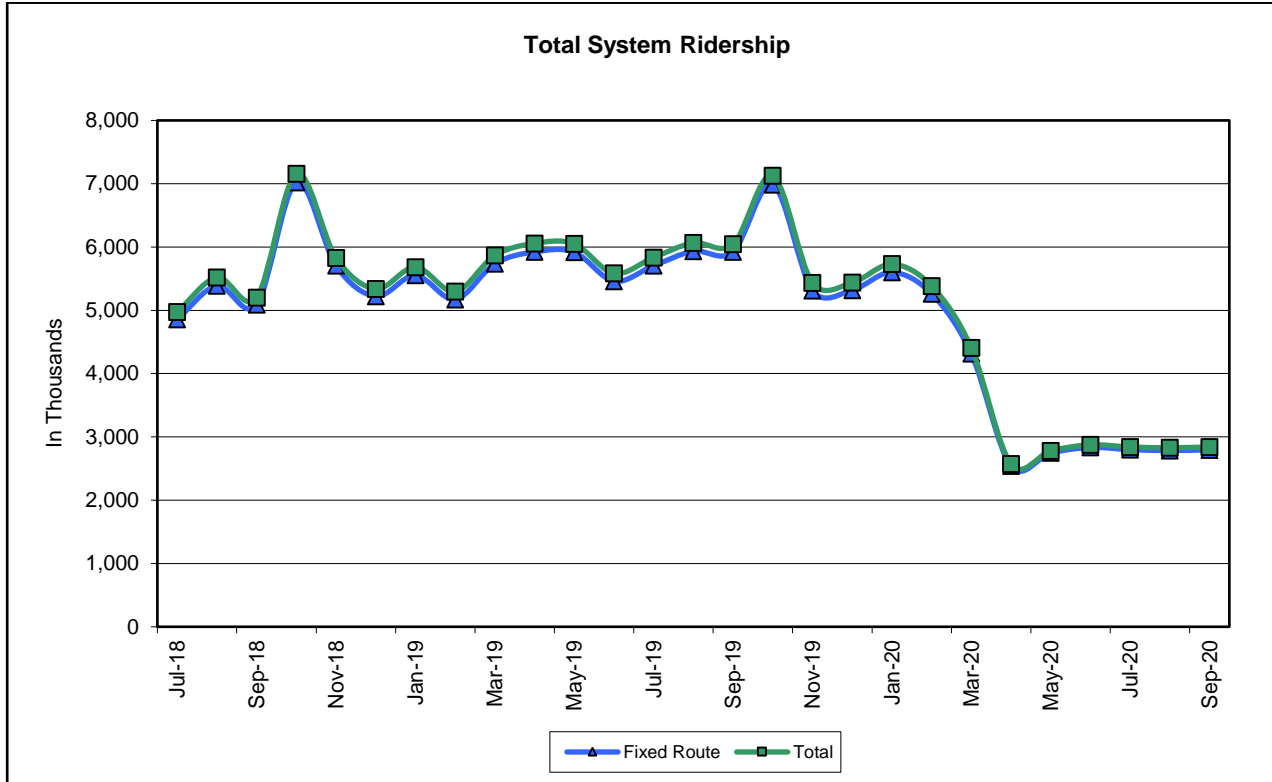
The availability of APC data also allows for more accurate counts of ridership by DART city. Starting with the 20Q1 report, estimates of ridership for each of the 13 DART cities will be based upon stop-level APC boardings. The results of the new approach appear in Table 3.

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were first adopted in 1995 and were most recently updated in 2018, and these Standards define the performance metrics and benchmarks against which DART measures individual route performance. Each route is evaluated quarterly to determine if it performs above, at or below standard. Routes that fall below standard for all three performance measures (utilization of resources target, utilization of capacity target, fiscal responsibility target) are identified as deficient performers. A route with deficient performance is then reviewed to determine whether any follow-up action is needed; actions can range from targeted marketing to service adjustments to (in rare cases) discontinuation of service.

Central to the Service Standards update has been an interest in defining standards to assist in efforts to improve bus service quality and quantity, including network structure, service frequency, service span, and placement of appropriate passenger amenities. Many sections have been completely rewritten to reflect this interest.

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

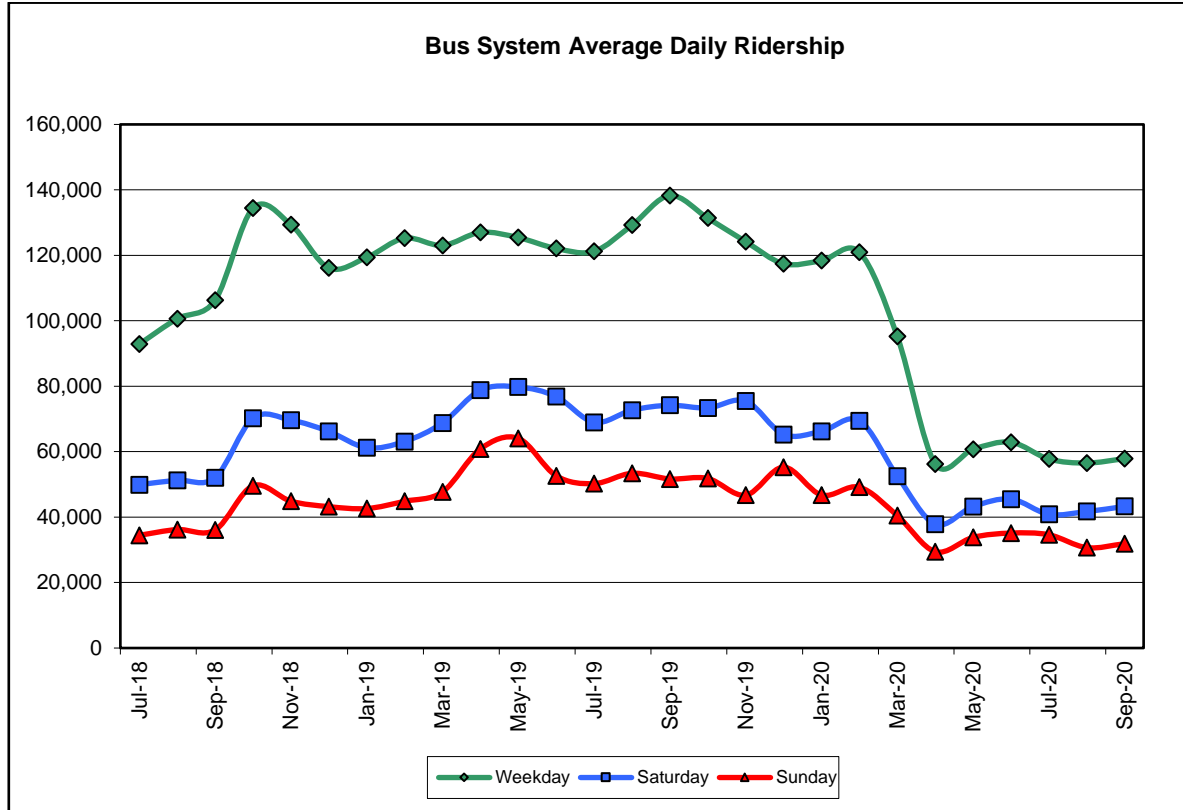
Total System Ridership



- Total system ridership includes fixed route (bus, light rail and commuter rail, streetcar), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported. Total system ridership has been lower than the same period last year.
- Though it happened late in Q2, the Corona Virus pandemic (COVID-19) continued to have a significant and noticeable impact on Q4 ridership. Many residents opted to work from home or avoided taking transit to minimize their exposure. Ridership declines started March 12th and accelerated through the end of the month. Although the months after that showed a small gain in ridership due to state opening policies and school activities, the loss is still noticeable. The opening of school season since August put a bit positive impact on ridership, especially for routes serving those campuses such as route 883 serving University of Texas at Dallas and 768 serving SMU.
- Total system ridership in the fourth quarter of FY 2020 was 8.5 million riders, a decrease of 52.6 % from the fourth quarter of FY 2019.
- Fixed route ridership totaled 8.4 million passengers in the fourth quarter of FY 2020, a decrease of 52.3 % from the fourth quarter of FY 2019.
- Bus System ridership totaled 4.7 million riders, 52.9 % below the fourth quarter of FY 2019.
- Although the COVID-19 led to ridership decline for most of the bus routes, certain individual bus routes that had significant service improvements in August 2019 showed gains or losses that exceeded system averages, particularly on weekends. Significant ridership increase was observed in bus routes serving businesses and activities that were reopening later this year. Express routes and certain shuttle services saw especially major declines.

- Light rail ridership for the fourth quarter ended September 30, 2020 was 3.5 million, a decrease of 50.5% from FY 2019 ridership of 7.0 million.
- Trinity Railway Express ridership was 152,306 passengers in the fourth quarter, a decrease of 67.3% from the same period in FY 2019 (465,058). Aside from the COVID-19, service disruptions due to switching issues with TexRail trains and equipment issues have affected on-time performance and may be another reason for some of the ridership issues.
- Dallas Streetcar ridership for the fourth quarter ended September 30, 2020 was 37,434, a decrease of 39.2% from FY 2019 ridership of 61,531. Starting from July 27, 2020, there was a \$1 one-way fare to ride the Dallas Streetcar. In the first three weeks following the fare implementation, streetcar ridership declined, particularly on weekdays. However, starting from mid-August, the streetcar ridership began to bounce up. It may be due to more usage from employment and school activities on weekdays and more entertainment activities on the weekends.
- Paratransit ridership for the fourth quarter ended September 30, 2020 was 119,960, a decrease of 47.9% from FY 2019 ridership of 230,206. Paratransit ridership was lower than last year due to the impact of the COVID-19; however, long-term trends indicate that ridership on Paratransit will increase as the overall population ages. Ridership is higher than actual trip counts due to including the count of Personal Care Attendants (PCAs), guests, and children. Paratransit certified customers are also given the option to ride fixed route services for free to encourage transitioning some trips to fixed route when the customer can do so versus a trip on Paratransit vehicles.

Bus System Ridership

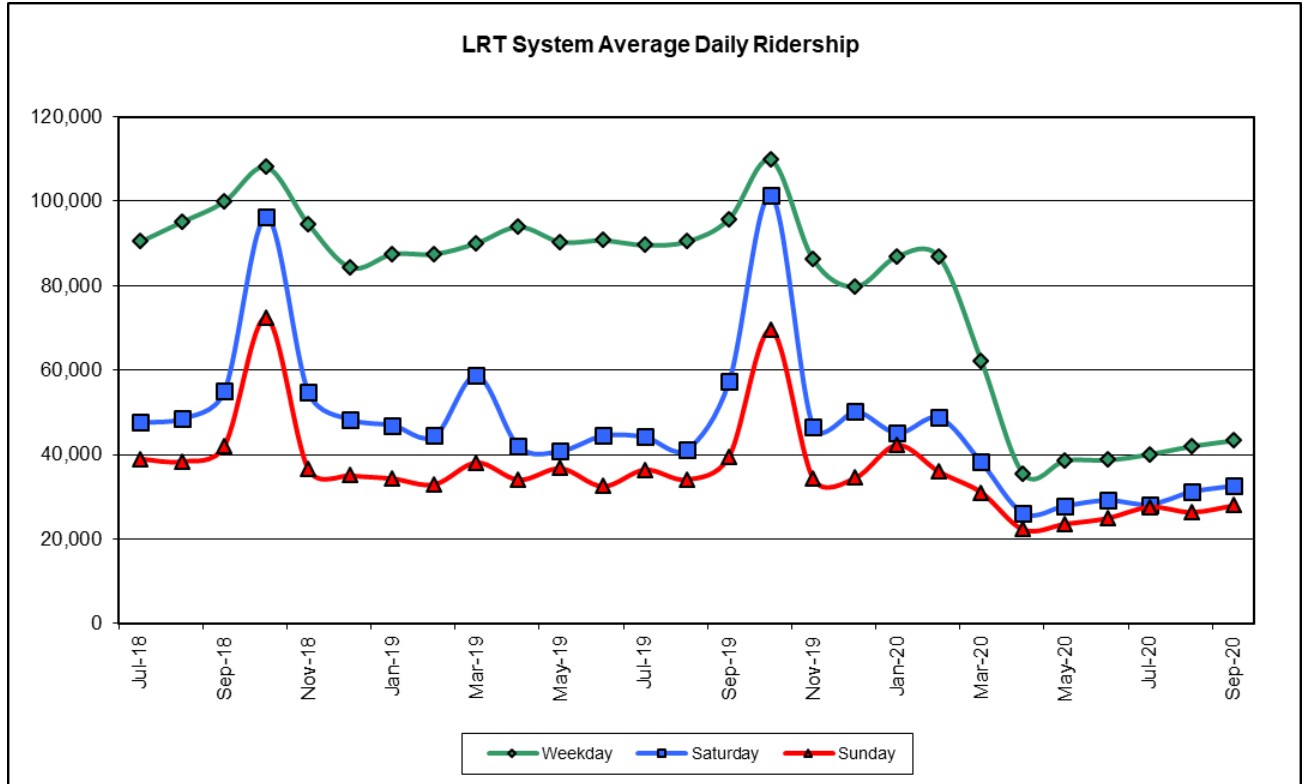


- Total bus ridership (including special-events ridership) in the fourth quarter of FY 2020 was 4.7 million riders, 52.9% lower from the fourth quarter of FY 2019.
- Average weekday ridership in the fourth quarter was 57,385 daily riders, a 55.7% decrease from last year's average. Saturday bus system ridership averaged 41,957 daily riders, down by 41.7% from last year. Sunday bus system ridership averaged 32,395 daily riders, an increase of 37.4% from last year.
- Though it happened late in Q2, the COVID-19 had a significant and noticeable impact on Q4 ridership. Many residents opted to work from home or avoided taking transit to minimize their exposure. Ridership declines started March 12th and accelerated through the end of the month. Although the months after that showed a small gain in ridership due to state opening policies and school activities, the loss was still noticeable.
- Although the COVID-19 led to ridership decline for most of the bus routes, certain individual bus routes that had significant service improvements in August 2019 showed gains or losses that exceeded system averages, particularly on weekends. Significant ridership increase was observed in bus routes serving businesses and activities that were reopening later this year. Express routes and certain shuttle services saw especially major declines.

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

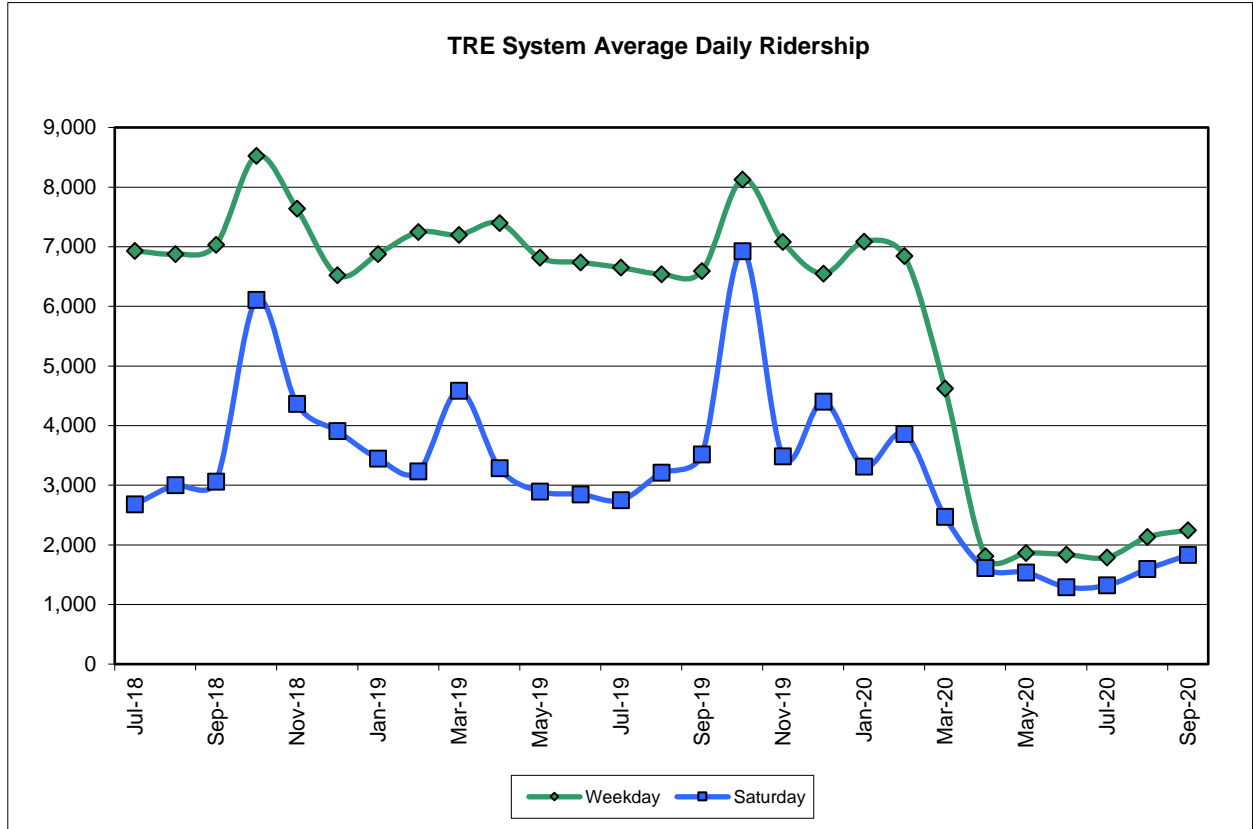
Route Type	Route Number and Name	Weekday Average
Local	11 Jefferson-Malcolm X	2,114
Express	283 Lake Ray Hubbard Express	209
Crosstown	404 Westmoreland Station/Parkland	2,057
Feeder	583 Richland College-Lovers Lane Station	1,092
Site Specific	McKinney Ave Streetcar	1,571
Shuttle	702 NorthPark Mall / Park Lane Station	208
GoLink	Rowlett	88

Light Rail System Ridership



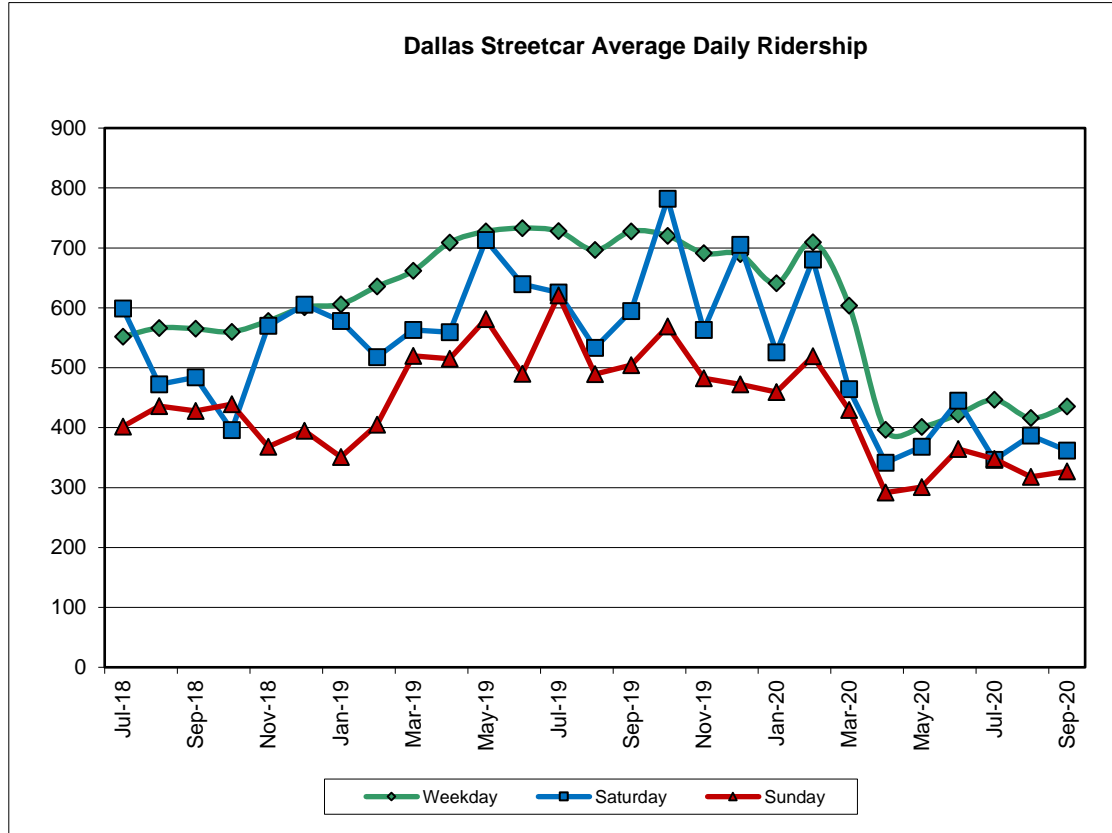
- LRT ridership in the fourth quarter totaled 3.5 million riders, a decrease of 50.5% from the fourth quarter of FY 2019 ridership of 7.0 million. The decline trend for LRT was mainly due to impact of the COVID-19.
- Weekday ridership in the fourth quarter averaged 41,854 passengers, a decrease of 54.5% from the fourth quarter of FY 2019.
- Saturday ridership in the fourth quarter averaged 30,675 passengers, a decrease of 35.5% from the fourth quarter of FY 2019 level.
- Sunday ridership in the fourth quarter averaged 27,335 passengers, a decrease of 25.5% from the fourth 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 fourth quarter ended September 30, 2020 was 152,306, a decrease of 67.3% from the same period in FY 2019 (465,058). Aside from the 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 2,055 daily riders (68.8% decrease from last year) in the fourth quarter.
- Saturday ridership in the fourth quarter averaged 1,581 daily riders, a decrease of 50.0% from the fourth quarter of FY 2019.

Dallas Streetcar



- Ridership on the Dallas Streetcar was 37,434 riders in the fourth quarter, 39.2% lower than the fourth quarter of last year. The decline trend was mainly due to impact of the COVID-19.
- Starting from July 27, 2020, there was a \$1 one-way fare to ride the Dallas Streetcar. In the first three weeks following the fare implementation, streetcar ridership declined, particularly on weekdays. However, starting from mid-August, the streetcar ridership began to bounce up. It may be due to more usage from employment and school activities on weekdays and more entertainment activities on the weekends.
- Weekday ridership averaged 433 daily riders in the quarter, a decrease of 39.7%.
- Saturday ridership averaged 365 daily riders, a decrease of 37.6% from the fourth quarter of last year.
- Sunday ridership averaged 331 daily riders, a decrease of 38.5% from the fourth 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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Streetcar Monthly	Fixed Route Total
2018	September	2,496	2,426	151	16.1	5,089
2019	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
2020	October	3,528	3,210	227	22	6,987
	November	3,046	2,092	156	18.9	5,313
	December	3,059	2,084	155	20.1	5,318
	January	3,103	2,307	171	18.5	5,600
	February	2,963	2,124	156	19.7	5,263
	March	2,508	1,679	112	17.3	4,316
	April	1,507	975	46	11.3	2,539
	May	1,634	1,055	45	11.7	2,746
	June	1,706	1,069	46	12.5	2,834
	July	1,607	1,134	45	12.9	2,799
	August	1,549	1,171	53	12.3	2,785
	September	1,548	1,181	55	12.2	2,796

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Streetcar Weekday	Fixed Route Total
2018	September	106.3	100.0	7.0	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	123.0	90.1	7.2	0.7	221.0
	April	127.0	94.0	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	92.0	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	87.0	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	94.0
	May	60.8	38.7	1.9	0.4	101.8
	June	62.9	38.8	1.8	0.4	103.9
	July	57.8	40.1	1.8	0.4	100.1
	August	56.5	42.0	2.1	0.4	101.0
	September	57.9	43.4	2.2	0.4	103.9

**Table 3: Passenger Boardings for DART Cities for the Fourth Quarter Fiscal Year 2020,
Period Ending September 30, 2020**

Cities	Bus	LRT	Commuter Rail	Streetcar	GoLink	Paratransit	Total System
Addison	98,182	0	0	0	0	259	98,441
	2.1%	0.0%	0.0%	0.0%	0.0%	0.2%	1.2%
Carrollton	64,138	114,460	0	0	171	3,200	181,968
	1.4%	3.3%	0.0%	0.0%	0.7%	2.7%	2.1%
Cockrell Hill	48,486	0	0	0	0	108	48,594
	1.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.6%
Dallas	3,663,387	2,823,769	63,502	37,434	10,672	81,918	6,680,681
	78.3%	81.1%	41.7%	100.0%	40.5%	68.3%	78.6%
Farmers Branch	55,131	28,327	0	0	1,805	1,159	86,422
	1.2%	0.8%	0.0%	0.0%	6.9%	1.0%	1.0%
Garland	254,645	82,555	0	0	0	10,882	348,082
	5.4%	2.4%	0.0%	0.0%	0.0%	9.1%	4.1%
Glenn Heights	4,627	0	0	0	914	529	6,070
	0.1%	0.0%	0.0%	0.0%	3.5%	0.4%	0.1%
Highland Park	1,501	0	0	0	147	6	1,654
	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%
Irving	224,028	118,826	22,258	0	0	7,818	372,930
	4.8%	3.4%	14.6%	0.0%	0.0%	6.5%	4.4%
Plano	101,745	139,748	0	0	6,941	8,938	257,372
	2.2%	4.0%	0.0%	0.0%	26.4%	7.5%	3.0%
Richardson	150,889	117,263	0	0	0	3,619	271,771
	3.2%	3.4%	0.0%	0.0%	0.0%	3.0%	3.2%
Rowlett	1,131	56,766	0	0	5,659	1,221	64,776
	0.0%	1.6%	0.0%	0.0%	21.5%	1.0%	0.8%
University Park	9,890	0	0	0	31	164	10,085
	0.2%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%
DART Cities	4,677,779	3,481,712	85,760	37,434	26,340	119,821	8,428,846

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FY 2020 Quarterly Marketing & Communications Report Fourth Quarter

DART Steps into Action/Ask DART Campaign

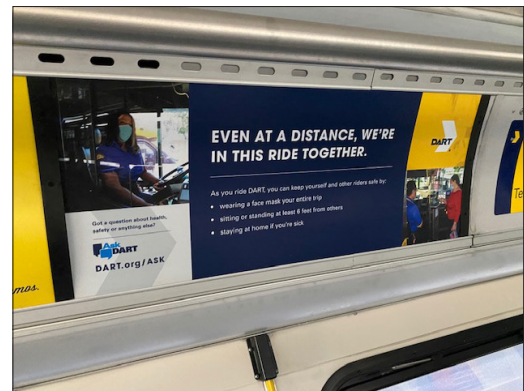
Project Overview:

COVID-19 has impacted public transportation ridership. Beginning July 6, DART began welcoming riders back with a general market campaign. Some riders who have essential jobs and limited transportation options have been riding DART throughout the pandemic. Other riders – including reliant commuters and task riders – who are uncertain about the safety of public transportation during a pandemic have chosen to use alternate means of transportation.



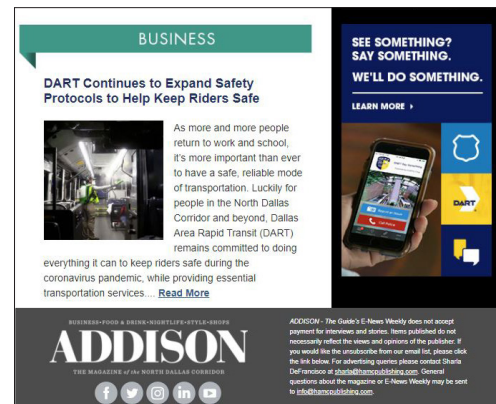
The campaign goal is three-fold:

1. Demonstrate how DART is addressing concerns about COVID-19.
2. Establish trust and transparency by revealing behind-the-scenes information and engaging customers with a 360-degree communication platform called Ask DART.
3. Proactively tell our story by showing how our engaged employees are practicing 5 Star customer service and adding value to the community.



Our key messages are based on social media and Ask DART feedback. This is the content that will be refreshed for the duration of the campaign:

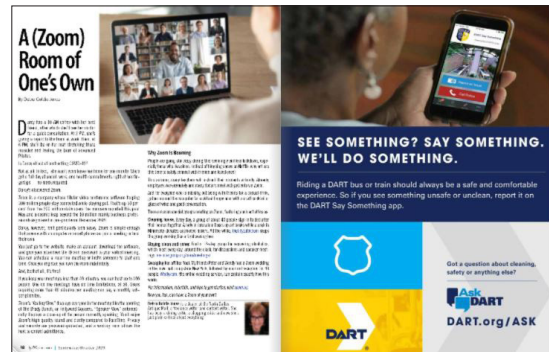
1. How we clean
2. Masks and social distancing
3. Contactless payment options
4. Discount GoPass Tap card
5. DART Say Something app
6. Mask and sanitizer dispensers on vehicles
7. Customer service
8. Customer thank you messages



DART Steps into Action/Ask DART Campaign (continued)

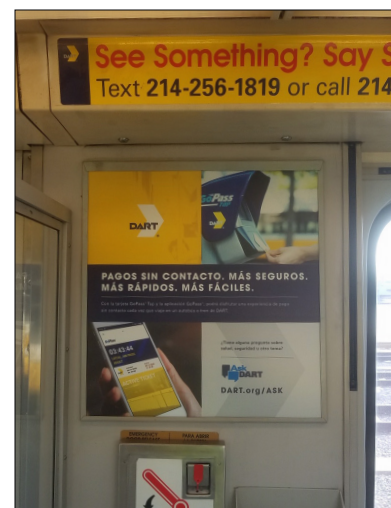
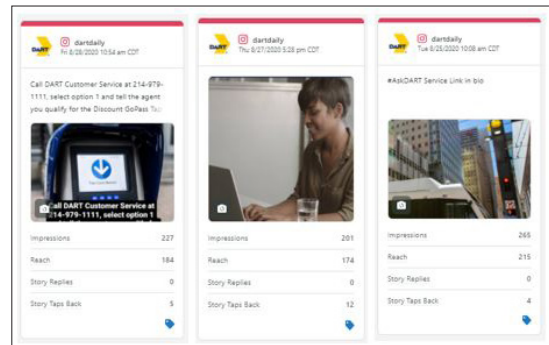
Project Overview:

- Internet– over-the-top streaming media service
- Radio– streaming and traffic radio
- Print– local publications or target market ads
- Digital/social media
- DART assets– bus and rail interiors
- Coming next:
 - Social media influencers: Ana Cruz and Reuben Lael
 - Email marketing
 - Utility bill inserts
 - DART assets – bus and rail exterior wraps



Highlights:

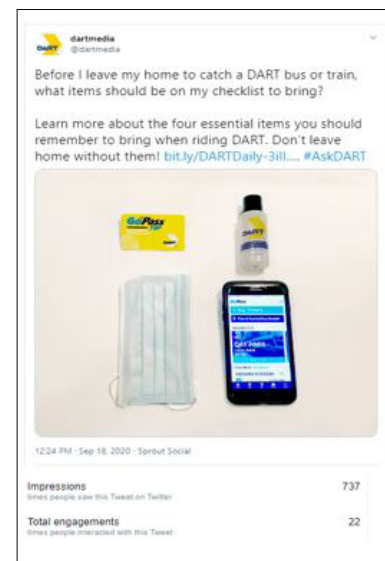
- Overall campaign impressions continue to increase week over week.
- Streaming audio costs are built into the total campaign costs and are on target. The efficiency of the spend or CPM (costs per thousand) is showing favorable declines.
- All set benchmarks in the campaign are pacing well.
- Top-performing topics via social media include:
 1. Mask requirements on vehicles
 2. Cleaning protocols
 3. Capacity restrictions on vehicles
 4. Service levels



DART Steps into Action/Ask DART Campaign (continued)

By the Numbers:

- Social media:
 - Posts: 282
 - Impressions: 199,637
 - Engagements: 7,343
- TV, print, digital (DART in-house media only)
 - Ads: 474
 - Market value: \$70,361
 - Impressions: 5.4 million
- Paid digital – Belmont Icehouse
 - Market value: \$75,000
 - Impressions: 12.8 million
- DART assets
 - Ads: 4,506
 - Market value: \$451,441
 - Impressions: 36 million



DARTzoom Bus Network Redesign Survey Promotion

Project Overview:

DART offered North Texans an opportunity to help shape the new bus network. Residents were encouraged to participate in webinars, town hall meetings and a survey about DART's new bus network redesign. Participation in the survey, which opened in April 2020, was low. The Marketing & Communications team was charged with developing and executing a plan that would increase the survey response rate and boost participation in key demographics and targeted zip codes.

This survey was vital to gaining input from riders, employers, stakeholders, and community leaders to ensure the agency designs a bus network that works best for the needs of the community.

The 8-week campaign was activated in July.

Project Elements:

- Drawing for 10 GoPass Tap cards (\$100 value on each card)
- Print media in the general and African American markets
- INFOtransit digital screens
- Paid social media
- Station banners



DARTzoom Bus Network Redesign Survey Promotion (continued)

Highlights:

The final update on the DARTzoom survey responses based on all results by Oct. 1, 2020:

- The agency received 1,521 survey responses.
 - This is an increase from the 593 survey responses received by June 15.
- 39% of the survey participants are regular bus riders who ride more than 15 days a month.
 - This is an increase from 26% on June 15.
- 28% of the survey participants are from African American communities.
 - This is an increase from 15% on June 15.
- 11 zip codes in southern Dallas are listed as the highest participation zip codes.
 - This is an increase from zero on June 15.

Helping from the bottom up

Dallas County reports 9 deaths

Grant to help ex-offenders get back on their feet

NEW BUS NETWORK ON THE WAY

WIN A \$100 GoPASS TAP CARD!

GoPASS TAP CARD!

NEW BUS NETWORK ON THE WAY

Make your voice heard. Take our short survey at DARTzoom.org

By the Numbers:

- Paid social media
 - Reach: 68,704
 - 50.7% male
 - 49.3% female
 - Link clicks: 1,308
- Print
 - Ads: 7
 - Market value: \$24,965
 - Impressions: 4 million
- INFOtransit digital screens
 - Ads: 1,984 (English and Spanish)
 - Market value: \$95,236
 - Impressions: 13 million

City Communicators Program - Meetings, Message Distribution, Relationships

Project Overview:

This program reinforces a positive working relationship between DART and city communicators in our service area and establishes a formal process for sharing pertinent information to the public.

Three times a year, we hold an Inside Track meeting, usually at DART Headquarters.

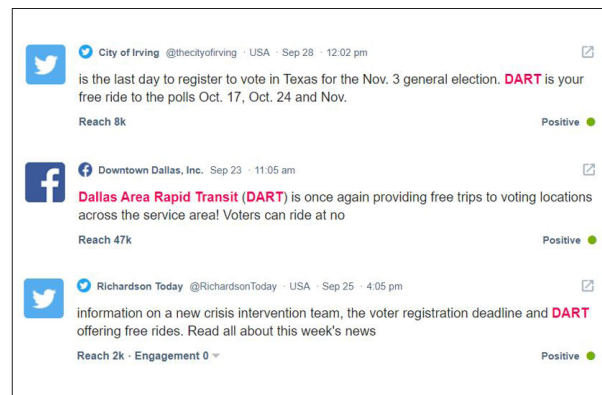
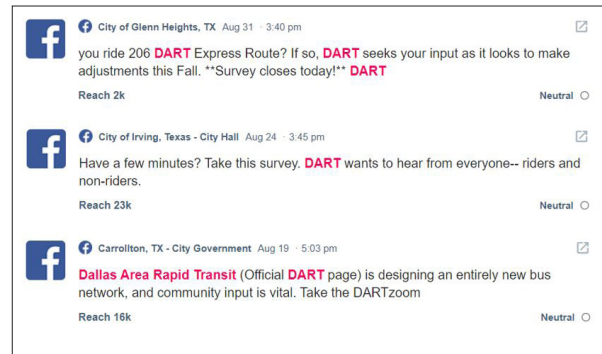
Communicators from cities, chambers, convention and visitors bureaus (CVBs), and downtown associations in the DART Service Area attend these meetings.

For example, at our March 2020 meeting, we had representatives from the cities of Addison, Carrollton, Farmers Branch, Glenn Heights, Highland Park, Irving, Richardson, and Plano. We also had representatives from the Dallas County Community College District (now Dallas College), and Downtown Dallas, Inc. We worked with Government Relations to achieve attendance by representatives from the offices of:

- U.S. Senator Ted Cruz
- U.S. Rep. Eddie Bernice Johnson
- U.S. Rep. Colin Allred
- U.S. Rep. Marc Veasey

Project Elements:

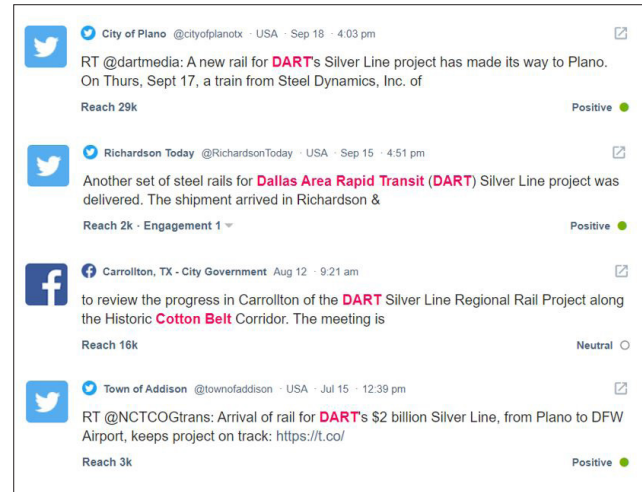
- Provide city communicators with a brief overview of what is happening at DART.
- Coordinate with DART staff to identify what key projects/initiatives will be shared with the communicators at each meeting.
- Learn what is happening in our service area that we need to know about.
- Find out if and how our cities are sharing relevant news about DART with their residents and develop a plan for more engagement.



City Communicators Program (continued)

Highlights:

- We held our first virtual Microsoft Teams city communicator meeting on Aug. 24.
- Presenters included:
 - David Ehrlicher, AVP, Capital Program Delivery - Silver Line Construction Update
 - Rob Smith, AVP, Serving Planning & Development - October 2020 Service Change
 - Nevin Grinnell, VP, Marketing & Communications - DART's Response to COVID
 - Linda Webb-Mañon, Senior Manager, External Communications, DART Steps into Action/Ask DART campaign
 - Eron Linn, Manager, Federal Relations



By the Numbers:

- 15 external guests participated in our first virtual Microsoft Teams city communicator meeting, including one or more representatives from these cities, chambers and/or CVBs: Addison, Garland, Glenn Heights, Highland Park, Irving, and University Park.
- Representatives from Dallas College, Downtown Dallas Inc., and UT Dallas also attended.
- In Q4 FY 2020, the cities of Addison, Carrollton, Dallas, Farmers Branch, Garland, Glenn Heights, Irving, Plano, and Richardson shared DART news 32 times on their digital and social media channels, generating more than 620,000 impressions.

Discount GoPass® Tap Card Program

Program inception January – July 2020

Project Overview:

DART launched the new Discount GoPass® Tap card program on Jan. 1, 2020 as a 2-year pilot through Dec. 31, 2021. The objectives of the program are to:

- Increase ridership among current and new riders with emphasis on the reliant commuters and task riders.
- Provide transportation options at a reduced cost (50% discount) for qualifying customers.
- Reduce social and economic inequalities by making mobility financially feasible to more residents.

Project Elements:

- Promotional collateral
- Community outreach
- Media placement
- Social media

Highlights:

- Marketing Materials
 - Materials were created to build awareness and help increase sales of the card.
 - All materials are available in Spanish and English.
 - Electronic versions of the marketing materials have been emailed to community contacts for download and printing.
 - An FAQ handout is available on the DART.org/tapforhalf webpage for download.
- Outreach
 - DART's Community Affairs team has led the outreach efforts to introduce the discount program to cities, assistance programs, social service agencies, and other community organizations.



Discount GoPass® Tap Card Program (continued)

Highlights (continued):

- Email communications
 - With the creation of the email address TapForHalf@DART.org, DART has engaged target audiences with an email communications campaign that includes more than 950 email messages since February.

By the Numbers:

- DART.org/tapforhalf has received more than 7,300 views to-date
 - Page views for the Spanish version range from 3% to 6%
- Marketing materials printed and distributed include:
 - 1,350 flyers
 - 350 posters
 - 30,000 brochures
 - 150 FAQ handouts
- To date, DART Community Affairs team members have participated in more than 30 events, reaching more than 5,000 people.
 - A kick-off event was held at DART Headquarters earlier this year where more than 25 agencies participated.
 - The first virtual Discount GoPass Tap Card Program Forum was held on Sept. 23 over Microsoft Teams and was attended by 8 representatives from community organizations.
- Digital and social media:
 - Posts: 12
 - Impressions: 9,677
 - Engagements: 350

Audience	Publication	Format
African American	Dallas Weekly	Print
African American	Elite News	Print
African American	The Gazette	Print
African American	Dallas Examiner	Print
African American	Dallas Post Tribune	Print
Hispanic	El Heraldo	Print
Hispanic	Novedades	Print
Hispanic	Al Dia	Print
Asian	News Korea Texas	Print
Asian	Nguoi Viet Dallas	Print
Asian	Dallas Chinese Daily	Print
Asian	Dallas Chinese News	Print
General	Star Local Media (Carrollton, Plano, Rowlett)	Print/Online
General	Dallas Morning News - Metro	Print
General	Irving Rambler	Print
General	Garland Messenger	Online/Mobile
General	Park Cities & Preston Hollow People	Print
General	Park Cities News	Print
General	White Rock Weekly	Print
Seniors	Senior News	Print

Paid Media

Project Overview:

DART promoted 5 campaigns on digital, print, and TV in Q4 FY 2020.

Project Elements:

- Campaigns included:
 - Ask DART – DART Steps into Action
 - Carol Wise: Dallas Business Journal Women in Business Award
 - DART customer survey
 - DARTzoom: A New Bus Network survey
 - DART Employer Pass program

By the Numbers:

- Media (print, TV, digital):
 - Ads: 605
 - Market value: \$116,234
 - Impressions: 9.8 million
- DART assets (bus wraps, bus exteriors, bus interiors, rail interiors, corner markers, INFOtransit digital screens, and windscreens):
 - Ads: 6,490
 - Market value: \$546,677
 - Impressions: 49 million



Social and Digital Media Recap

Project Overview:

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

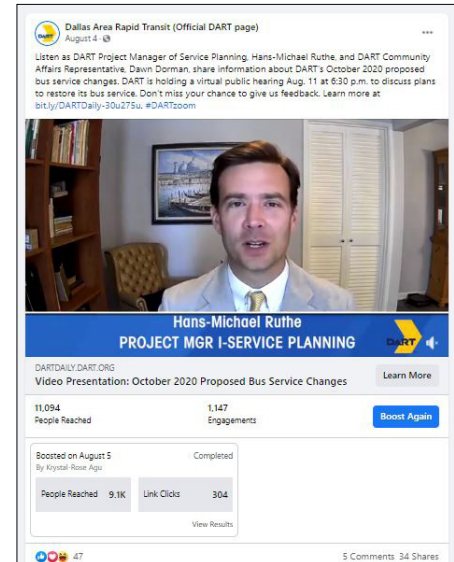
In Q4 FY 2020, we posted 610 messages on social compared to 693 messages in Q3 FY 2020. Despite a decrease in volume, impressions and engagements increased.

Project Elements:

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

Highlights:

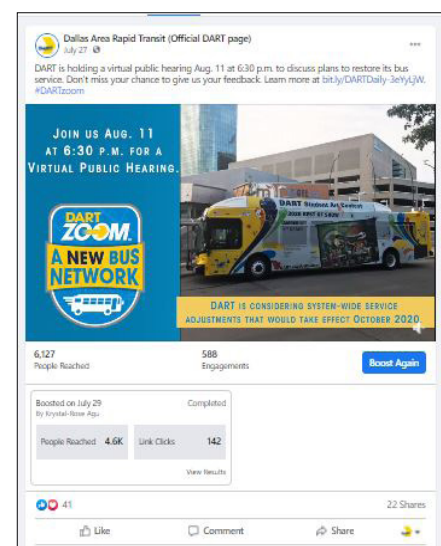
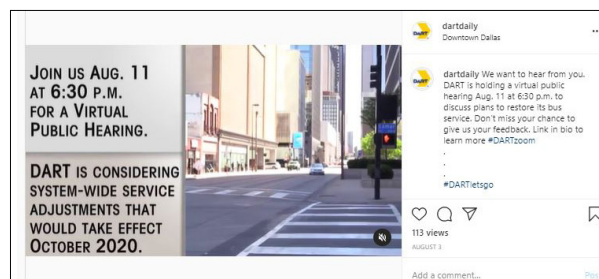
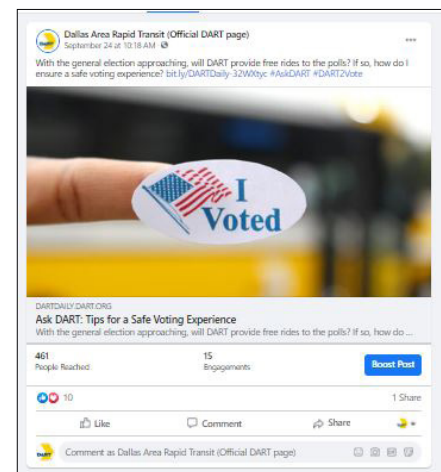
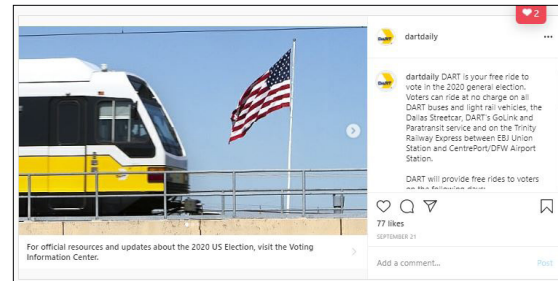
- In addition to the high-performing Ask DART content (see Ask DART campaign section), the agency promoted the October 2020 Service Change.
 - 42 messages about the service change earned 69,785 impressions and 3,441 engagements.
- DART to Vote content has also generated positive results:
 - 19 messages about DART to Vote earned 45,788 impressions and 1,916 engagements.



Social and Digital Media Recap (continued)

By the Numbers:

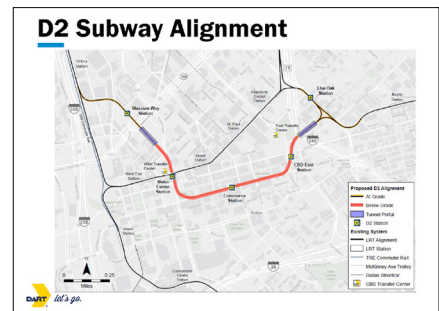
- In Q4 FY 2020, 610 messages earned 2.3 million organic impressions; 10.9 million paid impressions; and 57,534 engagements.
 - This is an increase from the 829,525 organic impressions and 859,179 paid impressions earned in Q3 FY 2020.
 - Engagements also increased from the 56,918 earned in Q3 FY 2020.
 - When compared with Q4 FY 2019, we experienced a 400% increase in organic impressions; 980% increase in paid impressions; and 92% increase in engagements.
 - This increase is largely attributed to Ask DART content.
 - Ask DART content is responsible for 98% of impressions and 82% of engagements in Q4 FY 2020.
- The number of followers increased from 40,326 in Q3 FY 2020 to 40,530 in Q4 FY 2020.
 - When compared to Q4 FY 2019, followers increased from 38,011 to 40,530.
- In Q4 FY 2020, 68 articles posted on the DART Daily blog earned 14,717 pageviews.
 - 21 of these articles were Ask DART stories, and the DART.org/Ask page has earned 7,666 pageviews.
 - Overall pageviews on DART Daily has increased 188.63% from Q3 FY 2020.



Media Relations – Earned Media

DART news releases and alerts:

- DART Increases Service Starting Oct. 19 (9/28)
- U.S. Transit and Transportation Agencies Announce Completion of First-Ever Automated Bus Specification (9/23)
- Ride DART for Free to Vote in the 2020 General Election (9/21)
- DART's Route 2 Stops Closed During S.M. Wright Freeway Demolition (9/18)
- Rail Arrives for Silver Line in Plano (9/18)
- DART Bringing Service Levels Back in October (9/17)
- DART GoLink Goes Paperless (9/16)
- Richardson Gets Silver Line Rail Delivery (9/16)
- GoPass® Approved for STAR Transit (9/9)
- Dallas Streetcar System Now Accepts DART GoPass (9/9)
- DART Approves Hearing to Add D2 Project to Service Plan (9/8)
- DART to Hold D2 Subway Service Plan Amendment Public Hearing (9/8)
- Tulsa Transit, DART Bring GoPass App to Customers (8/28)
- Cityplace/Uptown Station Platform Work Extended (8/27)
- TRE to Upgrade Onboard Message System (8/26)
- Additional DART Bus Stops Moving as Construction Continues at Downtown Garland Station (8/25)
- DART Clears Way for Northwest Plano TOD (8/24)
- Smart City Firm, Dallas Area Rapid Transit (DART) Deploy Innovative Contactless Kiosk Feature for Public Health (8/24)
- DART Adjusts Labor Day Weekend Schedule (8/24)
- Dallas Picks Schlosser for DART Board (8/20)



Media Relations – Earned Media (continued)

DART news releases and alerts (continued):

- Carol Wise Receives 2020 DBJ Women in Business Award (8/18)
- Additional Track Arrives for DART Silver Line (8/13)
- Texas GLO Awarded DART CNG Fuel Contract (8/13)
- DART Installing Mask and Sanitizer Dispensers On-Board Vehicles (8/12)
- DART Extends Meal Delivery to DISD Students through Aug. 27 (8/4)
- Route 500 Restores Original DART Weekday Service on Belt Line (7/29)
- Notice of DART Public Hearing - October 2020 DART Service Change Proposals, Tuesday, Aug. 11, 2020, 6:30 p.m. (7/24)
- UTD Comet Cruiser (Route 883) Service Changes Due Prior to Fall Semester, Effective Monday, July 27, 2020 (7/24)
- Notice of DART Silver Line Regional Rail Virtual Quarterly Community Meetings (7/23)
- DART Rail Generates \$10.27 Billion Near Rail Stations (7/23)
- DART Gets Farmers Branch Mayor on Board (7/22)
- Detours for Bus Routes 60, 164, 372, 374, 428, and 467 Due to Garland Ave. and Shiloh Road Street Closure, Effective July 25-27, 2020 (7/20)
- DART's 2020 Student Art Contest Winners Go Virtual at DMA (7/20)
- Bus Stop Consolidations to be Implemented in July for Routes 2, 26, and 35 (7/17)
- Arrival of rail for DART's Silver Line keeps project on track (7/14)
- Voters Ride Free on Election Day (7/14)
- DART's UTSW/Bass Center Bus Service Affected by Construction Work (7/14)



Media Relations – Earned Media (continued)

DART news releases and alerts (continued):

- DART Service Changes Start July 27 (7/14)
- DART Approves Hearing on Service Restoration (7/8)
- DART Riders Required to Wear Face Coverings Starting Friday (7/3)
- Cityplace/Uptown Station Platform Extension to Impact Weekend Rail Service through Aug. 30, Effective Saturday, July 11, 2020 (7/1)

Highlights of earned media coverage:

- DART has begun installing face mask and hand sanitizer dispensers on all buses, light rail vehicles, and streetcars. DART plans to have dispensers available to customers on each of their more than 600 buses, 160 light rail vehicles, and four Dallas Streetcar vehicles by the end of August/early September. (160 million impressions)
- Victory Park's newest developments head for an opening next year. Developer Hillwood's new Victory Commons office building and the 39-story Victor apartments are being built next to the American Airlines Center near Victory Station. A 1-acre landscaped plaza will connect the new office tower to the DART Rail station and American Airlines Center to the east. (145 million impressions)
- DART's GoPass® Tap automated fare collection platform now includes the Dallas Streetcar, offering passengers a better customer journey, thanks to VIX Technology. (100 million impressions)
- Toll Brothers, Inc., announced the formation of a new joint venture to develop Ferro, a 379-unit luxury apartment community in Downtown Plano. Ferro, located at 11th Street and K Avenue, is within a 10-minute walk to downtown Plano Station and will be steps away from a new DART station. The station will provide convenient light rail access to job centers in Plano, Richardson, and downtown Dallas as well as access to the new Silver line to DFW Airport, Addison, and Carrollton. (100 million impressions)



Media Relations – Earned Media (continued)

Highlights of earned media coverage (continued):

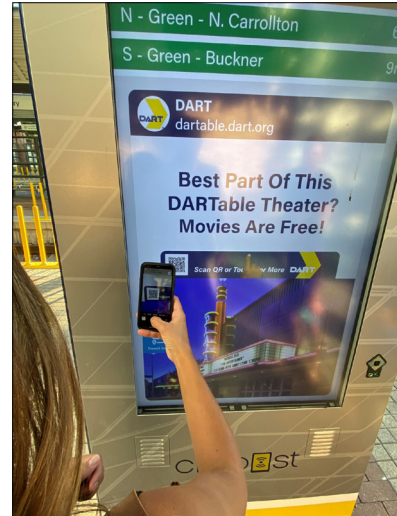
- DART is restoring 90% of pre-pandemic service levels beginning Oct. 19. The Board action comes after DART implemented temporary service adjustments for the bus and light rail system on April 6 that better reflected current ridership demand due to the COVID-19 pandemic. (75 million impressions)
- Dallas fire officials are seeking the public's help in identifying a man responsible for starting a fire aboard a DART train and causing a male passenger to suffer burn injuries. Dallas Fire-Rescue units responded around 11:26 a.m. to a call of a burn victim after the incident, which took place while the train was at DART's Hatcher Station, at 4003 Elsie Faye Heggins Street in South Dallas. Witnesses told authorities that when the train stopped at the station, an unidentified person squirted accelerant onto a seat of the train and ignited it. (75 million impressions)
- Potter's House saved its STEAM camp with a little help from its friends by shifting the popular youth program online due to the pandemic. This five-week summer camp founded by Bishop T.D. Jakes is considered a local gem that exposes Dallas County kids ages 5 to 16 to next-wave jobs in science, technology, engineering, arts, and math that could lift them from economic disadvantage. The Beck Group, DART, Dallas Symphony Orchestra, Texas Instruments, and UT Southwestern Medical Center all took students on virtual excursions instead. (74 million impressions)
- Another piece of infrastructure is being added to the site of the former Texas Stadium in Irving site. It's a 500-foot "Signature Bridge" that will span SH 114. The bridge, slated to be finished by the end of the year, will connect from the site to a new DART Orange Line Station and more developable land. (72 million impressions)
- A man is facing a murder charge after a fatal stabbing last week at a DART light rail station in downtown Dallas. DART Police said they responded to the stabbing about midnight at the St. Paul Station, in the 1900 block of Bryan Street. (72 million impressions)
- Clients tap into latest Fair Park food giveaway to stay resilient. It was the first time during the pandemic that in addition to serving drive-through clients, the food bank has served people without vehicles. One man traveled to Fair Park via bus and train from Oak Cliff and said the free dry goods and fresh produce he received Tuesday will last him about two weeks. He's learning to downsize his portions as the pandemic continues. (69 million)
- DART is once again providing free trips to voting locations across the service area. Voters can ride at no charge on all DART bus, light rail, Dallas Streetcar, GoLink, and Paratransit service, and on the Trinity Railway Express between EBJ Union Station and CentrePort/DFW Airport Station. (40 million impressions)



Media Relations – Earned Media (continued)

By the Numbers:

• July Impressions – Broadcast		
○	1,161,976	Positive
○	13,548,939	Neutral
○	200,641	Negative
	14,911,556	Total Viewers/Impressions
• July Impressions – Print/Online		
○	203,699,672	Positive
○	11,279,175	Neutral
○	143,778,642	Negative
	358,757,489	Total Viewers/Impressions
• August Impressions – Broadcast		
○	2,172,846	Positive
○	720,981	Neutral
○	0	Negative
	2,893,827	Total Viewers/Impressions
• August Impressions – Print/Online		
○	310,985,347	Positive
○	2,220,099	Neutral
○	0	Negative
	313,205,446	Total Viewers/Impressions
• September Impressions – Broadcast		
○	2,731,537	Positive
○	3,236,878	Neutral
○	2,526,525	Negative
	8,494,940	Total Viewers/Impressions
• September Impressions – Print/Online		
○	309,553,747	Positive
○	3,288,354	Neutral
○	10,762,368	Negative
	323,604,469	Total Viewers/Impressions



Customer Service

Project Overview:

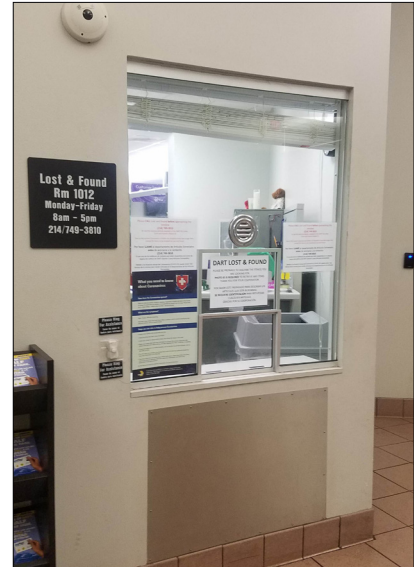
The Customer Service department continues to provide service to DART customers.

Project Elements:

- Maintaining workspaces at home
- Keeping Lost & Found open with limited public access

Highlights:

- Lost & Found has minimal contact with the public. Only customers whose item(s) has been confirmed to be in our possession are allowed access to Lost & Found employees.
 - Face mask, gloves, and disposable coveralls are utilized when handling Lost & Found items.



By the Numbers:

- July
 - 33,151 calls received (45% fewer than same time last year)
 - Customer trip planning in English handled 84% of received calls
 - Customer trip planning in Spanish handled 2% of received calls
 - Customer feedback handled 11% of received calls
 - Lost & Found handled 3% of received calls
- August
 - 33,291 calls received (53% fewer than the same time last year)
 - Customer trip planning in English handled 83% of received calls
 - Customer trip planning Spanish handled 3% of received calls
 - Customer feedback handled 12% of received calls
 - Lost & Found handled 2% of received calls

Customer Service (continued)

By the Numbers (continued):

- September
 - 32,132 calls received (49% fewer calls than the same time last year)
 - Customer trip planning English handled 82% of received calls
 - Customer trip planning Spanish handled 3% of received calls
 - Customer feedback handled 12% of received calls
 - Lost & Found handled 3% of received calls

Transit Education

Project Overview:

The Transit Education team supported the agency's DART Serves project by volunteering weekly to distribute food to families in Garland and Dallas independent school districts. Additionally, the team conducted virtual presentations; participated in community events and back to school fairs; and communicated with stakeholders on a regular basis.

Project Elements:

- Transit Education program flyer
- Silver Line safety flyer
- GoPass Discount Tap card brochure
- Silver Line safety construction video
- Transit Education webpage



Highlights:

- DART's Transit Education team participated in 13 Back-to-School events held in Dallas, Glenn Heights, Irving, and Plano.

By the Numbers:

- Participated in 47 education/community outreach programs
 - 13,257 people attended
- DART.org/transiteducation received 1,660-page views

Community Affairs

Project Overview:

Community Affairs hosted virtual betterments program workshops and quarterly community meetings for the Silver Line Regional Rail project, as well as an in-person pre-public hearing on Aug. 11 for the October Service Change, and a virtual public hearing on Sept. 22 for the D2 Subway Service Plan Amendment.

Project Elements:

- Virtual Silver Line betterment workshops
- Virtual Silver Line quarterly community meetings
- October Service Change in-person pre-public hearing and virtual public hearing
- D2 Subway SPA virtual public hearing

Highlights:

- 13 virtual Silver Line betterment workshops were conducted July 1-30.
- 5 virtual Silver Line quarterly community update meetings were conducted Aug. 6-27.
 - These meetings were conducted for Cypress Waters (Aug. 6), Carrollton (Aug. 12), Addison (Aug. 13), Plano/Richardson (Aug. 20), and Dallas (Aug. 27).
- An in-person October Service Change pre-public hearing community meeting was held on Aug. 8.
- An October Service Change public hearing was held virtually on Aug. 11.
- A D2 Service Plan Amendment public hearing was held virtually on Sept. 22.

By the Numbers:

- Approximately 250 people participated in the Silver Line quarterly community update meetings.
- 33 people participated in or submitted email comments during the Aug. 11 October Service Change public hearing.
- 26 people participated in or submitted email comments during the Sept. 22 D2 Subway Service Plan Amendment public hearing.

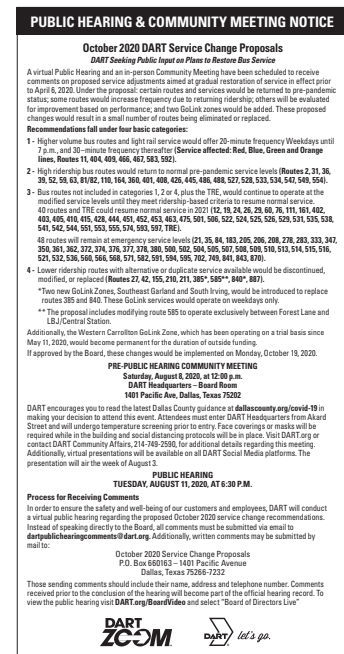
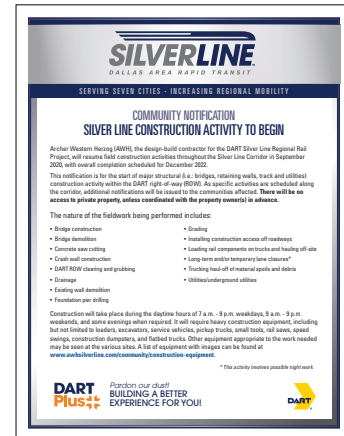


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Executive Summary

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. On February 12, 2019, the DART Board approved funding to increase the contract value to add three additional buses for the service demand. In May 2019, DART solicited and received bids for purchasing three additional buses to support the UTD shuttle service. The contract was awarded to Gillig. DART accepted bus delivery in July 2020 and the vehicles are now in service. Service with the new buses began during the 4Q20. A new schedule was implemented in 4Q20 which required fewer peak buses and reduced the annual cost for the service. The schedule eliminated the express service between CityLine/Bush Station and the north end of the UTD campus.
- **The UTD Site-Specific Shuttle** transitioned into a 10-year shuttle agreement (effective October 1, 2016) to correspond with the approval of a contract for operation of the UTD service. On February 12, 2019, the DART Board approved funding to increase the contract value to add three additional buses for the service demand. In May 2019, DART solicited and received bids for purchasing three additional buses to support the UTD shuttle service. The contract was awarded to Gillig. DART accepted bus delivery in July 2020 and are now in

Executive Summary

service. Service with the new buses began during the 4Q20. A new schedule was implemented in 4Q20 which required fewer services during the peak hours and reduced the annual cost for the service. The schedule eliminated the express service between CityLine/Bush Station and the north end of the UTD campus.

- Shuttle Service & Ridership:

- ✓ Parkland Shuttles: Average weekday ridership for Route 704 was 378 in July; 379 in August, and 374 in September 2020. Average weekday ridership for Route 705 was 224 in July; 213 in August, and 198 in September. Service Planning staff developed a plan for a new shuttle route (706) which now connects 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 129 in July, and 154 in August and 167 in September 2020. The ridership decline is due to the COVID-19 Pandemic.
- ✓ Park Cities: Average weekday ridership during 4Q20 was 3 passenger trips during July; 3 passenger trips during August; and 4 passenger trips during September. This showed a decrease over the same three months in FY 2019 (9, 6, 8) due to the COVID-19 Pandemic. DART combined the Lakewood Zone and Park Cities vehicle in 4Q20 to improve efficiency.
- ✓ Amazon Shuttle: Average weekday ridership during 4Q20 was 37 passenger trips per day during July, 35 passenger trips during August, and 38 passenger trips during September. This showed an increase over the same three months in FY 2019 (31, 27, 32). DART Board approved the Amazon 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: There has been a modest increase in ridership since the COVID-19 Pandemic began, however, the service is operating at about 35% of their normal ridership compared to this time last year.

- 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%. The final bus OTP ended the fiscal year at 83.69%, which exceeds the Board goal of 83.0% OTP. We would note that a substantial number of DART routes continue to operate on detours due to construction and/or development issues, and these detours are adversely impacting on time performance. Staff will continue to work to use new tools to improve on time performance.

Executive Summary

- Special Events:
 - ✓ Many special events that are normally held during July-September, including the State Fair of Texas, were either canceled or postponed due to the COVID-19 Pandemic. The Red River Showdown (October 10) proceeded with limited spectators. 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. No advertisement shelter is required at this time. Cameras installed in the Enhanced Shelters are not performing well, and will be replaced with a motion sensor camera. The motion sensor cameras was pilot tested at the end of 3Q20 and were successful. In 4Q20, a motion sensor camera will be field tested at the Forest Lane Enhanced Bus Shelter. DART's amenity contractor miscalculated the solar requirements. The field test was put on hold until solar loads were recalculated and resolved. Field testing will begin 1Q21. Additional Enhanced Bus Shelters will not be installed until the new camera solution is approved.
- Vanpool Program: At the end of 4Q20, there were 14 vanpool groups in operation because of the effects of the pandemic. These declines happened due to several factors as well. 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. Large employers (Texas Instruments and AFEES), anticipate restarting their vanpool programs by the summer of FY 2021. This is dependent on COVID-19 Pandemic conditions. A regional meeting facilitated by North Central Texas Council of Governments (NCTCOG) brought together DART, DCTA, and Trinity Metro to discuss the practice of shifting vanpool groups while not adhering to each agency's service area. Most employees were working from home where there was no need for commuting. DART is actively communicating through our vendor (AVR) to discuss return-to-work policies.
- 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. Decisions on restoration of many bus services were approved by the Board of Directors in 4Q20, and bus services were restored to approximately 89% of pre-pandemic levels in October 2020.
- Bus Service Plan: Jarrett Walker + Associates (JWA) began the Bus Network Redesign planning work in 1Q20, with the goal of having a draft plan complete by 1Q21, and all work on the project completed by 2Q21. During 3Q20, JWA and DART completed the first phase

Executive Summary

of the public engagement process. Because of the COVID-19 Pandemic, all Regional Transit forums and plans for in person meetings and interviews were cancelled. DART replaced these meetings with virtual meetings and on-line surveying. The summary report on the feedback on Ridership versus Coverage preferences was completed in the 3Q20, and the Board began to deliberate on a policy decision on the appropriate ridership/coverage mix during 4Q20, with a decision expected in 1Q21.

- 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 FY 2020. The initial contracts ended on September 30, 2019 but were renewed with the DART LGC for an additional three years. The agreements were executed with all three cities in 4Q19. Through 3Q20 and 4Q20, ridership on these contracts has dropped substantially. Fairview is considering cancelling the program, but as of 4Q20, the service has not been cancelled.

Mobility Program Development

- 511DFW: The 511DFW website had 3,355,648 hits with 6,794 visits between July 1, 2020 through September 30, 2020. The Phone system received 16,512 calls during the same time. 10,334 incidents were reported citing road closures, detour information and additional traveler assistance information from the TxDOT center-to-center (C2C), and EcoTrafrix user information was posted on the 511DFW website. 253,824 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 a major annual repair performed and completed last month with the help from

Executive Summary

NCTCOG and DART contractors. The Rowlett Parking Lot Camera Occupancy work and accuracy of the system were completed last year in 4Q19 and the system is operating and reporting parking availability via two LED signs and the Parker App. The “Parker App” is a free mobile guidance app for consumers that provides access to accurate real-time, parking availability with dynamic routing, real-time parking rates, hours, policies and restrictions”. A major system upgrade is planned for FY21 under a new maintenance contract with the contractor and NCTCOG will have an opportunity to get access to the Parker App on integrating Rowlett parking lot data into 511DFW.

- Rowlett Parking: The Rowlett reserved parking program is managed by the Rowlett Volunteers-On-Patrol. During 4Q20, the program continued to work well with no complaints from riders or Rowlett staff. Parking utilization has declined significantly due to the COVID-19 Pandemic during 4Q20.
- Transportation System Management (TSM): The Street Repair Program for repair of member city streets heavily used by DART buses is an ongoing effort. During 4Q20, invoices were received from Rowlett, Addison and Garland and have been processed for payment. Staff is currently communicating with the other cities to assist with submission of their invoices for reimbursement. Due to COVID 19, there may be some requests to delay the deadline for completing projects under the Street Repair Agreements until 2Q21.
- TRIP Programs: Invoices from the four participating cities of University Park, Highland Park, Glenn Heights and Cockrell Hill are expected during the next quarter for reimbursement for the TRIP Program Agreements. This program will be ongoing through September 2025. No invoices were submitted from participating cities during 4Q20.
- 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 4Q20, 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, 8th & Corinth, Glenn Heights and Forest Lane. Certificates of Occupancy (CO) have been issued for all 10 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 contract acceptance clause. DART procurement extended the contract to December 31, 2020 for the contractor to take care of all repairs. Work on the other 2 remaining Crewrooms at Park Lane and Downtown Carrollton will be performed under an on-call construction contract and is expected to be completed by 4Q21.
- 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 to install 70 shelters, 70 benches and 70 free standing lights was met.
- 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 and 4Q20 ridership continued to fall over same months in the previous year due to the COVID-19 Pandemic. Regular passenger ridership and registration reports are sent monthly to participating cities.

Executive Summary

- 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 14th 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: Enhance the safety and service experience through customer-focused initiatives.

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

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

Accomplishments

- 4Q20: The Baylor Scott White Medical Center Site-Specific Shuttle Agreement was approved by the board.
- 3Q20: The SMU Site-Specific Shuttle Agreement was approved by the board.
- 2Q20: McKinney Avenue Transit Authority Site-Specific Shuttle Agreement was approved by the board.
- 1Q20: The Site-Specific Shuttle Agreements for Texas Instruments and the City of Richardson were approved by the board.
- 1Q19: Additional weekend services were added for Inland Port. GoLink is funded 50% by Amazon.

Issues

- 4Q20: No issues to report at this time.
- 2Q20: DFW Airport will close its Remote South Parking Facility and its associated bus stops starting 3Q20.
- 2Q20: City of Richardson announced a reduced schedule on route 824 (Galatyn Park) until COVID-19 restrictions have relaxed.
- 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**
- McKinney Avenue Transportation Authority (MATA) is on a one-year term and is set to expire April 2021.
 - Discussions with Paul Quinn College to extend the GoLink boundaries to support the campus. The Inland Port GoLink zone now includes Paul Quinn College effective August 12, 2019. A similar extension was made to the North Central Plano / Chase Oaks zone to serve Collin College Spring Creek Campus. NCTCOG has agreed to fund the DFW Site-Specific Shuttle until a permanent agreement between DART, Trinity Metro and DFW Airport can be negotiated. The new ILA was approved and signed in 3Q19.

Project Manager(s) Rob Smith / Dan Dickerson

Strategic Priorities

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

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

Description

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

Accomplishments

- 4Q20: DART bike lid mis-use SOP draft completed and forwarded to Planning department heads for approval.
- 4Q20: City of Dallas began construction of bike lanes and boarding islands on Abrams between Richmond and Beacon.
- 4Q20; City of Richardson bike lane project on Greenville completed in August 2020.
- 4Q20: Innovative Services met with the City of Dallas to discuss the revocation of electric scooter permits. It is anticipated that electric scooters will return in the City of Dallas once new ordinances are agreed upon.
- 4Q20: In discussion with Lime on parking configurations and equitable distribution of electric scooters at DART rail stations and transit centers.
- 3Q20: Internal Bike/Ped team is actively participating in associated bike trail connectivity projects, primarily with the City of Carrollton, Lime and the Trinity Spine Trail at Lawnview Station.
- 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. This was delayed due to the Pandemic.
- 1Q20: Field survey was completed on the condition that all bike lids were installed at rail stations and transit centers.
- 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.

Issues

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

Schedule

- 2Q21: Final design for the Columbia and Main bike lanes
- 1Q21: The City of Dallas requested comments on the 60% bike lane design on Columbia and Main
- 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.
- 1Q21: Bike lid misuse SOP approved by DART Legal.
- 1Q21: Bike lid misuse SOP implemented.
- 3Q20: Greenville Ave bike lane was implemented.
- 2Q20: Preparation for DART's Bike to Work Week "Recharging Stations" slated for May will begin this quarter.

Project Manager(s)

Ryan McCutchan / Patricio Gallo

Construction & Installation of Standard Shelters

Service Planning and Scheduling

Strategic Priorities

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

Description

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

Accomplishments

- 4Q20: Despite COVID-19 challenges the amenity installation goal of 70 shelters, 70 benches and 70 Bright Up Lights were met.
- 3Q20: 68 Bright Ups, 32 benches and 35 shelters were installed.
- 3Q20: The 19 shelter and 32 bench pads were approved by the Change Control Board and are currently under construction.
- 2Q20: 30 bench pads were constructed
- 2Q20: 60 Bright Up locations were identified
- 2Q20: In lab testing for the smart shelter camera upgrades and horn initiated.
- 1Q20: 35 shelter amenity pads were constructed.
- 4Q19: DART and AT&T resolved the shelter concerns at the Commerce and Field Bus Stop. Service at the bus stop was initiated on August 12, 2019. AT&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.
- 4Q19: FY 19 amenity goal of installing 70 shelters, 70 free standing lights and 70 benches was met.

Issues

- 4Q20: 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.

Schedule

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

Project Manager(s)

Jennifer Jones

Strategic Priorities

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

Description

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

Accomplishments

- 4Q20: The current vanpool vehicle fleet in operation at the end of 4Q20 is 14. Innovative Services is working with NCTCOG to increase the federal subsidy up from 35 percent.
- 3Q20: Vanpool Contract was transitioned to AVR in 3Q20. However due to the COVID-19 Pandemic, the number of vans has declined to nine by the end of 3Q20.
- 2Q20: Met with new vanpool vendor (AVR Vanpool) that was awarded the vanpool contract (1Q20) to start transitioning vanpool groups in 3Q20. This is a five-year contract for an amount not to exceed \$17,047,800.
- 4Q19: The vanpool's in operation ended the year at 175 which was five below the goal for the year.

Issues

- 4Q20: The drastic decline in ridership can be attributed to the fact that the majority of riders are working from home. Based on discussions with individual agencies, companies, and organizations it is anticipated that most vanpool riders will not return to their office until the summer of FY 2021.
- 3Q20: Vanpools declined to only nine vehicles due to the COVID-19 Pandemic. This will be a continuing issue in 4Q20 and FY21 as well.
- 2Q20: The Vanpool Fleet was reduced dramatically from 174 vanpools (1Q20) to 163 vanpool formations in March. We anticipate this number will again drop significantly due to several factors. 1) Enterprise Vanpool has introduced a competitive lease price on vans in an effort to retain business. 2) Fuel prices are currently well below two dollars per gallon. and 3) the COVID-19 Pandemic and its associated restrictions made it impractical to commute in large groups for the time being.
- 2Q20: DCTA has expressed their desire to obtain Collin County as part of their vanpool service area. DART team is trying to resolve this in coordination with the NCTCOG. (Pending)

Schedule

- 4Q20: A regional meeting facilitated by NCTCOG brought together DART, DCTA, and Trinity Metro to discuss the practice of shifting vanpool groups while not adhering to each agency's service area. Thus, the member city rule was enacted to provide clarity as discussions progress towards forming a singular vanpool program at the conclusion of DCTA's contract in FY22.

Project Manager(s)

Rob Smith / Dan Dickerson / Ryan McCutchan

Strategic Priorities	<p>Priority 1: Enhance the safety and service experience through customer-focused initiatives.</p> <p>Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.</p>
Description	<p>DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas 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:</p> <ul style="list-style-type: none">• General congestion• Traffic signals• Obstruction by other vehicles turning right• Passenger stops <p>Phase I implementation occurred in FY13. Rapid Ride service along the Forest Lane corridor and better bus service along the Westmoreland corridor were implemented this phase. Phase II will be the implementation of Enhanced Bus Shelter in FY15. These will be the first shelters in North America that will be completely solar powered. The Enhanced Shelters will include next bus arrival information, security cameras and lighting.</p>
Accomplishments	<ul style="list-style-type: none">• 3Q20: Lab testing completed, and camera upgrade was approved.• 2Q20: Lab testing has begun on the camera upgrade and the passenger enunciation equipment.• 1Q20: Replacement camera solution for the Enhanced Bus Shelters has been completed.
Issues	<ul style="list-style-type: none">• 4Q20: DART's amenity contractor miscalculated the solar loads for the new camera and speaker. Field testing was put on hold until loads were recalculated.
Schedule	<ul style="list-style-type: none">• 1Q21: Complete field pilot test at the Forest Lane location.• 4Q20: Recalculate solar loads for new camera and speaker.• 4Q20: Completed field pilot test at the Forest Lane location.• 3Q20: Pilot test recommended Enhanced Bus Shelter upgrade• 1Q19: Award shelter contract.
Project Manager(s)	Jennifer Jones

FY 2020 Score Card

Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> <i>Expand Services</i> 	Service Changes Core Frequent Route Network Route Restructuring Schedule Adjustments Realignment of Express Routes to Transit Centers and Stations	<p>Reduced service levels are still in effect for 48 bus routes and DART's core frequent bus/rail network, due to the decline in ridership due to the COVID-19 Pandemic. However, many services were restored or improved in October 2020, and include:</p> <ul style="list-style-type: none"> 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. 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. Schedule Adjustments are aimed at improving scheduled recovery time and on time performance of the routes. Many adjustments target peak periods. 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. <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 considered adjustments to the emergency schedules during 4Q20. These adjustments were implemented in October 2020.</p>
<ul style="list-style-type: none"> <i>Improve Customer Waiting Conditions</i> 	Improved Passenger Support Facilities	Enhanced Bus Shelters installation is a part of the new amenities contract that was awarded in December 2018 - 2020. The FY 2020 amenity goal to install 70 shelters, 70 free standing lights and 70 benches was met.
IMPROVE COST EFFECTIVENESS		

FY 2020 Score Card

Five-Year Action Plan

Service Planning and Scheduling

<ul style="list-style-type: none"> Implement Efficiencies 	GoLink – UberPool	Ridership on GoLink service continues to decline 4Q20 ridership was down by nearly 60% due to COVID-19 Pandemic. At the end of September 2020, changes were made to improve efficiency combining vehicle resources between zones and the introduction of contactless payment via the GoPass App.
	Site-Specific Shuttles	Baylor Site Specific Shuttle Agreement approved 4Q20.
	Vanpool Non-Traditional Service	<p>The Vanpool Fleet declined to 14 vanpool groups by the end of 4Q20 due to the COVID-19 Pandemic. In addition to COVID-19, the following issues contributed to the decline in ridership. 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. Indicators from major employers are planning to bring employees back to work and associated vanpools by summer 2021.</p> <p>A new vanpool vendor (AVR) was awarded the vanpool contract (1Q20) and started transitioning vanpool groups in 3Q20.</p>

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grd-i Acronyms

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LRT Buildout - Phase III

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

PDPR-073

TO: Distribution

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

This document is the Fourth 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 September 30, 2020, including Systems Integration and Real Estate.

A handwritten signature in blue ink, appearing to read "Timothy H. McKay", is written over a horizontal line.

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

THM/ag

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ACRONYMS

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

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2

Dallas Central Business District (CBD) D2 Alignment

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

Red & Blue Line Platform Extensions

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

Dallas Streetcar Central Link

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

COMMUTER RAIL

Silver Line Corridor Facilities

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

TRINITY RAILWAY EXPRESS (TRE) PROJECTS

Positive Train Control (PTC)

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

TRE Noble Branch Bridge

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.

ADDITIONAL CAPITAL DEVELOPMENT

DART Police Facilities

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

CBD/Traffic Signal Priority (TSP) System

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

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.

SAFETY AND SECURITY PROJECTS

CCTV on LRVs

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

Other Safety & Security

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

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

STREETCAR PROJECTS

Streetcar Extension Projects

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

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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).

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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).

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III

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

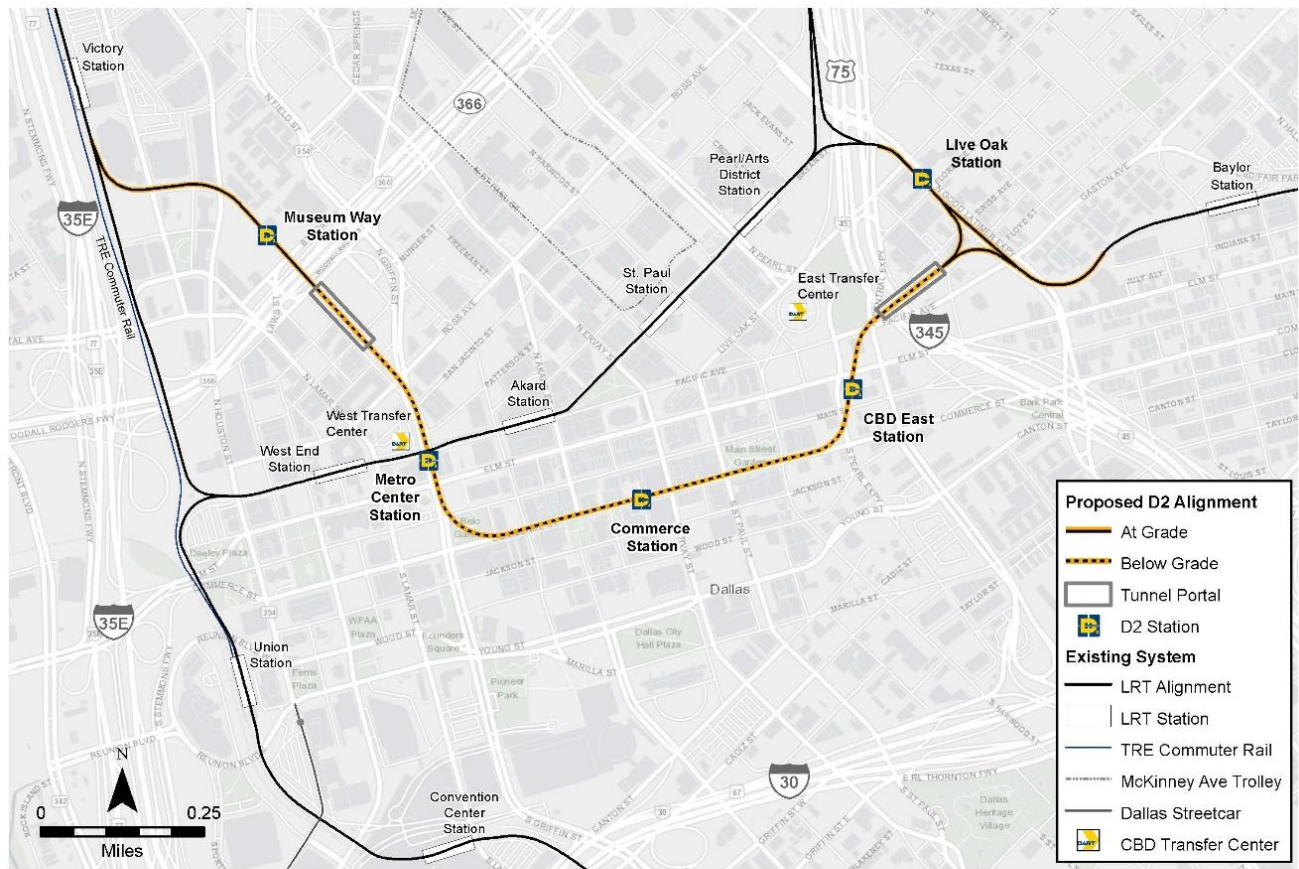


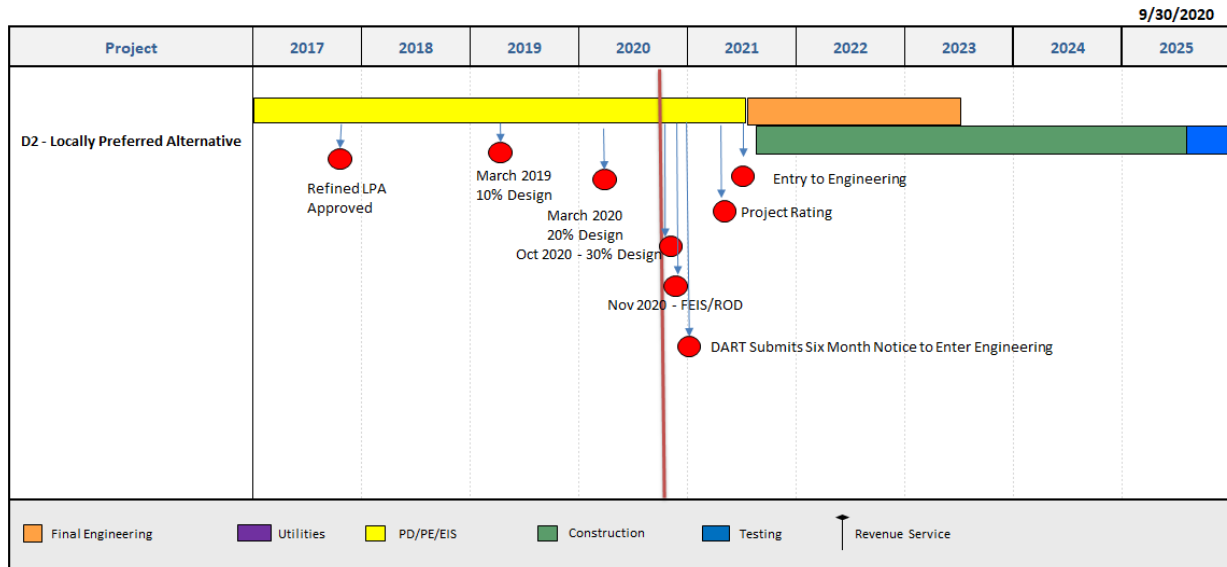
Figure 1-1
D2 Subway Light Rail Transit Project
 Data Source: DART, GPC6

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

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT Cost Summary (in millions of dollars)			
	Control Budget ⁽³⁾	Current Commitment ⁽¹⁾	Expended to Date ^{(2),(6)}
Dallas Central Business District (CBD) D2	\$ 1,412.5	\$18.8	\$17.9

- 1) Committed values reflect activity through 09/30/20.
- 2) Expended to Date values reflect activity in DART's General Ledger through 09/30/20.
- 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) – \$4,877,671.
Expended to Date (3/20/18 to 09/30/20 after removal from CIG) - \$13,062,770.

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. Comments were received through May 25, 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

9/30/2020

Project	2020/2021					
	October	November	December	January	February	March
CBD - D2	Engineering, Architecture, Environmental					
	<ul style="list-style-type: none"> Capital Cost Review Value Engineering Risk Assessment Third Party Technical Review 					
		▲ Submission of 30% PE	▲ FEIS / ROD	▲ DART Submits Six Month Notice to Enter Engineering		
	Public & Agency Outreach					FTA Project Rating ▲
	▲ Oct 3 - FTA Comments on D2 Programmatic Agreement Recd					
	▲ Oct 13 - City Council Meeting call for Public Hearing					
		▲ Nov 11 - City Council holds Public Hearing / approves use				
			▲ Nov 16 - City of Dallas Transportation and Infrastructure Committee briefing (pending City confirmation)			
<div>  Project Development (Preliminary Engineering/EIS, Public Outreach Activities) </div> <p>1: Notation of "A" adjacent to a date represents "Actual" date of occurrence of the event</p>						



Program of Interrelated Projects

Red & Blue Line Platform Extensions

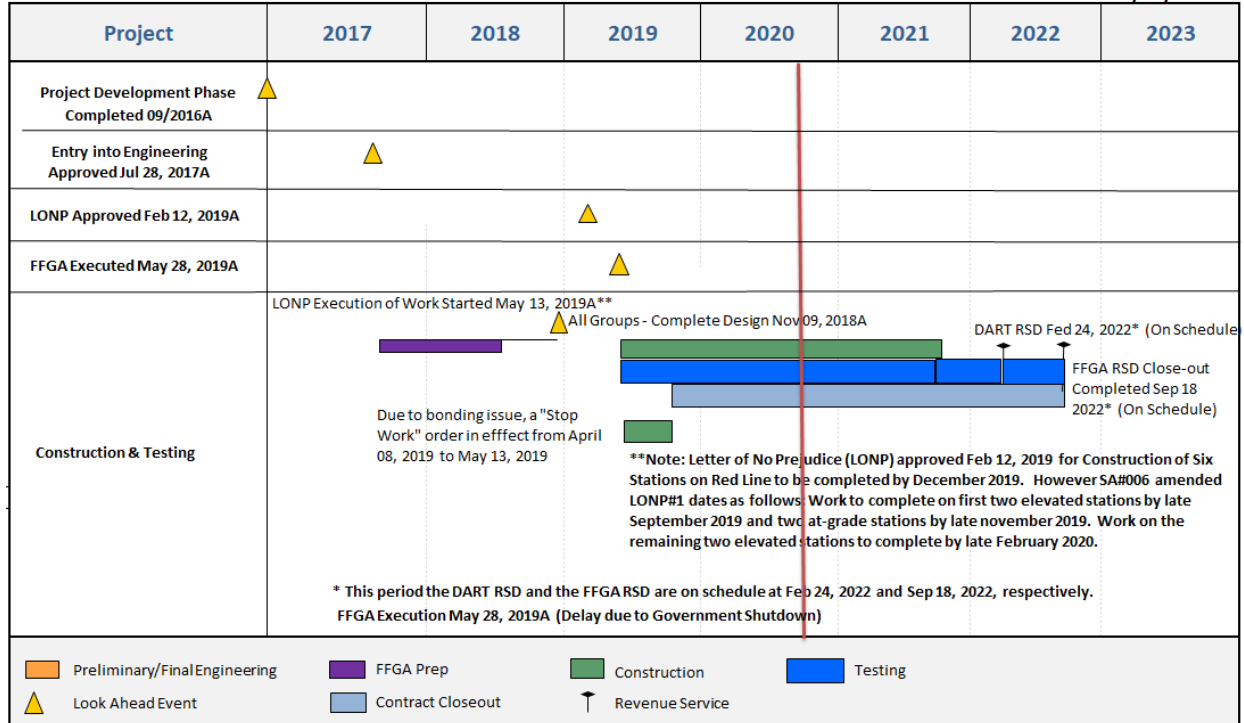
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Summary Control Schedule

Interrelated Projects Platform Extensions

Red and Blue Line Platform Extensions Summary Control Schedule

9/30/2020



Cost Summary

Interrelated Projects Platform Extensions

RED & BLUE LINE PLATFORM EXTENSIONS PROJECT			
Cost Summary (in millions of dollars)			
	Control Budget ^(3, 4)	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Red & Blue Line Platform Extensions	\$ 128.7	\$ 99.9	\$ 58.9

- 1) Committed values reflect activity through 09/30/20.
- 2) Expended to Date values reflect activity in DART's General Ledger through 09/30/20.
- 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.
- 7) \$2.196 Capital Reserves is pending Board Approval to reduce funding due to COVID-19 mitigation. Project construction close to 50% complete.

Board Strategic Priority	<ol style="list-style-type: none">1: Continually improve service and safety experiences and perceptions for customers and the public2: 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	<p>DART has acquired all property required for the project at the Westmoreland Station.</p> <p>Temporary storage and staging areas will be located on DART-owned property.</p> <p>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.</p> <p>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.</p> <p>DART will not use eminent domain to acquire temporary storage and staging areas for this project.</p> <p>As of this date, no utility conflicts have been identified at any of the stations.</p> <p>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.</p>
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.

Preliminary walk-through was performed on September 25, 2020. Contractor will achieve substantial completion within seven days of this date.

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, CityLine/Bush, Arapaho, Parker Road.

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

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

Status (Continued)

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

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

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

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

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

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

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

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

LBJ Central Station, Lovers Lane Station, and Arapaho Station have now been completed.

Contractor is starting to work on contract closeout.

Group C

On September 30, 2020, CMGC was given Notice to Proceed. Dallas Zoo and Westmoreland stations are scheduled to start construction operations on October 19, 2020.

Group D

On September 16, 2020, CMGC Group D, Phillips May Incorporated, PMC, was given Notice to Proceed. Forest/Jupiter and White Rock stations are scheduled to start construction operations no later than October 19, 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.

Work continues on Morrell and Kiest, with completion set for August 27, 2020.

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

On September 24, 2020, Morrell and Kiest stations were 100% complete; all items had been addressed.

Contractor has begun the close out process

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 340 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 September 30, 2020, the SIG have performed a total of 93 integrated tests. Integrated testing is ongoing as construction progresses. Fifty-three (53) of the 340 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 September 30, 2020, 340 of the 658 SSCI's are verified and closed for the stations under construction.

SIG continues coordination with DART Force Account personnel. Integrated testing is ongoing as systems 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

9/30/2020

Project	2020/2021					
	October	November	December	January	February	March
Red and Blue Line Platform Extensions - Pre-Construction/Force Account Systems Construction/Construction Related Activities	 Commence Civil Construction on Forest/Jupiter, White Rock, Dallas Zoo, Hampton, Convention Center and Cedars Stations	 Complete Park Lane Station Force Account Systems Work	 Commence LBJ Central Station Force Account Systems Work	 Commence Lovers Lane Station Force Account Systems Work	 Complete Lovers Lane Station Force Account Systems Work	
		 Commence Forest Lane Station Force Account Systems Work	 Complete Forest Lane Station Force Account Systems Work			
		 Complete LBJ Central Station Force Account Systems Work				
Red and Blue Line Platform Extensions - Design Related Activities	All 100% Final Design Submitted October 19, 2018A Systems Force Account Work Continues DSDC Activities Continue					
Red and Blue Line Platform Extensions - Federal Process	Complete Executive air Review Apr 26, 2019A (Gov. Shutdown Impact) Receive FTA Approval for Letter of No Prejudice (LONP) Six Stations ariel Red Line Feb 12, 2019A Receive FTA Region 6 approval for Long Lead Material Solicitations March 20, 2019A DART Submits Core Capacity & SCC Templates for FFGA Application - August 17, 2018A FFGA Executed May 28, 2019A					
 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 (September 2020)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	
Red & Blue Line Platform Extensions Group A	C-2030485-01	Austin Carcon JV	\$15,586,304	\$814,165	\$16,400,469	0	\$15,586,304	\$814,165	0%	10%	
Red & Blue Line Platform Extensions Group B	C-2030485-02	Omega Contracting, Inc.	\$19,533,157	\$1,094,593	\$20,627,750	(26,252)	\$19,506,904	\$1,120,845	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	-\$26,252	\$62,361,486	\$3,346,271			

Legend: % Contingency >= 70%

Notes:

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



Program of Interrelated Projects

Dallas Streetcar Central Link

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Cost Summary

Interrelated Projects Central Link

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

- 1) Control Budget reflects approved FY19 Financial Plan value (pending City of Dallas Streetcar Interlocal Agreement Execution).
- 2) Committed values reflect activity through 09/30/20.
- 3) Expended to Date values reflect activity in DART's General Ledger through 09/30/20.

- 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

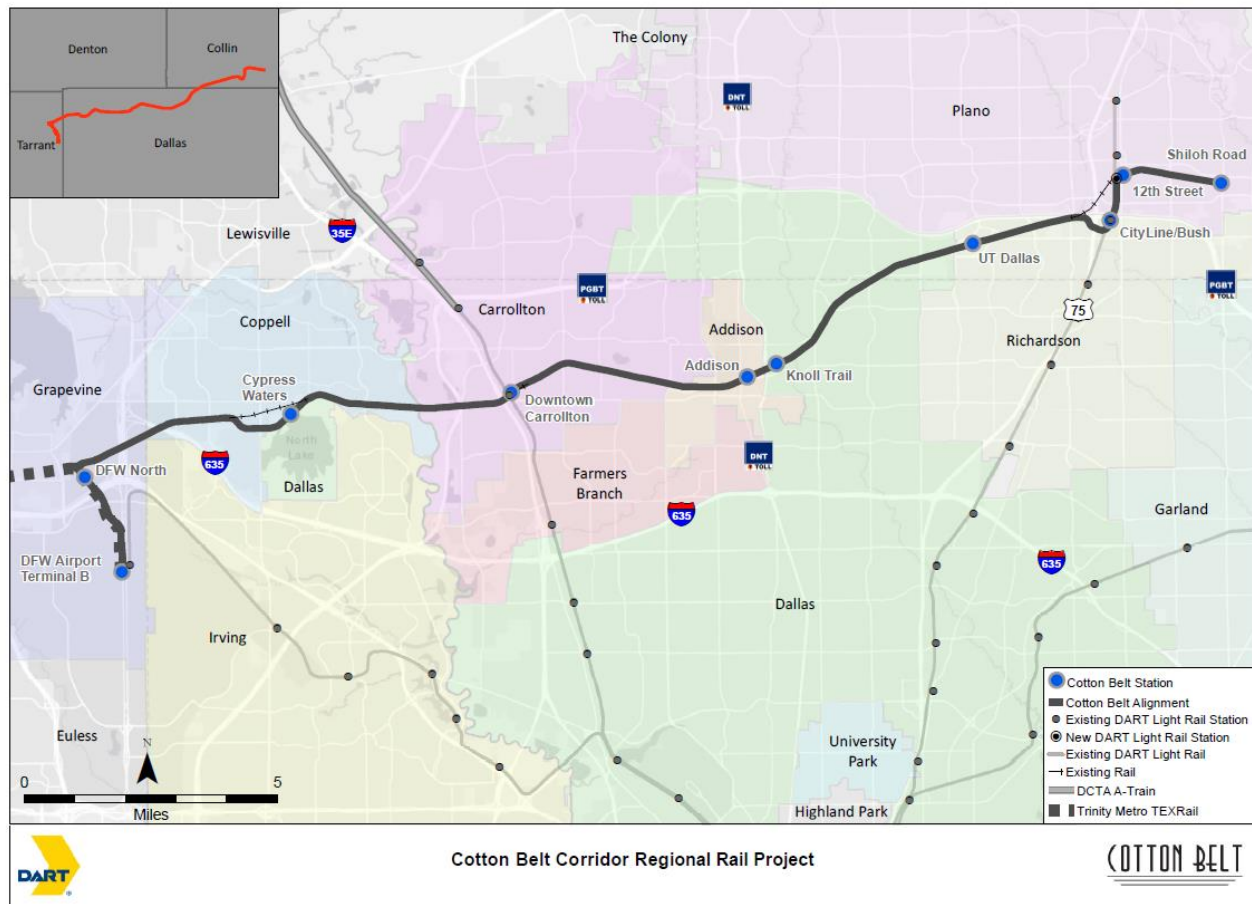


Commuter Rail

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Cotton Belt (Silver Line) Map

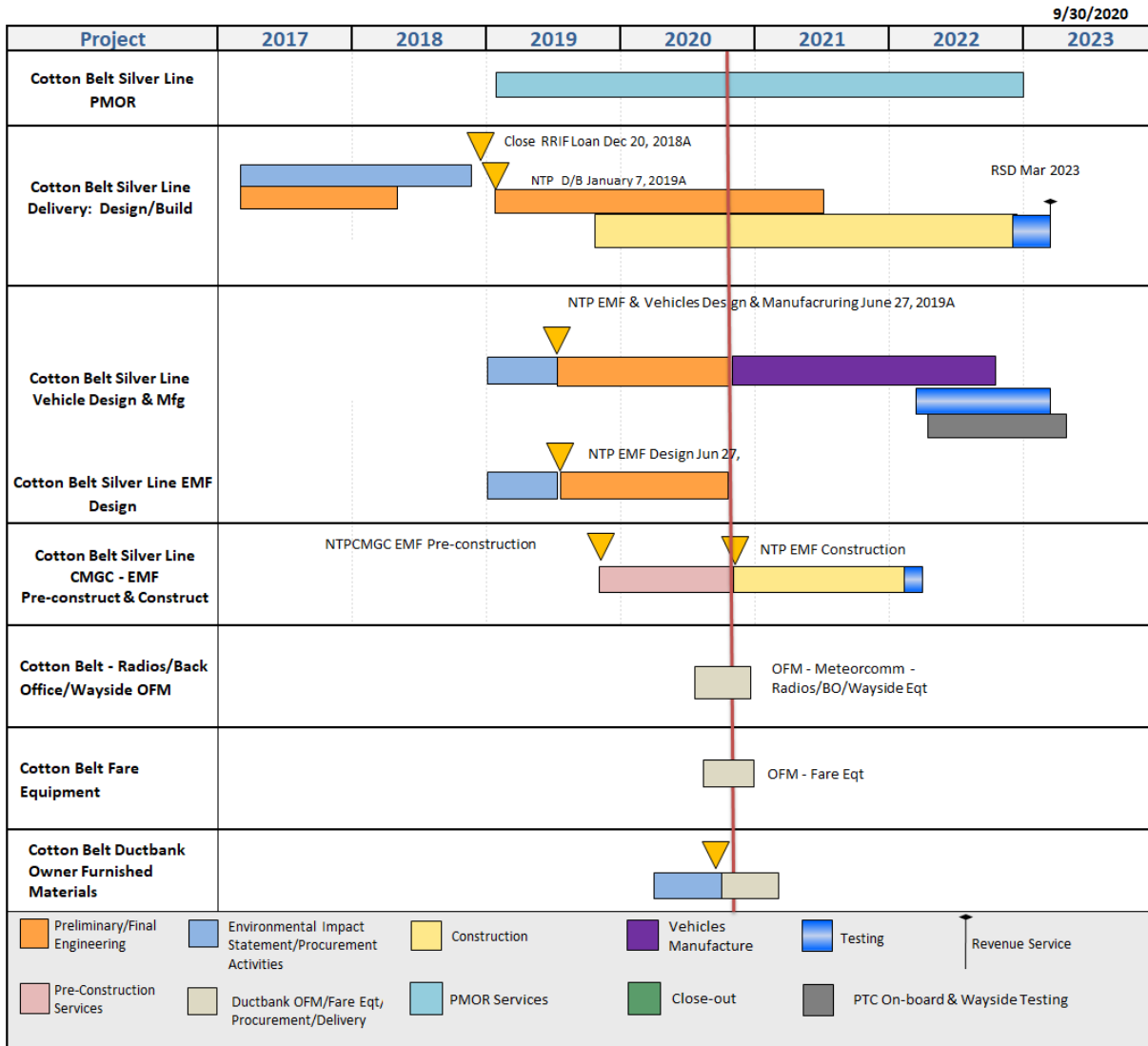
Commuter
Rail



Summary Control Schedule

Commuter Rail

Cotton Belt Silver Line Summary Control Schedule



Cost Summary

Commuter Rail

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Cotton Belt Rail Line General	\$1,083.5	\$906.9	\$172.0
OPS/ Maintenance Facility	50.0	7.7	3.6
Commuter Rail Cars	94.1	119.3	23.2
CB-1	9.5	9.5	9.5
CB-2	15.4	15.5	15.4
CB-3	13.7	13.7	13.7
Cotton Belt Program	\$1,266.2	\$1,072.6	\$237.4

- 1) Expended to date values reflect activity through 09/30/20, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 09/30/20.
- 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 – 09/30/20) - \$229,225,223.
- 7) Division of Cotton Belt Program Budget into sub-Projects is work-in-progress; reports will reflect updates to these sub-Project budgets periodically.

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	Acquisition of property required for construction of the Cotton Belt Project
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Status	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.

Issues	None
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- Board Strategic Priority**
- 3: Optimize DART's influence in regional transportation planning
 - 4: Expand DART's transportation system to serve cities inside and outside the current service area

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

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

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

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

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

Status (Continued) surveying and data gathering activities were initiated. In March and April 2019, DART conducted coordination meetings with city representatives and provided updates on design and construction activities to the community. In May 2019, coordination with city representatives continued and community workshops for the betterments program were initiated in Dallas neighborhoods. On May 29, 2019, the DART Station Art and Design Orientation Meeting was conducted for the DFW North, Cypress Waters, and Knoll Trail Stations. On July 24, 2019, the DART Station Art and Design Orientation Meeting was conducted for the Addison Station. A series of four quarterly design and construction update meetings with the community were initiated in July and concluded in August 2019.

The design-builder is working to progress design development from the 10% level to 30%, 60%, 100%, and IFC levels of design. The design-builder has submitted 326 of 492 design packages, totaling to nearly 66% of all packages due, including street improvements, civil, systems, stations, bridge plans, and utility relocation packages.

Construction of the Phase 1 60" water line at new Mercer Yard is completed and Phase 2 is being planned. ONCOR relocation at the new Mercer Yard has started.

The main COVID-19 impact was the start of utility relocations.

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

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. Other options are also being investigated.

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

Status (Continued) 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 August 2020, the Vehicle manufacturer and EMF designer had submitted 150 of 164 vehicle design submittals, totaling to 91% of all vehicle design submittals due. As of end of August 2020, the 65% EMF designs were approved with a request for the designer and CMGC to work towards meeting the DART EMF designer and the CMGC to seek means of reducing the EMF construction costs and timelines. Options to reduce construction costs were being evaluated to determine the way forward regarding the EMF design.

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

Issues (Continued) available work hours, and other transitional operations. DART is working with design-builder to align anticipated dates for agreements with the project schedule.

Agreements with Service Area Cities

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

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. An agreement has been finalized with NCTCOG for funding. NCTCOG will pay \$14.9M for 100% design of the trail. Construction will be subject of a separate agreement.

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. DART/City of Dallas Interlocal Agreement (ILA) was executed and the issue has been resolved.

Six-Month Look Ahead

Commuter Rail

COTTON BELT SILVER LINE Six Months Look Ahead

9/30/2020

Project	2020/2021					
	September	October	November	December	January	February
Cotton Belt - Community Meetings	Community Meetings with Dallas, DFW/Irving/Coppell, Addison, Plano, Richardson & Carrollton have been impacted with COVID-19 distancing requirements and are being scheduled as permitted					
Cotton Belt - DB Design & Construction Related Activities	AWH continues support of Art & Design Meetings and other Jurisdictional Coordination Meetings, ongoing mobilization, corridor and systems design, ductbank design, design verifications, surveys of existing tracks, bridges, roadways, demo track, utility relocation design & construction activities, geotech, support Real Estate acquisitions.					
Cotton Belt - PMOR Activities	PMOR continues to provide Oversight for DART's Cotton Belt Contracts					
Cotton Belt - CMGC - EMF Pre-Construction & Construction	⚠ DART Issues Stop Work Order					
Cotton Belt - EMF Design	⚠ EMF 65% Final Design Pkg Disapproved by DART ⚠ EMF 95% Design Submission (Urban Eng) pending redesign to meet budget ⚠ EMF 95% Design Review (by DART) ⚠ EMF 100% Design Review (by DART) ⚠ 100% Design Submission (Urban Eng)					
Cotton Belt - Vehicle Manufacturing	Vehicle CDRL Submittals Ongoing: Design & Performance Criteria/Carbody Exterior/Operator's Cab/Doors/Heating Ventilation & AC/Lighting/Auxilliary Electrical Equipment/Propulsion System/Friction Brake Systems/Communication/PTC System/Carbody Interior/Trainline and Local Signal Archchitecture/Monitoring & Diagnostics/Software Systems/Finalize Order of LL Items					
Cotton Belt - Ductbank Owner Furnished Materials	⚠ DART Begins Receipt of Ductbank Owner Furnished Materials					
Cotton Belt - OFM - Meteorcomm - Radios/Wayside/Back Office Licenses	⚠ Begin Meteorcomm Radio/License Procurement/Delivery Complete Meteorcomm Radio Production ⚠					
Cotton Belt - OFM - Fare Eqt	⚠ Begin Fare Eqt Procurement/Delivery					
Cotton Belt - RRIF Loan Application Process	RRIF Loan Closing Dec 20, 2018A					
<div><div>Design/Utilities/ROW</div><div>Design, Build, Integrate</div><div>GMP /IFB</div><div>Ductbank/ Fare Eqt/Radios Procurement/Delivery</div><div>Construction</div><div>Vehicles Manufacture</div><div>LRV Acceptance/Testing</div></div>						

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 (September 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	1,674,239	233,501,176	2,783,761	38%	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	Deferred	Deferred	0	0	0	0	0	0	0%	0%	
TOTALS:			912,607,675	32,783,064	945,390,739	848,318	913,455,993	31,934,746			

Legend: % Contingency >= 70%

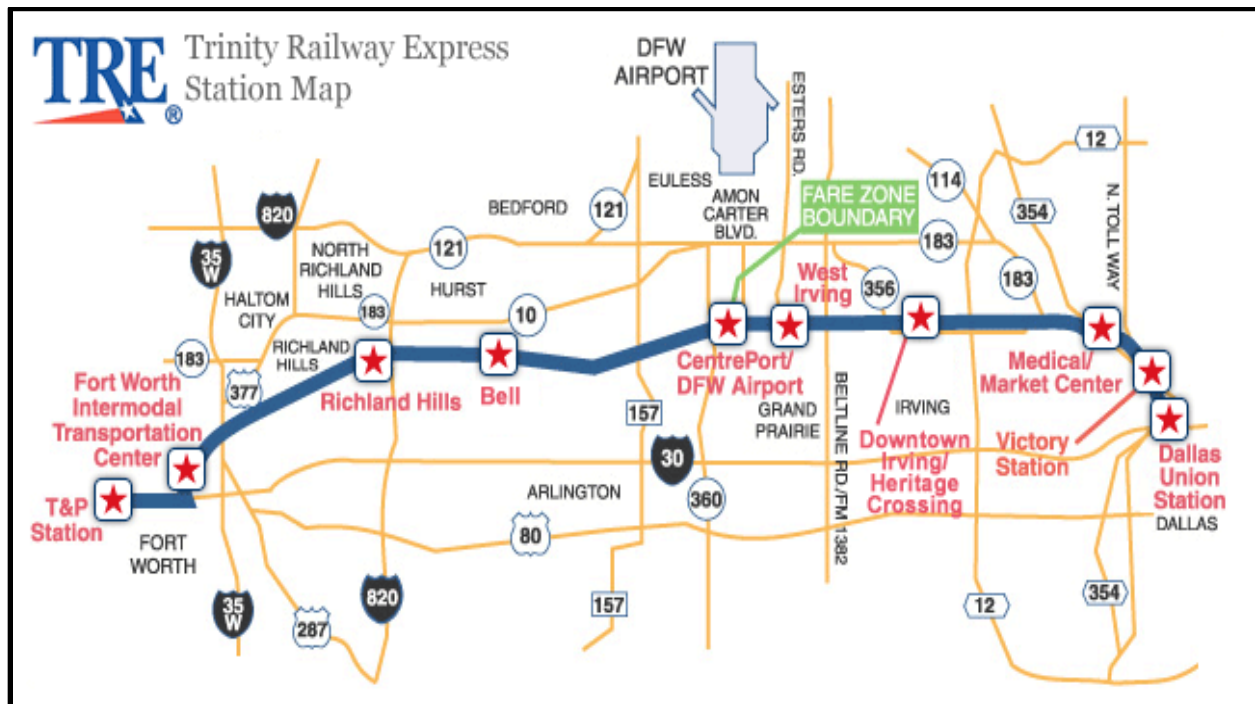
Notes:

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



Trinity Railway Express (TRE) Projects

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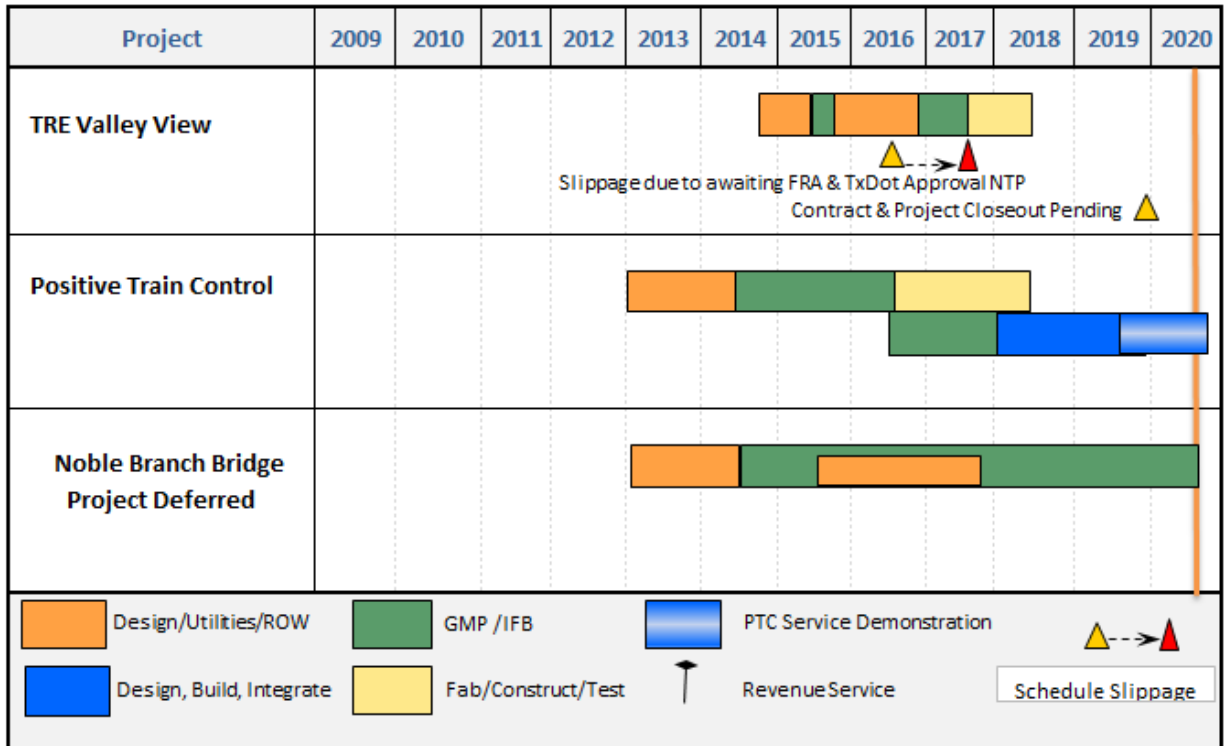


Summary Control Schedule

TRE Projects

TRE Projects Summary Control Schedules

09/30/2020



Cost Summary

TRE Projects

TRE PROJECTS Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Valley View to West Irving Double Tracking ^(3,4,5)	\$ 22.7	\$ 23.4	\$ 23.4
Positive Train Control (PTC)	34.8	34.8	31.3
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	0.8
Bi-Level Overhaul & Side Sill Repair	16.2	16.1	1.7
Paint TRE's Existing Fleet	1.0	1.0	0.3

- 1) Expended to date values reflect activity through Expended to Date provided by DART Finance/Accounting through 09/30/20.
- 2) Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 09/30/20.
- 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)

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 31st each year; and requires FRA compliance reviews and reports due to Congress by July 1, 2018.

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

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

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

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

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

- System Engineering 99% 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 99% complete
- Training 100% 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.

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

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

Issues **Historical Value**

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

Coordination Efforts

This work will also require coordination with the Army Corp of Engineers and the Environmental Protection Agency. The 404 permit is expiring in March 2022. Resurveying needs to be done prior to extension of the permit to make sure the project condition is the same. Additional Capital Project Request Form would be needed for this bridge construction project for the future years.

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).

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

Issues **Temporary Steel Plates**

As the timber deck continues to decay over the years creating voids allowing the track ballast to fall onto the roadway below, we are planning to place temporary steel plates over the voids in the next track outage window under TRE Operation and Maintenance Contract to maintain the ballast till we start this bridge construction project.

Future Bridge Construction Recommendation

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

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

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 #2 existing bridge and abutments have been removed. The anticipated date to install the bridge is during the weekend of November 6, 2020. The anticipated date of switching TRE to Track #2 is December 13, 2020. The project is anticipated to be complete the end of November 2021.

Issues **West Side Abutment**

The abutment wall was completed with color concrete and formlinear. The wingwall formwork and formliners have been started. The contractor is planning to repour the concrete for wingwall wall during the week of November 9, 2020. Abutment backwall will be completed during the week of October 26, 2020.

East Side Abutment

The abutment wall was completed with color concrete and formlinear. The contractor is planning to pour the concrete for wingwall wall during the week of October 26, 2020.

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

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

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

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

Expected delivery dates are anticipated 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

**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	2020/2021					
	October	November	December	January	February	March
TRE Valley View			Contract Closed Out			
Noble Branch Bridge			Noble Branch Bridge Project Deferred			
Positive Train Control (Fiber Installation)			Completed			
PTC Integrator						
	 Project Closeout Pending FRA Final Acceptance					
<div><div><div>Design</div><div>Construct/Test</div></div><div><div>GMP /IFB</div><div>System Integration Testing</div></div><div><div>PTC Service Demonstration</div></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)	(September 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	Deferred	Deferred	\$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



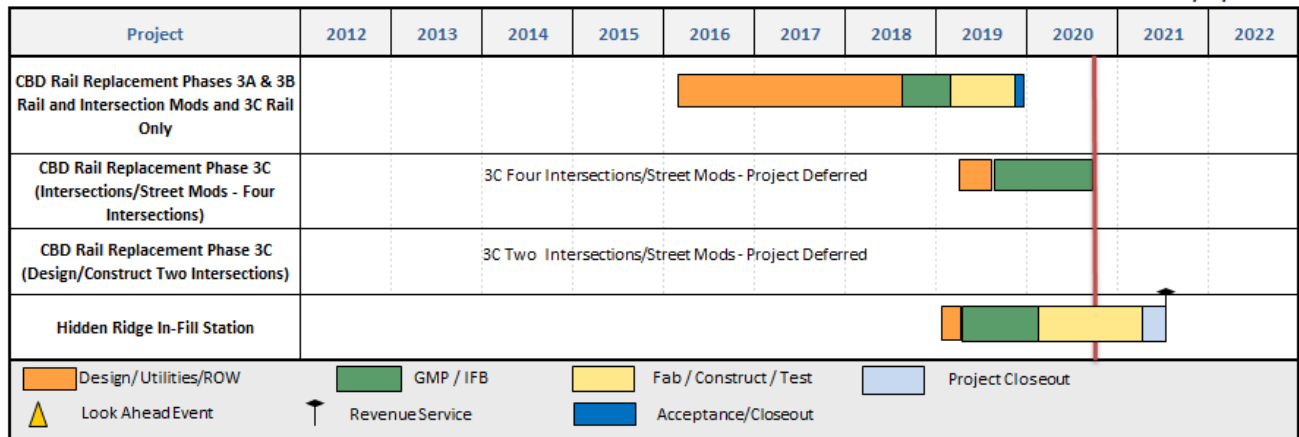
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Summary Control Schedule

Additional Capital Development

Additional Capital Development Projects Summary Control Schedules

09/30/2020



Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
DART Police Facilities ⁽³⁾	\$ 31.5	\$ 27.4	\$ 27.4
CBD Rail Replacement	26.1	26.4	26.0
Hidden Ridge Station	13.6	13.1	4.6

- 1) Expended to Date values reflect activity through 09/30/20, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 09/30/20.
- 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.
- 6) Control Budget reflects a reduction of \$16,894,282 in June 2020, pending DART Board Approval, to reduce funding due to COVID-19 mitigation

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

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

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

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

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

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

City of Dallas will add existing Modbus features inside the ATC controller to replace Modbus functionalities, and fine tune the ATC controller to at least meet 2009 baseline capabilities for Rail Operation. City of Dallas will use P2P network communication input from DART. City will manage the contract to add arterial street detection and countdown timers for pedestrians at LRT mall intersections.

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

Issues None

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

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

Status **Phase I – Limited Replacement**

Work was completed in December 2014. Closeout is complete.

Phase II – Special Track Procurement

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

Phase IIIA – Special Track Installation

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

Phase IIIB – Intersection Work

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

Phase IIIC – Remaining Rail Improvements

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

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

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

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

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

The Phase IIIB street header work was completed in August 2019 as well. Remaining work is placement of the OCS poles and wire for the newly installed crossover at St. Paul.

CBD Rail Replacement

Additional Capital Development

Status (Continued) 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 is 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.

The bids were higher than the budget and it has been decided not to proceed with the header improvements and close the project out. Closeout book is now 99% complete and awaits signatures.

Closeout book was reviewed and signed off by Project Manager and forwarded to Procurement for their review.

Project is now closed out.

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. Main storm sewer lines were installed in the parking lot. Contractor substantially completed the moisture conditioning work in the parking lot. Contractor completed the grade beam work and the drilled shafts in the platform. 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 are working 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

9/30/2020

Project	2020/2021					
	October	November	December	January	February	March
CBD Rail Replacement Phase 3A & 3B Rail and Intersection Mods and 3C Rail Only Construction	Milestone C - 3A, 3B, and 3C -Rail Replacement Complete					
CBD Rail Replacement Phase 3C Four Intersections Modifications - Construction	CBD Rail Replacement Intersections Project Deferred					
Hidden Ridge - Procurement / Final Design	DART Submits LONP Request 11/5/2019 FTA Approves LONP 11/19/2019 DSDC Activities Underway					
Hidden Ridge - Construction	Construction Activities Continue CDRL Submittals, Subcontractor Agreements and Administration, Surveying, Grading, Excavation, Lime Stabilization, Utilities & Electrical work, Material procurements continue, Forming and CIP Concrete begin					
Hidden Ridge - Testing & Close-out	Pending					
<div><div>Design/Utilities/ROW</div><div>GMP /IFB</div><div>Construct/Test</div></div> <div><div>Look Ahead Event</div></div>						

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Note (b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (September 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 Deferred	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
DART Police Facility NW Facility	NW Facility Construction Pending	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
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%	100%	
Hidden Ridge Station	C-2046201-01	Archer Western Construction, LLC	\$11,067,000	\$553,350	\$11,620,350	\$42,981	\$11,109,981	\$510,369	8%	34%	
TOTAL:			\$49,694,687	\$4,140,792	\$53,835,479	\$1,907,235	\$51,601,922	\$2,233,557			

Legend: % Contingency >= 70%

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

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Safety & Security Projects

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Safety & Security Projects

09/30/2020



Cost Summary

Safety & Security Projects

SAFETY & SECURITY PROJECTS Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Safety & Security Improvements Outlying Stations	\$ 3.0	\$ 0.5	\$ 0.3
Safety & Security Improvements Downtown Dallas	3.0	1.4	1.2
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	11.0	10.8
Fare Barrier West End Station	.2	0.5	0.3
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
Total Safety & Security Projects	\$ 18.9	\$ 13.6	\$ 12.7

1) Committed values reflect activity through 09/30/20.

2) Expended to Date values reflect general ledger activity posted through 09/30/20.

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 was completed 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

09/30/20

Project	2020/2021					
	October	November	December	January	February	March
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>GMP /IFB</div><div>Material Delivery/Install/Construct/Test</div><div>Look Ahead Event</div><div>Acceptance/Closeout</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 (September 2020)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	
Furnish and Install CCTV on 163 SLRVs	C-2012794-01	DTI Group LTD	9,597,403	334,000	9,931,403	\$132,449	9,729,853	201,551	40%	99%	
TOTALS:			\$9,597,403	\$334,000	\$9,931,403	\$132,449	\$9,729,853	\$201,551			

Legend:

Notes:

% Contingency >= 70%

a) Percent contract complete based on work in place value.

b) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.

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



Streetcar Projects

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Streetcar Projects

09/30/2020



Cost Summary

Streetcar Projects

STREETCAR PROJECTS Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ^(2,3)
Northern Streetcar Extension ⁽⁴⁾	\$ 7.9	\$ 0.8	\$ 0.7
Streetcar Extension Vehicles	8.7	8.8	8.6
Streetcar Vehicles	10.4	10.4	10.5
Streetcar Projects Total	\$ 27.0	\$ 20.0	\$ 19.8

- 1) Committed values reflect activity through 09/30/20.
- 2) Expended to Date provided by DART Finance/Accounting through 09/30/20.
- 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 were completed with the second offeror.

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

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

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

Issues None

Six-Month Look Ahead

Streetcar Projects

Dallas Streetcar Projects Six-Month Look Ahead

Project	2020/2021					
	October	November	December	January	February	March
Streetcar North Extension Entire Loop - Project Pending City of Dallas Approval						
	Northern Streetcar Project On-Hold Pending City of Dallas Direction					
← DART Continues Project Development/Preliminary Engineering/Environmental Impact Studies →						
<div><div></div> Ping/Design/Utils/ROW</div> <div><div></div> GMP /IFB</div> <div><div></div> Fab/Construct/Test</div> <div><div></div> Look Ahead Event</div>						

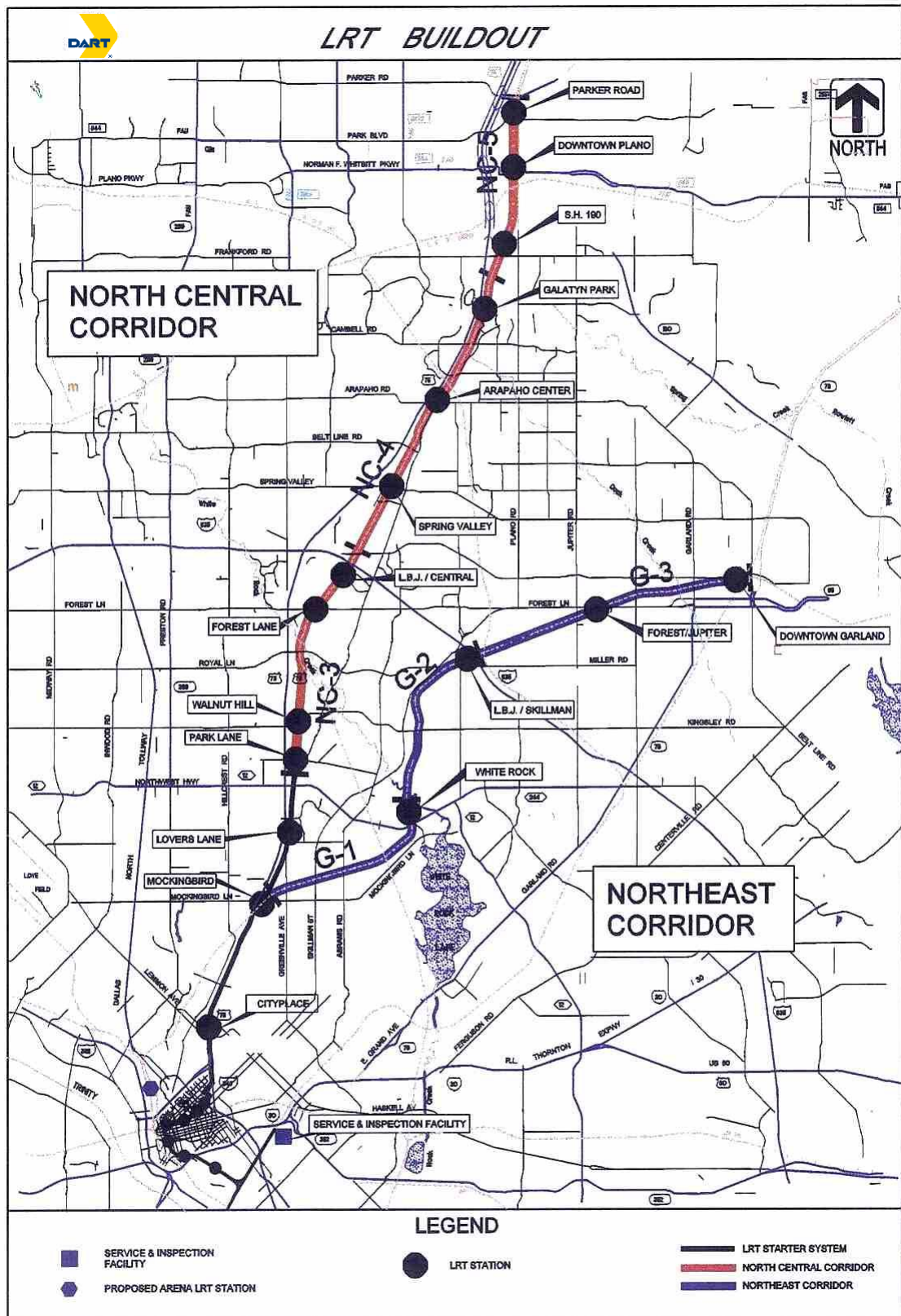


LRT Buildout Phase I

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Map

LRT Buildout Phase I



North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

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

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

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

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

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

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

Quantum Hearing

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



LRT Buildout

Phases II & III

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LRT Buildout Phases II & III



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LRT Buildout

Phase IIB

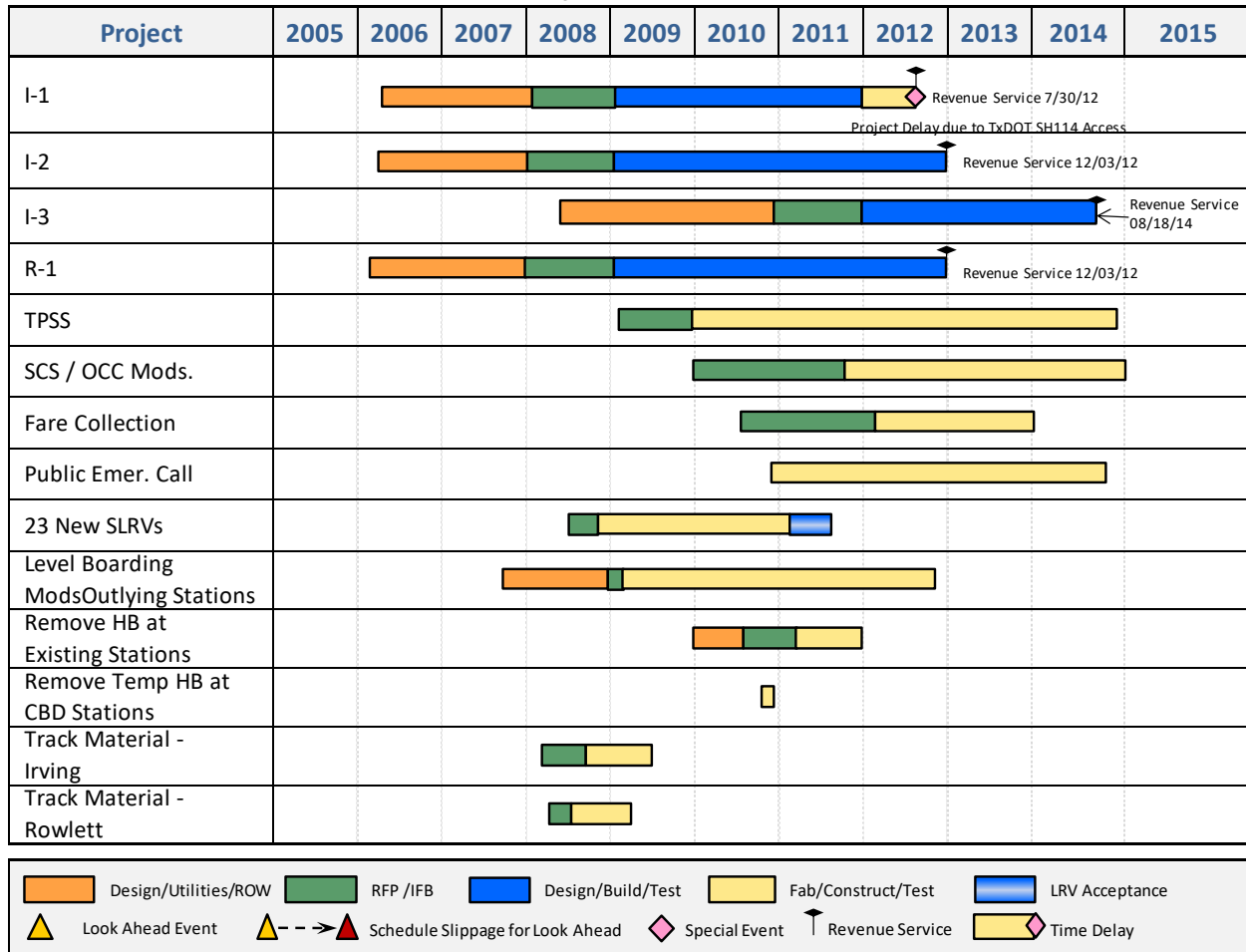
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Summary Control Schedule

LRT Buildout Phase IIB

LRT Buildout Phase IIB Summary Control Schedule

12/31/2017



Cost Summary

LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget <small>(3,4,5,6,7,8,9,10,11,12)</small>	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
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
LRT Buildout Phase IIB Total	\$ 1,318.5	\$ 1,300.5	\$ 1,299.5

- 1) Committed values reflect activity through 09/30/20.
- 2) Expended to date values reflect activity through 09/30/20.
- 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

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

- 1) Committed values reflect activity through 09/30//20.
- 2) Expended to date values reflect activity through 09/30/20.
- 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

September 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.

Joe Costello

Joseph Costello, Chief Financial Officer

Dwight D Burns

Dwight Burns, Treasurer

Beverly Adler

Beverly Adler, Assistant Treasurer

Wallace Waits

Wallace Waits, Senior Manager Cash and Debt Administration

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Quarterly Investment Report - Summary

4th 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 September 16th. Economic indicators released since September 16th Committee meeting pointed to continued concerns over a U.S. economy as a result of COVID-19. The U.S. labor market rose by 661,000 in September. The unemployment rate is at 7.9 percent (7.9%). The long-term inflation is at 1.7 percent (1.7%) on a 12-month basis, and real gross domestic product (GDP) decreased by 31.4 percent (31.4%) by June-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

FY20	12/31	1.842
	3/31	1.460
	6/30	0.694
	9/30	0.319

Ending Amortized Book Value as of September 30, 2020						
Portfolio	Agencies	Pools	MMF's	Fund Totals	YTM	Compliant
Managed Funds						
Operating	\$ 18,000,000	\$381,507,131	\$ -	\$ 399,507,131	0.300%	Yes
Financial Reserve	37,795,000	12,205,003	-	50,000,003	0.611%	Yes
MAIF	3,000,000	9,355,216	-	12,355,216	0.618%	Yes
Platform Extensions	-	45,846,100	-	45,846,100	0.257%	Yes
Silver Line	-	20,100,004	-	20,100,004	0.248%	Yes
Insurance	12,200,000	62,723	-	12,262,723	0.611%	Yes
Bond SEAF	-	45,297,804	-	45,297,804	0.257%	Yes
CP SEAF	-	12,633,531	-	12,633,531	0.258%	Yes
	\$ 70,995,000	\$527,007,512	\$ -	\$ 598,002,512	0.319%	
Constrained Funds						
Debt Service	\$ -	\$122,912,412	\$ 198,338	\$ 123,110,749	0.258%	Yes
City of Irving ILA	-	4,426,729	-	4,426,729	0.257%	Yes
Regional Toll Road	-	-	1,543,902	1,543,902	0.010%	Yes
COD Streetcar	-	-	16,682	16,682	0.010%	Yes
Toyota	-	371,208	-	371,208	0.256%	Yes
	\$ -	\$127,710,349	\$ 1,758,921	\$ 129,469,270	0.255%	
All Funds	\$ 70,995,000	\$654,717,861	\$ 1,758,921	\$ 727,471,782	0.308%	

The investment rating of each investment was reviewed on 09/30/20 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:

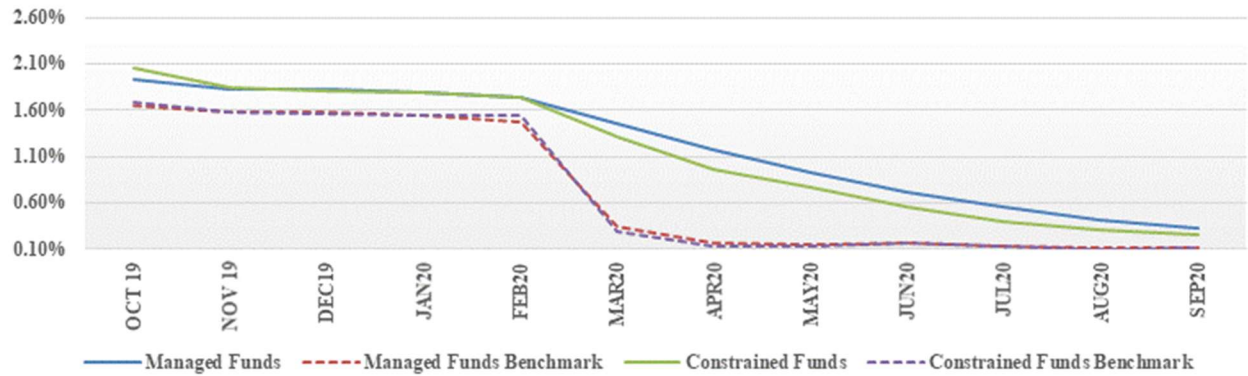
Debt Service	100% money-market funds and local government investment pools (LGIP)
Financial Reserve	LGIPs and laddered maturities
Insurance	LGIPs and laddered maturities
Mobility Assist. & Innovation Fnd (MAIF)	LGIPs, 1-6 months (10%), 6-12 months (10%), laddered 2-5 years (80%)
Platform	LGIPs and investment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



Quarterly Investment Report - Summary

4th Qtr **FY20**

Historical Performance Against Benchmarks

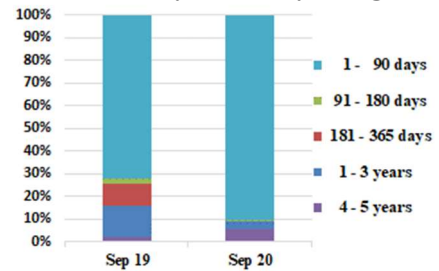


The benchmark rates are calculated at the end of each month as a weighted average of the 3 and 6-month Treasury bond yield curves, as well as the Treasury 1-3 year bond yield curves.

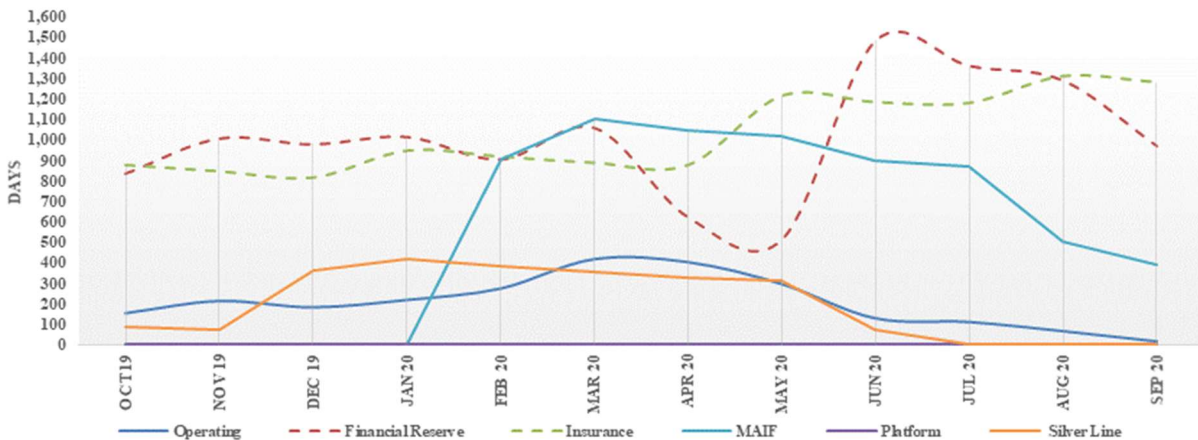
Average Yield to Worst All Funds

	--- 12 months ending ---	12 months		
	FY17	FY18	FY19	FY20
Actual	1.04%	1.46%	2.02%	1.21%
Benchmark	1.02%	1.95%	2.30%	0.75%

Investments by Maturity Range



Weighted Average Maturities



Security Transactions - Purchases

4th Qtr FY20

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<u>FINANCIAL RESERVE</u>								
9/1/20	3134GWH33	FHLMC 0.32 9/1/2023-21	\$ 5,000,000	09/01/23	09/01/21	0.320	\$ 5,000,000	20-0059
8/27/20	3134GWLF1	FHLMC 0.5 11/27/2024-21	2,795,000	11/27/24	08/27/21	0.500	2,795,000	20-0058
TOTAL			\$ 7,795,000			0.385	\$ 7,795,000	
<u>INSURANCE RESERVE</u>								
8/26/20	3134GWKT2	FHLMC 0.5 8/26/2024-21	\$ 4,100,000	08/26/24	02/26/21	0.500	\$ 4,100,000	20-0057
7/22/20	3134GWAS5	FHLMC 0.55 7/22/2024-21	5,100,000	07/22/24	01/22/21	0.550	5,100,000	20-0056
TOTAL			\$ 9,200,000			0.528	\$ 9,200,000	
GRAND TOTAL			\$ 16,995,000			0.456	\$ 16,995,000	

Security Transactions - Maturities, Calls & Sales

4th 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)
<u>OPERATING FUND</u>								
3/18/20	Called	03/18/21	31422BWE6	FAMC 0.72 3/18/2021-20	\$ 5,000,000	\$ 18,000	\$ -	\$ -
3/11/20	Called	03/11/24	31422BVX5	FAMC 1.1 3/11/2024-20	5,000,000	27,500	-	-
2/13/20	Called	08/13/21	31422BUL2	FAMC 1.55 8/13/2021-20	5,700,000	44,175	-	-
3/16/20	Called	09/16/22	3133ELSX3	FFCB 1 9/16/2022-20	5,000,000	25,000	-	-
2/24/20	Called	02/24/22	3133ELNQ3	FFCB 1.54 2/24/2022-20	10,000,000	77,000	-	-
3/17/20	Called	03/17/25	3134GVGG7	FHLMC 1 3/17/2025-20	5,000,000	25,000	-	-
1/28/20	Called	01/28/22	3134GU6A3	FHLMC 1.625 1/28/2022-20	5,000,000	40,625	-	-
11/25/19	Called	08/25/22	3134GUTK6	FHLMC 1.75 8/25/2022-20	10,000,000	87,500	-	-
TOTAL \$					50,700,000	\$ 344,800	\$ -	\$ -
<u>FINANCIAL RESERVE FUND</u>								
3/25/20	Called	03/25/25	3130AJC23	FHLB 1.5 3/25/2025-20	\$ 5,145,000	\$ 38,588	\$ -	\$ -
1/21/20	Called	01/21/25	3130AHWB5	FHLB 2 1/21/2025-20	2,795,000	27,950	-	-
6/30/20	Called	03/28/25	3134GV3V8	FHLMC 0.75 3/28/2025-20	7,060,000	12,943	-	-
2/27/20	Called	02/27/24	3134GVDK1	FHLMC Step 2/27/2024-20	5,000,000	40,625	-	-
TOTAL \$					20,000,000	\$ 120,106	\$ -	\$ -
<u>INSURANCE</u>								
5/4/20	Called	05/04/23	3133ELYH1	FFCB 0.625 5/4/2023-20	\$ 4,100,000	\$ -	\$ -	\$ -
4/20/20	Called	10/20/22	3133ELWR1	FFCB 0.875 10/20/2022-20	1,500,000	-	-	-
1/14/20	Called	01/13/25	3134GUZ37	FHLMC 2.01 1/13/2025-20	3,600,201	36,180	-	-
TOTAL \$					9,200,201	\$ 36,180	\$ -	\$ -
<u>SILVER LINE</u>								
1/23/20	Called	12/16/22	3134GU2Y5	FHLMC 1.65 12/16/2022-20	\$ 1,600,513	\$ 13,200	\$ -	\$ -
TOTAL \$					1,600,513	\$ 13,200	\$ -	\$ -
<u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u>								
2/13/20	Called	02/13/23	3133ELNB6	FFCB 1.65 2/13/2023-20	\$ 3,000,000	\$ 24,750	\$ -	\$ -
3/25/20		03/25/24	3130AJB65	FHLB 1.62 3/25/2024-20	1,000,000	8,100	-	-
2/10/20		08/10/22	3134GVAV0	FHLMC 1.65 8/10/2022-20	2,000,000	16,500	-	-
TOTAL \$					6,000,000	\$ 49,350	\$ -	\$ -
<u>PLATFORM EXTENSION FUND</u>								
TOTAL \$					-	\$ -	\$ -	\$ -
GRAND TOTAL \$					87,500,714	\$ 563,636	\$ -	\$ -



Current Portfolio - Total

4th Qtr **FY20**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Settle Date	Invest #
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	\$ 5,025,208	2/10/2020	20-0019
FAMC 0.72 3/18/2021-20	31422BWE6	5,000,000	0.72	3/18/2021	0.72	0.72	5,000,000	-	-	3/18/2020	20-0039
FAMC 1.55 8/13/2021-20	31422BUL2	5,700,000	1.55	8/13/2021	1.55	1.55	5,700,000	-	-	2/13/2020	20-0023
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	13,041,273	12/30/2019	20-0013
FHLMC 1.625 1/28/2022-20	3134GU6A3	5,000,000	1.63	1/28/2022	1.63	1.63	5,000,000	-	-	1/28/2020	20-0018
FFCB 1.54 2/24/2022-20	3133ELNQ3	10,000,000	1.54	2/24/2022	1.54	1.54	10,000,000	-	-	2/24/2020	20-0027
FHLMC 1.65 8/10/2022-20	3134GVAV0	2,000,000	1.65	8/10/2022	1.65	1.65	2,000,000	-	-	2/10/2020	20-0020
FHLMC 1.75 8/25/2022-20	3134GUTK6	10,000,000	1.75	8/25/2022	1.75	1.75	10,000,000	-	-	11/25/2019	20-0010
FFCB 1 9/16/2022-20	3133ELSX3	5,000,000	1.00	9/16/2022	1.00	1.00	5,000,000	-	-	3/16/2020	20-0031
FFCB 0.875 10/20/2022-20	3133ELWR1	1,500,000	0.88	10/20/2022	0.88	0.88	1,500,000	-	-	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	-	-	1/23/2020	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	-	-	2/13/2020	20-0022
FHLB 0.875 4/6/2023-21	3130AJG94	3,000,000	0.88	4/6/2023	0.88	0.88	3,000,000	3,000,000	2,980,909	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	-	-	5/4/2020	20-0050
FHLMC 0.52 6/16/2023-20	3134GVS74	5,000,000	0.52	6/16/2023	0.52	0.52	5,000,000	5,000,000	5,001,607	6/17/2020	20-0051
FHLMC Step 2/27/2024-20	3134GVDK1	5,000,000	1.63	2/27/2024	1.70	1.63	5,000,000	-	-	2/27/2020	20-0028
FHLMC 0.32 9/1/2023-21	3134GWH33	5,000,000	0.32	9/1/2023	0.32	0.32	-	5,000,000	4,994,832	9/1/2020	20-0059
FAMC 1.1 3/11/2024-20	31422BVX5	5,000,000	1.10	3/11/2024	1.10	1.10	5,000,000	-	-	3/11/2020	20-0034
FHLB 1.62 3/25/2024-20	3130AJB65	1,000,000	1.62	3/25/2024	1.62	1.62	1,000,000	-	-	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	10,000,000	10,000,191	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	10,000,000	9,906,402	6/24/2020	20-0052
FHLMC 0.55 7/22/2024-21	3134GWAS5	5,100,000	0.55	7/22/2024	0.55	0.55	-	5,100,000	5,083,610	7/22/2020	20-0056
FHLMC 0.5 8/26/2024-21	3134GWKT2	4,100,000	0.50	8/26/2024	0.50	0.50	-	4,100,000	4,099,737	8/26/2020	20-0057
FHLMC 0.5 11/27/2024-21	3134GWLF1	2,795,000	0.50	11/27/2024	0.50	0.50	-	2,795,000	2,793,076	8/27/2020	20-0058
FHLB 0.72 12/30/2024-20	3130AJQP7	5,000,000	0.72	12/30/2024	0.72	0.72	5,000,000	5,000,000	4,955,074	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	-	-	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	-	-	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	2,975,527	2/12/2020	20-0021
FHLMC 1 3/17/2025-20	3134GVGG7	5,000,000	1.00	3/17/2025	1.00	1.00	5,000,000	-	-	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	-	-	3/25/2020	20-0036
FHLMC 0.75 3/28/2025-20	3134GV3V8	7,060,000	0.75	3/28/2025	0.75	0.75	7,060,000	-	-	6/30/2020	20-0055
Amegy Debt Serv MM	MM0002	246,132	0.11	N/A	0.04	0.04	246,132	198,338	198,338	9/30/2011	MM-0002
Wells RTR Plano MM	MM0019	1,543,863	0.01	N/A	0.01	0.01	1,543,863	1,543,902	1,543,902	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	16,682	0.01	N/A	0.01	0.01	16,682	16,682	16,682	9/30/2011	MM-0022
LOGIC-Insurance LGIP	MM0040	61,459	0.63	N/A	0.26	0.26	61,459	62,723	62,723	8/29/2019	MM-0040
LOGIC - Op LGIP	MM0041	92,949,972	0.62	N/A	0.26	0.26	92,949,972	112,843,278	112,843,278	9/2/2016	MM-0041
LOGIC - Fin Res LGIP	MM0042	13,473	0.64	N/A	0.22	0.22	13,473	12,205,003	12,205,003	9/7/2016	MM-0042
LOGIC - Cap Res LGIP	MM0043	3,095,517	0.62	N/A	0.26	0.26	3,095,517	9,355,216	9,355,216	9/7/2016	MM-0043
LOGIC - Platform LGIP	MM0044	61,933,775	0.63	N/A	0.26	0.26	61,933,775	45,846,100	45,846,100	9/7/2016	MM-0044
LOGIC - Toyota LGIP	MM0045	370,898	0.63	N/A	0.26	0.26	370,898	371,208	371,208	9/29/2016	MM-0045
LOGIC - Irving ILA LGIP	MM0046	4,856,124	0.63	N/A	0.26	0.26	4,856,124	4,426,729	4,426,729	7/10/2018	MM-0046
LOGIC - Cotton Belt LGIP	MM0047	18,500,006	0.62	N/A	0.25	0.25	18,500,006	20,100,004	20,100,004	7/2/2018	MM-0047
LOGIC - SEAF LGIP	MM0049	24,423,045	0.63	N/A	0.26	0.26	24,423,045	12,633,531	12,633,531	5/7/2019	MM-0049
TexasCLASS LGIP	MM0050	84,644,743	0.59	N/A	0.24	0.24	84,644,743	105,824,274	105,824,274	8/6/2019	MM-0050
TexPool - Op LGIP	MM0051	74,653,903	0.52	N/A	0.26	0.26	74,653,903	112,806,151	112,806,151	9/6/2016	MM-0051
TexasDaily LGIP	MM0052	30,005,509	0.24	N/A	0.14	0.14	30,005,509	30,018,379	30,018,379	8/9/2019	MM-0052
LOGIC - Bond SEAF LGIP	MM0053	100,228,473	0.63	N/A	0.26	0.26	100,228,473	45,297,804	45,297,804	3/26/2020	MM-0053
FICA - CD Operating Pool Cash	MM0054	20,004,885	0.30	N/A	0.15	0.15	20,004,885	20,015,048	20,015,048	4/1/2020	MM-0054
LOGIC - (T) Bond Prin LGIP	MM0071	40,345,673	0.62	N/A	0.26	0.26	40,345,673	56,385,800	56,385,800	2/7/2017	MM-0071
TexPool - (T) Bond Int LGIP	MM0072	35,802,264	0.51	N/A	0.26	0.26	35,802,264	66,526,612	66,526,612	1/26/2017	MM-0072
GRAND TOTALS					0.31	0.31	735,196,396	727,471,782	727,334,228		



Portfolio Analysis by Fund

4th 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	\$ 399,507	\$ 50,000	\$ 12,355	\$ 12,263	\$ 45,846	\$ 20,100	\$ 12,634	\$ 45,298	\$ 4,427	\$ 1,544	\$ 17	\$ 371	\$ 123,111	\$ 727,472
Market Value	399,574	49,856	12,331	12,227	45,846	20,100	12,634	45,298	4,427	1,544	17	371	123,111	727,334
Unrealized Gain (Loss)	66	(144)	(24)	(36)	-	-	-	-	-	-	-	-	-	(138)
Ending Amort. Book Value	<u>399,507</u>	<u>50,000</u>	<u>12,355</u>	<u>12,263</u>	<u>45,846</u>	<u>20,100</u>	<u>12,634</u>	<u>45,298</u>	<u>4,427</u>	<u>1,544</u>	<u>17</u>	<u>371</u>	<u>123,111</u>	<u>727,472</u>
Cash Balance in dda accounts	514	-	-	-	-	-	-	-	-	-	-	-	-	514
Amortized Value Plus Cash	<u>400,021</u>	<u>50,000</u>	<u>12,355</u>	<u>12,263</u>	<u>45,846</u>	<u>20,100</u>	<u>12,634</u>	<u>45,298</u>	<u>4,427</u>	<u>1,544</u>	<u>17</u>	<u>371</u>	<u>123,111</u>	<u>727,986</u>
Accrued Interest	64	36	7	20	-	-	-	-	-	-	-	-	-	127
TOTAL FUND VALUE	\$ 400,085	\$ 50,036	\$ 12,362	\$ 12,283	\$ 45,846	\$ 20,100	\$ 12,634	\$ 45,298	\$ 4,427	\$ 1,544	\$ 17	\$ 371	\$ 123,111	\$ 728,113
KEY COMPLIANCE TARGETS														
Minimum Fund Requirement ¹	\$ 137,600			\$ 12,068										
Excess / (Shortfall) in Fund	\$ 262,485			\$ 215										
Max. Avg. Fund Maturity (days)	730	1,460	1,460	1,460	912	1,095	90	90	1	1	1	1	365	
Actual Avg. Fund Maturity (days)	17	973	388	1,280	1	1	1	1	1	1	1	1	1	105
Max. Individual Maturity (days)	1,825	3,650	3,650	3,650	1,095	1,095	180	180	1	1	1	1	365	
Actual Max. Invest. Maturity (days)	456	1,552	1,596	1,426	1	1	1	1	1	1	1	1	1	
Are Funds TX PFIA Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Are Funds Board Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Is Fund CPSL Compliant? ²	Yes													
INVESTMENT COMPARISON														
Yield to Worst	0.300%	0.480%	0.618%	0.611%	0.257%	0.248%	0.258%	0.257%	0.257%	0.010%	0.010%	0.256%	0.258%	0.308%
6-Month T-Bill	0.119%	0.119%	0.119%	0.119%	0.119%	0.119%	0.119%	0.119%	0.119%	0.119%	0.119%	0.119%	0.119%	0.119%
Wgt. Average Fund Variance	0.181%	0.361%	0.499%	0.492%	0.138%	0.129%	0.139%	0.138%	0.138%	-0.109%	-0.109%	0.137%	0.139%	0.189%

Notes:

¹ Minimum requirement for the Operating Fund = net cash flow projection for the next 2 months.

Minimum requirement for the Insurance Fund = accrued G/L liability plus D & O liability coverage for the current month.

² Requirement is 2 times the outstanding commercial paper balance, plus interest @12% for 90 days on the actual outstanding amount.



Change in Market Value of Investments

4th Qtr FY20

Fund	Security Description	Rate	Maturity	Call Date	Face Value	06/30/20 Market Value	09/30/20 Market Value	Change from Prior Quarter
Operating	FHLB 1.5 2/10/2021	1.50	02/10/21	Anytime	\$ 5,000,000	\$ 5,040,046	\$ 5,025,208	\$ (14,838)
Operating	FAMC 0.72 3/18/2021-20	0.72	03/18/21	Quarterly	5,000,000	5,000,526	-	(5,000,526)
Operating	FAMC 1.55 8/13/2021-20	1.55	08/13/21	Quarterly	5,700,000	5,708,563	-	(5,708,563)
Operating	FFCB 1.65 12/30/2021-20	1.65	12/30/21	One Time	13,000,000	13,088,374	13,041,273	(47,101)
Operating	FHLMC 1.625 1/28/2022-20	1.63	01/28/22	Quarterly	5,000,000	5,004,903	-	(5,004,903)
Operating	FFCB 1.54 2/24/2022-20	1.54	02/24/22	Continuous	10,000,000	10,010,674	-	(10,010,674)
Capital Reserve	FHLMC 1.65 8/10/2022-20	1.65	08/10/22	Quarterly	2,000,000	2,002,775	-	(2,002,775)
Operating	FHLMC 1.75 8/25/2022-20	1.75	08/25/22	Quarterly	10,000,000	10,020,730	-	(10,020,730)
Operating	FFCB 1 9/16/2022-20	1.00	09/16/22	Anytime	5,000,000	5,001,661	-	(5,001,661)
Insurance	FFCB 0.875 10/20/2022-20	0.88	10/20/22	Continuous	1,500,000	1,500,003	-	(1,500,003)
Cotton Belt	FHLMC 1.65 12/16/2022-20	1.65	12/16/22	One Time	1,600,000	1,600,832	-	(1,600,832)
Capital Reserve	FFCB 1.65 2/13/2023-20	1.65	02/13/23	Continuous	3,000,000	3,004,357	-	(3,004,357)
Insurance	FHLB 0.875 4/6/2023-21	0.88	04/06/23	Continuous	3,000,000	3,003,554	2,980,909	(22,644)
Insurance	FFCB 0.625 5/4/2023-20	0.63	05/04/23	Continuous	4,100,000	4,100,249	-	(4,100,249)
Financial Reserve	FHLMC 0.52 6/16/2023-20	0.52	06/16/23	Quarterly	5,000,000	5,000,758	5,001,607	849
Financial Reserve	FHLMC 0.32 9/1/2023-21	0.32	09/01/23	One Time	5,000,000	-	4,994,832	4,994,832
Financial Reserve	FHLMC Step 2/27/2024-20	1.63	02/27/24	Semi-Annual	5,000,000	5,008,804	-	(5,008,804)
Operating	FAMC 1.1 3/11/2024-20	1.10	03/11/24	One Time	5,000,000	5,000,741	-	(5,000,741)
Capital Reserve	FHLB 1.62 3/25/2024-20	1.62	03/25/24	Continuous	1,000,000	1,001,475	-	(1,001,475)
Financial Reserve	FFCB 0.59 3/25/2024-20	0.59	03/25/24	Continuous	10,000,000	9,991,758	10,000,191	8,433
Financial Reserve	FHLB 0.62 6/24/2024-20	0.62	06/24/24	Continuous	10,000,000	10,000,863	9,906,402	(94,460)
Insurance	FHLMC 0.55 7/22/2024-21	0.55	07/22/24	Quarterly	5,100,000	-	5,083,610	5,083,610
Insurance	FHLMC 0.5 8/26/2024-21	0.50	08/26/24	Quarterly	4,100,000	-	4,099,737	4,099,737
Financial Reserve	FHLMC 0.5 11/27/2024-21	0.50	11/27/24	Continuous	2,795,000	-	2,793,076	2,793,076
Financial Reserve	FHLB 0.72 12/30/2024-20	0.72	12/30/24	Continuous	5,000,000	5,000,386	4,955,074	(45,313)
Insurance	FHLMC 2.01 1/13/2025-20	2.01	01/13/25	Quarterly	3,600,000	3,601,758	-	(3,601,758)
Financial Reserve	FHLB 2 1/21/2025-20	2.00	01/21/25	Quarterly	2,795,000	2,797,803	-	(2,797,803)
Capital Reserve	FHLB 1.75 2/12/2025-21	1.75	02/12/25	Annual	3,000,000	3,002,361	2,975,527	(26,834)
Operating	FHLMC 1 3/17/2025-20	1.00	03/17/25	Quarterly	5,000,000	5,001,060	-	(5,001,060)
Financial Reserve	FHLB 1.5 3/25/2025-20	1.50	03/25/25	One Time	5,145,000	5,147,786	-	(5,147,786)
Financial Reserve	FHLMC 0.75 3/28/2025-20	0.75	03/28/25	Continuous	7,060,000	7,060,115	-	(7,060,115)
Debt Service	Amegy Debt Serv MM	0.11	N/A	N/A	246,132	246,132	198,338	(47,794)
RTR Funding	Wells RTR Plano MM	0.01	N/A	N/A	1,543,863	1,543,863	1,543,902	39
Streetcar	Wells Streetcar MM	0.01	N/A	N/A	16,682	16,682	16,682	0
Insurance	LOGIC-Insurance LGIP	0.63	N/A	N/A	61,459	61,459	62,723	1,263
Operating	LOGIC - Op LGIP	0.62	N/A	N/A	92,949,972	92,949,972	112,843,278	19,893,307
Financial Reserve	LOGIC - Fin Res LGIP	0.64	N/A	N/A	13,473	13,473	12,205,003	12,191,529
Capital Reserve	LOGIC - Cap Res LGIP	0.62	N/A	N/A	3,095,517	3,095,517	9,355,216	6,259,699
Platform	LOGIC - Platform LGIP	0.63	N/A	N/A	61,933,775	61,933,775	45,846,100	(16,087,675)
Toyota	LOGIC - Toyota LGIP	0.63	N/A	N/A	370,898	370,898	371,208	310
Irving ILA	LOGIC - Irving ILA LGIP	0.63	N/A	N/A	4,856,124	4,856,124	4,426,729	(429,395)
Cotton Belt	LOGIC - Cotton Belt LGIP	0.62	N/A	N/A	18,500,006	18,500,006	20,100,004	1,599,998
CP SEAF	LOGIC - SEAF LGIP	0.63	N/A	N/A	24,423,045	24,423,045	12,633,531	(11,789,513)
Operating	TexasCLASS LGIP	0.59	N/A	N/A	84,644,743	84,644,743	105,824,274	21,179,531
Operating	TexPool - Op LGIP	0.52	N/A	N/A	74,653,903	74,653,903	112,806,151	38,152,248
Operating	TexasDaily LGIP	0.24	N/A	N/A	30,005,509	30,005,509	30,018,379	12,871
Bond SEAF	LOGIC - Bond SEAF LGIP	0.63	N/A	N/A	100,228,473	100,228,473	45,297,804	(54,930,670)
Operating	FICA - CD Operating Pool Cash	0.30	N/A	N/A	20,004,885	20,004,885	20,015,048	10,163
Debt Service	LOGIC - (T) Bond Prin LGIP	0.62	N/A	N/A	40,345,673	40,345,673	56,385,800	16,040,126

Change in Market Value of Investments

4th Qtr **FY20**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	06/30/20 Market Value	09/30/20 Market Value	Change from Prior Quarter
Debt Service	TexPool - (T) Bond Int LGIP	0.51	N/A	N/A	\$ 35,802,264	\$ 35,802,264.36	\$ 66,526,612	\$ 30,724,348
Sub-total for Securities held at the end of both periods						\$ 54,202,202	\$ 70,857,446	\$ 16,655,244
% Change as a result of market movement								30.73%
Holdings at 6/30/20 maturing during Q4, FY20						-		-
Holdings at 6/30/20 called during Q4, FY20						87,500,714		(87,500,714)
Holdings at 6/30/20 sold during Q4, FY20						-		-
Values of Money Market Mutual Funds (All)						593,696,396	639,481,782	45,785,386
Holdings purchased during Q4, FY20							16,995,000	16,995,000
Securities and/or cash held in DDA						489,270	513,742	24,472
TOTAL PORTFOLIO VALUE						\$ 735,888,582	\$ 727,847,970	\$ (8,040,612)

Callable Securities Analysis

4th Qtr FY20

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
20-0019	Operating	2/10/21	FHLB 1.5 2/10/2021	3130AJ4A4		\$5,000,000	1.50	0.11	High
20-0013	Operating	12/30/21	FFCB 1.65 12/30/2021-20	3133ELFX7	12/30/20	13,000,000	1.65	0.11	High
20-0048	Insurance	4/6/23	FHLB 0.875 4/6/2023-21	3130AJG94	4/6/21	3,000,000	0.88	0.11	High
20-0051	Financial Reserve	6/16/23	FHLMC 0.52 6/16/2023-20	3134GVS74	12/16/20	5,000,000	0.52	0.11	High
20-0053	Financial Reserve	3/25/24	FFCB 0.59 3/25/2024-20	3133ELP57	9/25/20	10,000,000	0.59	0.12	High
20-0052	Financial Reserve	6/24/24	FHLB 0.62 6/24/2024-20	3130AJRD3	12/24/20	10,000,000	0.62	0.12	High
20-0056	Insurance	7/22/24	FHLMC 0.55 7/22/2024-21	3134GWAS5	1/22/21	5,100,000	0.55	0.12	High
20-0057	Insurance	8/26/24	FHLMC 0.5 8/26/2024-21	3134GWKT2	2/26/21	4,100,000	0.50	0.12	High
20-0058	Financial Reserve	11/27/24	FHLMC 0.5 11/27/2024-21	3134GWL1	8/27/21	2,795,000	0.50	0.12	High
20-0054	Financial Reserve	12/30/24	FHLB 0.72 12/30/2024-20	3130AJQP7	9/30/20	5,000,000	0.72	0.13	High
20-0021	Capital Reserve	2/12/25	FHLB 1.75 2/12/2025-21	3130AJ5F2	2/21/21	3,000,000	1.75	0.13	High

Glossary

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

Glossary

Face Value	The full value of a security at issuance or maturity. Also known as par value.
FAMCA	Federal Agriculture Mortgage Corporation, a government agency which purchases mortgages of ranches, farms and rural homeowners.
FFCB	Federal Farm Credit Bank, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
FHLB	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
FHLMC	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
Financial Reserve Fund	Highly restricted (as to use) funds derived primarily from the accumulated excess of actual sales tax over budgeted receipts of sales tax from prior years.
Fixed Rate Bond	The interest rate is constant for the life of the investment.
FNMA	Federal National Mortgage Administration, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
Insurance Fund	Holds assets for DART's self-insurance program covering liability and workers' compensation claims to ensure funding capability.
Laddered Maturities	The purchase of two or more bonds with the intention that the maturity dates would be evenly spaced across several months or several years so that the proceeds would be made available to be spent or reinvested at regular intervals as the bonds mature.
Local Government Investment Pool	LGIPs are structured similar to mutual funds, but set up by governments for the purposes of investing money.
Market Value	The price at which an asset would trade in a competitive auction setting.
Mobility Assistance and Innovation Fund (MAIF)	Funds reserved to enhance the quality and affordability of public transportation or as described by Financial Standard G7, which speaks specifically to the purposes of the Mobility Assistance and Innovation Fund.
Money Market Fund (MMF)	An investment instrument comprised of short-term (less than one year) securities representing high-quality, liquid debt and monetary instruments.
Platform Fund	Funds designated for platform extensions on the Red and Blue lines to accommodate three car trains.

Glossary

Step-up Bond	A bond in which subsequent future coupon payments are received at a predetermined higher interest rate(s) on one or more future specific dates.
Treasury Bill (T-Bill)	A marketable debt obligation backed by the U.S. government with a maturity of less than one year.
Texas Public Funds Investment Act (PFIA)	Legislation enacted to provide investment controls and guidelines to government / municipal entities in Texas. Texas Government Code 2256.
Treasury Note (T-Note)	A marketable U.S. government debt security with a fixed rate and a maturity between one and ten years.
Average Dollar-Weighted Maturity	The average time a maturity of all securities in a fund taking into account the dollar amount maturing at each specific date.
Yield to Maturity (YTM)	The yield an investor can expect if the security is held to its stated end, and all coupon payments are made. This value is highly dependent on what price was paid for the security.
Yield to Worst (YTW)	The lowest potential yield that can be received on a bond without the issuer actually defaulting.
Zero Coupon Bond	A zero coupon bond is a bond that makes no periodic interest payments and is sold at a deep discount from face value.

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Section 7 – D/M/WBE Quarterly Report

Page 1 – Quarterly Report Cover Page

Attachment 1 – D/M/WBE Participation Breakdown with Charts and Pie Chart



INTEROFFICE MEMORANDUM

DATE: October 28, 2020
TO: DART Board
THROUGH: Gary C. Thomas
FROM: Marcus Moore, Jr.
SUBJECT: Fourth Quarter 2020 D/M/WBE Participation

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

A combined 24 new contracts (eligible for goal setting) were awarded in the fourth quarter of FY 2020. These contract awards have a total dollar value of \$8,627,944 which represents 21% 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 fourth quarter FY 2020. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the fourth quarter of 2020. The total amount awarded was \$41,471,018. Of the foregoing amount, \$14,984,516 was committed to D/M/WBEs during the fourth quarter (36%).

Please note that these contracts were awarded in the fourth 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 three emergency funded contract awards.

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

/s/ Marcus Moore, Jr. *

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

c: DART Board

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

PROCUREMENT DOLLARS BY AGREEMENT TYPE FOURTH 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	\$8,627,944	24	21%	\$3,812,384	44%
Contract Mods/Options	\$27,719,029	6	67%	\$9,747,224	35%
Small Purchases	\$5,124,045	973	12%	\$1,424,908	28%
Total Awards	\$41,471,018	1003	100%	\$14,984,516	36%

*New State Contract Awards	\$1,748,607	7	4.2%	State Monitored	State Monitored
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**Monitored by State*

Percentage of All
Procurement Dollars

D/M/WBE Procurement Dollars Awarded	\$14,984,516	36%
Non D/M/WBE Procurement Dollars	\$26,486,502	64%
TOTAL PROCUREMENT DOLLARS AWARDED	\$41,471,018	100%



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Section 8 - Quarterly Procurement Report

P2	Introduction
P3	Summary Report
P4	Contracts Awarded
P8	Board Approved Contract Modifications
P9	Special Procurements <ul style="list-style-type: none">• Emergency Procurements• Unauthorized Procurement Actions (UPAs)• Sole Source (Noncompetitive)• Revenue Generating• Deviations to the DART Procurement Regulations• SPECIAL ADDENDUM: COVID-19 RELATED PROCUREMENTS TO DATE
P20	Active Requirements Contracts Expiring Within 12 Months
P22	Upcoming Procurements



INTEROFFICE MEMORANDUM

DATE: October 26, 2020

TO: DART Board

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

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

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

The following is a report of DART'S procurement activities for the Fourth 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
 - **SPECIAL ADDENDUM:** COVID-19 Procurements
- Active Requirements Contracts Expiring Within 12 Months
- Upcoming Procurements

John O. Adler

John O. Adler, CPPO
Vice President
Procurement Department



Data Summary Sheet

Fiscal Year 2020 - Fourth Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	36	\$13,017,375.56
Approved Modifications	6	\$27,719,029.00
Purchase Orders*	929	\$3,911,511.90
Blanket Purchase Orders (BPOs)*	44	\$1,212,533.00
Totals	1,015	\$45,860,449.46

(*) Details provided upon request.

Contracts Awarded

Fiscal Year 2020 - Fourth 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
2052608-01	(1897)	Dr. R. E. Moon and Associates	07/01/2020	\$150,000.00
		Contract Name: Landscape Consultant Services		
		Classification: SERVICES	Sub-Classification: SVSC-JANITORIAL/GROUNDS	
2057706-01	(1882)	HOLMES MURPHY & ASSOCIATES	07/01/2020	\$102,000.00
		Contract Name: DART Benefits Management Services		
		Classification: SERVICES	Sub-Classification: SVSC-EMPLOYEE BENEFITS	
2057095-01	(1873)	Allied Plastic Supply LLC	07/02/2020	\$263,665.00
		Contract Name: Operator Barrier Shields		
		Classification: SERVICES	Sub-Classification: SVSC-BUS OPERATION	
2053239-01	(1883)	International Software Systems	07/07/2020	\$168,875.38
		Contract Name: Enterprise Learning Management System		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2051714-01	(1878)	UNUM LIFE INSURANCE COMPANY OF	07/08/2020	\$10.00
		Contract Name: Worksite Voluntary Benefits		
		Classification: SERVICES	Sub-Classification: SVSC-EMPLOYEE BENEFITS	
2054882-01	(1884)	FLAIR DATA SYSTEMS	07/09/2020	\$249,500.00
		Contract Name: Network Parts IDIQ		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMP HARD/SOFTWARE	
2055973-01	(1862)	Presidio Networked Sol Grp LLC	07/13/2020	\$897,224.12
		Contract Name: Pure Flash Storage Array		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
C2055973-01	(1881)	Presidio Networked Sol Grp LLC	07/13/2020	\$897,224.12
		Contract Name: Pure Storage Array		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER	
2051625-01	(1892)	HALFF ASSOCIATES, INC.	07/17/2020	\$150,000.00
		Contract Name: Environmental Services		
		Classification: PROFESSIONAL SERVICES	Sub-Classification: PROF-SVCS-ARCHETECT/ENGINEER	
2051625-02	(1923)	AMEC EARTH AND ENVIRONMENTAL	07/17/2020	\$150,000.00
		Contract Name: Environmental Services		
		Classification: PROFESSIONAL SERVICES	Sub-Classification: PROF-SVCS-ARCHETECT/ENGINEER	
2051625-03	(1893)	EA ENGINEERING SCIENCE & TECH	07/17/2020	\$150,000.00
		Contract Name: Environmental Services		
		Classification: PROFESSIONAL SERVICES	Sub-Classification: PROF-SVCS-ARCHETECT/ENGINEER	
2051625-04	(1894)	LCA ENVIRONMENTAL INC	07/17/2020	\$200,000.00
		Contract Name: Environmental Services		
		Classification: PROFESSIONAL SERVICES	Sub-Classification: PROF-SVCS-ARCHETECT/ENGINEER	



Contracts Awarded

Fiscal Year 2020 - Fourth 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
2037282-02	(1879)	KSU N.A. LLC	07/20/2020	\$62,121.31
		Contract Name: Seat Replacement Parts for DART's LRV		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2053661-01	(1875)	ZEN INDUSTRIAL SERVICES LLC	07/31/2020	\$233,627.00
		Contract Name: Meritor Brake Parts for DART's Bus Fleets		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2056532-01	(1885)	NETSYNC NETWORK SOLUTIONS	08/12/2020	\$83,570.20
		Contract Name: Limited Wireless Upgrade		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2056867-01	(1886)	Presidio Networked Sol Grp LLC	08/12/2020	\$83,220.48
		Contract Name: Hardware Support Flash Blades		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2055682-01	(1887)	IMG Rebel Advisory, Inc.	08/13/2020	\$153,000.00
		Contract Name: Audit Services for FY2020 Quadrennial Review		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2055710-01	(1888)	Halosil International, Inc.	08/17/2020	\$396,183.00
		Contract Name: HaloFoggers Disinfecting Equipment		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2057494-01	(1891)	ESRI INC	08/17/2020	\$97,160.00
		Contract Name: ESRI Maintenance FY21		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2054634-01	(1900)	ORGO THERMIT INC	08/18/2020	\$539,595.00
		Contract Name: Rail Grinding		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2054687-01	(1896)	NMOMENTUM CORPORATION	08/20/2020	\$50,588.00
		Contract Name: Consulting Services- CFPS		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2051016-01	(1895)	SAFT AMERICA INC	08/21/2020	\$244,014.00
		Contract Name: Battery Tray Assembly for DART's LRVs		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2057970-01	(1889)	AG Industries LLC	08/21/2020	\$661,900.00
		Contract Name: Mask Dispensers & Hand Sanitizer Brackets		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2054385-01	(1902)	SOUTHWEST INTNL TRUCKS INC	08/24/2020	\$147,114.00
		Contract Name: Bucket Truck		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	



Contracts Awarded

Fiscal Year 2020 - Fourth 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
2054774-01	(1903)	SOUTHWEST INTNL TRUCKS INC	08/24/2020	\$178,629.00
		Contract Name: Hi-Rail Vehicle		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2054637-01	(1906)	Republic Waste Services	08/25/2020	\$396,924.00
		Contract Name: Trash Disposal and Recycling Services		
		Classification: SERVICES	Sub-Classification: SVSC-DISPOSAL	
2052270-01	(1890)	Texas Elite Facility Services	08/26/2020	\$509,100.00
		Contract Name: Janitorial and Custodial Services		
		Classification: SERVICES	Sub-Classification: SVSC-JANITORIAL/GROUNDS	
2051297-01	(1872)	BRIDGESTONE AMERICAS TIRE OPER	09/01/2020	\$4,888,706.00
		Contract Name: Bus Tire Leasing and Services		
		Classification: SERVICES	Sub-Classification: SVSC-BUS OPERATION	
2055248-01	(1908)	UNITED POWER & BATTERY	09/01/2020	\$63,195.00
		Contract Name: Signal UPS Battery Replacement		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER	
2048415-01	(1904)	MedHealth	09/02/2020	\$150,000.00
		Contract Name: Employee Medical Clinic		
		Classification: SERVICES	Sub-Classification: SVSC-EMPLOYEE BENEFITS	
2056668-01	(1911)	CESCO INC	09/17/2020	\$246,196.20
		Contract Name: Lexmark Toner		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2058307-01	(1909)	LEGACY RESOURCE GROUP	09/18/2020	\$136,648.00
		Contract Name: Mask & Hand Sanitizer Dispensers, Brackets w Hardw		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2056431-01	(1912)	Technology International, Inc.	09/21/2020	\$103,069.00
		Contract Name: HVAC Wayside Units		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2056996-01	(1919)	REEDER DISTRIBUTORS INC	09/24/2020	\$66,498.00
		Contract Name: Portable Wireless Bus Lifts		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2055249-01	(1914)	GRANICUS LLC	09/25/2020	\$52,059.50
		Contract Name: Email Subscription Service - Alerts		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2058398-01	(1915)	DELL MARKETING LP	09/29/2020	\$95,759.25
		Contract Name: Dell Boomi Service FY21		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
Report Totals: 36 Contracts Awarded				\$13,017,375.56



Contracts Awarded

Fiscal Year 2020 - Fourth Quarter

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

Contracts Awarded Summary

		TOTAL
COMMODITIES	SUP/EQUIP-BUS PARTS	\$233,627.00
	SUP/EQUIP-COMP HARD/SOFTWARE	\$249,500.00
	SUP/EQUIP-OTHER	\$960,419.12
	SUP/EQUIP-RAILPARTS	\$306,135.31
	SUP/EQUIP-VEHICLES NON REV	\$325,743.00
	Total	\$2,075,424.43
PROFESSIONAL SERVICES	PROF-SVCS-ARCHETECT/ENGINEER	\$650,000.00
	Total	\$650,000.00
SERVICES	SVSC-BUS OPERATION	\$5,152,371.00
	SVSC-DISPOSAL	\$396,924.00
	SVSC-EMPLOYEE BENEFITS	\$252,010.00
	SVSC-JANITORIAL/GROUNDS	\$659,100.00
	SVSC-OTHER	\$1,336,644.01
	SVSC-RAIL OPERATION	\$1,597,678.00
	SVSC-SOFT/HARDWARE MAINT	\$897,224.12
	Total	\$10,291,951.13
Grand Total		\$13,017,375.56

Board Approved Contract Modifications
Fiscal Year 2020 - Fourth Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Unwire Payments & Mobility ApS (Unwire)	\$5,953,106	Execute a contract modification to add sub-licensing provisions and add additional five (5) years to the contract; increase the not-to-exceed amount by \$5,953,106 [Resolution No. 200070]	7/7/2020
Archer Western Herzog 4.0, Joint Venture (Silver Line Regional Rail Project)	\$686,465	Increase contract value for the Design-Build contract for the Silver Line Regional Rail Project to include installation of foundations and underground conduits for LD Dallas FlexGrid LLC (Landmark) to provide information kiosks at Silver Line stations [Resolution No. 200085]	8/25/2020
Unum Life Insurance Company of America	\$1,728,000	Exercise One-year Option for Life and Accidental Death and Dismemberment (AD&D) Insurance Coverage [Resolution No. 200092]	9/8/2020
Herzog Transit Services, Inc.	\$1,833,866	Contract modification for the TRE Operations and Maintenance contract in the amount of \$1,833,866 for additional TRE dispatchers [Resolution No. 200096]	9/22/2020
Metropolitan Security Services	\$2,537,889	Contract modification for Armed Security Guard Services to exercise the third One-year Option; increase the not-to-exceed amount by \$2,537,889 [Resolution No. 200097]	9/22/2020
Archer Western Herzog 4.0, Joint Venture (Silver Line Regional Rail Project)	\$14,979,703	Increase contract value for the Design-Build contract for the Silver Line Regional Rail Project to include design of the Veloweb Hike and Bike Trail in the amount not to exceed \$14,979,703 from funding authorized by the North Central Council of Governments (NCTCOG) [Resolution No. 200098]	9/22/2020
TOTAL MODIFICATION AWARDED DOLLARS:	\$27,719,029	TOTAL MODIFICATIONS AWARDED: 6	

Special Procurements

Fiscal Year 2020 - Fourth Quarter

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

Purchase Order Type	Count	
Emergency [a]	4	\$60,936.55
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	21	\$261,972.10
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	25	\$322,908.65
SPECIAL ADDENDUM: COVID-19 Related Procurements to Date [f]	188	\$9,179,134.54

[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 - Fourth Quarter

Emergency

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

There are 4 "Emergency" Procurements in this Quarter.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1361705	07/07/2020	REPLACEMENT CONTROL BOARD	VORTEX DOORS	\$5,081.55
1362556	09/25/2020	Test Feeder Cables Deerpath	SHERMCO INDUSTRIES INC	\$10,605.00
5005990	07/02/2020	Troubleshoot Chiller 2 at 1401	DAIKIN APPLIED AMERICANS INC.	\$20,250.00
5006029	08/06/2020	Siemens Back-Up System	SIEMENS	\$25,000.00
PO Count = 4		Contract Count = 0		\$60,936.55

Special Procurements
Fiscal Year 2020 - Fourth 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 - Fourth 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 21 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1361706	07/07/2020 CONTACTOR,CONTROL PANE	BOMBARDIER TRANSPORTATION	\$7,400.00
1361738	07/09/2020 REBUILT,AXLE,ASSY.,WHEEL,W/GEA	PENN MACHINE CO	\$8,315.00
1361770	07/13/2020 REBUILT,VALVE, EGR ISC/L 07	MHC KENWORTH CO	\$4,132.08
1361817	07/17/2020 REBUILT,MONITOR, 21" INFOTAINM	LUMINATOR HOLDING LP	\$5,474.00
1361876	07/23/2020 REBUILT,MACHINE,SWITCH,M23A R.	Hitachi Rail STS USA, Inc	\$18,174.00
1361918	07/27/2020 KEY CONTROL SUPPORT AGREEMENT	Keytracker Ltd	\$3,000.00
1361954	07/29/2020 PUSHBUTTON, DOOR,OPEN,STANCHIO	IFE NORTH AMERICA	\$4,930.00
1362020	08/06/2020 NUT,HEX,SPECIAL, (FOR LIGHT AS	REMOTE CONTROL SYSTEMS INC	\$7,200.00
1362036	08/07/2020 SPACER, DURA-CORE DOUBLE DOOR	PROFESSIONAL PLASTICS	\$13,200.00
	SPACER, DURA-CORE SINGLE DOOR		\$13,200.00
1362050	08/10/2020 REBUILT,UNIT, TVM CENTRAL PROC	SPX CORPORATION	\$2,870.00
1362093	07/17/2020 REBUILT,MONITOR CEILING MOUNT	LUMINATOR HOLDING LP	\$2,812.00
1362114	08/17/2020 REBUILT,MOTOR ASSEMBLY, TRACTI	TOYO DENKI USA, INC.	\$35,311.31
1362125	08/17/2020 MODULE, A301 INVERTER DRIVER B	POWERTECH CONVERTER CORP.	\$31,988.00
1362126	08/17/2020 REBUILT,TRIM CONVEYOR ASSEMBLY	SPX CORPORATION	\$11,426.00
1362232	08/26/2020 COIL, RIGHT	ALSTOM SIGNALING OPERATION LLC	\$7,374.28
	COIL,LEFT		\$3,687.14
1362288	09/01/2020 ESP SystemONE Vehicle Emission	Opus Inspection Inc.	\$7,450.00
1362523	09/22/2020 KIT, LIGHT ASSY.,AMBER LED, IN	REMOTE CONTROL SYSTEMS INC	\$11,400.00
1362532	09/23/2020 CONNECTING LINK,	ENIDINE	\$3,400.00
1362601	09/29/2020 SUPPORT, LOCK, L.H., DOOR OPER	VAPOR STONE RAIL SYSTEMS	\$7,316.32
1362728	08/17/2020 REBUILT,MOTOR ASSEMBLY, TRACTI	TOYO DENKI USA, INC.	\$35,074.21
1362729	08/17/2020 REBUILT,MOTOR ASSEMBLY, TRACTI	TOYO DENKI USA, INC.	\$16,837.76
PO Count = 21	BPO Count = 0	Contract Count = 0	\$261,972.10



Special Procurements

Fiscal Year 2020 - Fourth 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 - Fourth 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 - Fourth Quarter

SPECIAL ADDENDUM COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
PURCHASE ORDERS		
TOWELETTE, DISINFECTING, 6 X 6.75", CANISTER/160 SHEETS	1,400	\$24,500.00
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
HEX NUT, STAINLESS STEEL #10-3	1500	\$86.40
WASHER, FLAT STAINLESS STEEL #1	800	\$18.24
CREDIT CARD PURCHASES		
3M Mask	30,000	\$65,970.00
Dropper Bottles for Hand Sanitizer	10,000	\$3,275.35
Apple Macbooks for IT	9	\$29,226.00
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

Special Procurements Fiscal Year 2020 - Fourth Quarter

SPECIAL ADDENDUM COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
Infrared Camera Inc Thermometer	100	\$8,225.00
Spare Part - Ball mount	5	\$75.00
Test Strips plus shipping	10	\$448.94
Shipping	1	\$255.48
Triple AAA batteries	144	\$117.44
Shower Curtains	600	\$6,010.99
Shower Curtains	100	\$1,008.51
MASK	5,000	\$6,250.00
KN 95 SAFETY MASK, NON MEDICA	2,300	\$9,315.00
Imperial HDPE Bottles - White 32oz + Trigger Sprays	100	\$635.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
Table Caps for PVC Pipe	230	\$348.17
BACKPACK ELECTROSTATIC SPRAYER	1	\$1,775.00
Wire Rope Clip, 3/16 In, Malleable Iron	1,200	\$1,056.00
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl	3	\$663.57
Shower Curtains	200	\$2,010.99
Wire Rope Clip, 3/16 In, Malleable Iron	100	\$88.00
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl	5	\$1,105.95
PVC Pipe 1 Inch	125	\$270.00
Shower Hooks	125	\$1,591.25
N95 Mask	4,000	\$11,520.00
Hand sanitizer 70%	133	\$15,221.85
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

Special Procurements

Fiscal Year 2020 - Fourth Quarter

SPECIAL ADDENDUM

COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
Antibacterial Pouches	1,000	\$15,851.50
DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS	720	\$23,040.00
Stay Safe Floor Decals OTS Square Cut, 12 x 14	500	\$1,350.00
DISINFECTANT WIPES,	500	\$32,000.00
DISINFECTANT WIPES,	500	\$32,000.00
Hand Sanitizer 55 Gallon Drum	5	\$6,495.00
Hand sanitizer - 1000 Mil 6pk	43	\$4,063.19
Steel Square Tube A500/A513 (Welded) 1.250 X 1.250 X 0.083	259	\$2,867.75
Aluminum Angle 6063T52 2.000 X 2.000 X 0.125	53	\$1,380.24
Hot Rolled Flat Bar 0.125 X 5.000	20	\$658.44
Tactical Gas Mask	20	\$3,585.40
P100 Cans	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 Gaurd	50	\$5,540.99
Pipe Brackets	800	\$40,973.07
Sneeze Gaurd	25	\$2,505.50
Hand Sanitizer Foaming	375	\$34,998.75
Sneeze Gaurd	4	\$2,962.50
Hand Sanitizer Refill	103	\$12,669.00
Hand Sanitizer Refill	86	\$12,470.00
Face Mask	100	\$359.97
Empty Bottles for Hand Sanitizer	12	\$177.00
Empty Bottles for Hand Sanitizer	36	\$239.00

Special Procurements

Fiscal Year 2020 - Fourth Quarter

SPECIAL ADDENDUM

COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
SINGLE PAYMENT REQUESTS		
Flex Wipes	150	\$5,842.50
Flex Wipes	225	\$8,763.75
Flex Wipes	75	\$2,921.25
Cotton Face Mask	4,000	\$17,800.00
Hand Sanitizer Tubes	230,000	\$115,000.00
3M Mask	30,000	\$65,970.00
3 Layer Mask	4,000	\$1,680.00
Wipes	2,000	\$128,000.00
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	60	\$492.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	30	\$2,154.00
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	60	\$5,841.00
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	10	\$8,345.70
KN95NM	79,000	\$236,210.00
Wipes	250	\$80,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	298,000	\$223,500.00
KN95NM	121,000	\$361,790.00
SAFETY MASK, 3 PLY, LIGHT BLUE	102,000	\$76,500.00
DISINFECTANT WIPES,	500	\$179,170.00
DISINFECTANT WIPES,	300	\$96,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
DISINFECTANT WIPES,	500	\$160,000.00
DISINFECTANT WIPES,	548	\$67,659.96
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	228	\$1,869.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	12	\$861.60
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	10	\$973.50
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	5	\$4,172.85
Victory Sprayers Cordless	36	\$27,900.00
Victory Sprayers Back Pack	19	\$33,725.00
Wipes	800	\$256,000.00
Wipes	710	\$227,200.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$69,000.00
DISINFECTANT WIPES,	800	\$256,000.00
Spray Nine	1100	\$9,020.00
DISINFECTANT WIPES,	793	\$151,360.00
SAFETY MASK, 3 PLY, LIGHT BLUE	45000	\$31,050.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85000	\$58,650.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85000	\$58,650.00
DISINFECTANT WIPES,	800 Cases	\$256,000.00
Dispenser	40	\$240.00
Dispenser	210	\$1,260.00
3 PLY MASK INDIVIDUALLY WRAPPED	100000	\$50,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100000	\$50,000.00
Hand Sanitizer Kutol Foam Refill 1000ML	299	\$43,355.00
Dispenser	97	\$582.00
3 PLY MASK INDIVIDUALLY WRAPPED	500000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500000	\$250,000.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	3	\$68,465.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	4	\$91,315.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	7	\$159,435.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	5	\$114,169.72

Special Procurements Fiscal Year 2020 - Fourth Quarter

SPECIAL ADDENDUM COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS		
C-2055600-01 Microsoft Laptops		
Microsoft Laptops	128	\$206,462.00
C-2051412-01 Staff Augmentation		
Servicers for Cleaning of Buses	30	\$172,896.00
Servicers for Cleaning of Rail	20	\$350,000.00
Contract Amount		\$522,896.00
C-2051412-02 Staff Augmentation		
Servicers required for cleaning Buses	35	\$1,979,300.00
Supervisors to supervise Servicers	6	\$349,690.00
Contract Amount		\$2,328,990.00
C-2055710-01--Halosil Contract Pending Award		
0753-110FLX Halofogger, FLX, 12ft. Extended Nozzle, 110V, with Digital Timer & Suction Cup Mounts	28	\$296,800.00
0753-EXHA12 12FT Hose Assembly for Extended Nozzle with Suction Cup Mounts	56	\$40,320.00
HSH202 HaloSense--Portable H202 Detector with Low Range Sensor and Battery Charger	5	\$7,000.00
0753-TRIPOD Extra Nozzle Mounting Tripod	13	\$780.00
HM10N0G4 HaloMist Disinfectant Case, x4 1-Gallon (3.8) Bottles	108	\$41,040.00
H202STPS-50 Halosil Chemical Indicator Strip	6	\$243.00
LTL Freight Charges	LOT	\$10,000.00
Contract Amount		\$396,183.00
C-2057095-01 Driver Barrier Shield		
NABI Driver Shield	500	\$175,000.00
New Flyer Transit	50	\$17,500.00
Proterra Driver Shield	10	\$3,500.00
ARBOC Driver Shield	125	\$40,625.00
New Flyer Suburban Driver Shield	52	\$27,040.00
Contract Amount		\$263,665.00
Barrier Shield Project		
Aluminum Sheet, 48" x 144"	12	\$284.20
Washer, Fender, 5/16 x 1 1/2 (BOX of 100)	65	\$652.47
Contract Amount		\$936.67
TOTAL COVID-19 RELATED PROCUREMENTS TO DATE: 188 Total	2,704,827	\$9,179,134.54

Active Requirements Contracts

\$250,000+ Only and Expiring between 10/01/2020 and 09/30/2021

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Within 6 Months				
2048280-01	Jarrett Walker+Associates, LLC	Updated Bus Transit Plan	10/01/2020	\$494,594
2009932-01	Best Press, Inc.	SMALL FORMAT PRINTING	10/02/2020	\$489,405
2009932-02	AC Printing	Small Format Printing	10/02/2020	\$469,500
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
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
2043451-01	Archer Western Construction	Cotton Belt Equipment Maintenance Facility	11/07/2020	\$1,499,771
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
1022354-01	Trapeze Software Group Inc.	Trapeze Software/Hardware Maintenance	11/30/2020	\$9,902,589
2005220-09	Jacobs Engineering Group	Comprehensive Professional Services	11/30/2020	\$6,965,921
2005220-40	Urban Engineers, Inc.	Comprehensive Professional Services	11/30/2020	\$3,713,182
2032360-01	Bellphi Environmental, LLC	Asbestos Abatement & Demolition Services	12/03/2020	\$750,000
2032360-02	RNDI Companies, Inc.	Asbestos Abatement & Demolition Services	12/03/2020	\$750,000
2032360-03	Ponce Contractors, Inc.	Asbestos Abatement & Demolition Services	12/03/2020	\$750,000
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
2031954-02	WEX Bank	NRV Fuel Management	12/30/2020	\$768,745
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	\$1,101,476
2032052-01	Alvand Construction Inc	Crew Rooms Construction	12/31/2020	\$2,638,468
2026895-01	HealthSCOPE Benefits	Third-Party Administrator Services	12/31/2020	\$8,253,939
2032257-01	HALLCON CORPORATION	Light Rail Vehicle Cleaning Services	12/31/2020	\$8,272,713
2044034-01	Rail Transportation Svcs, Inc.	Locomotive Lease	12/31/2020	\$277,580
2048532-01	Chavez Concrete Cutting	FTA Required ADA Station Compliance	12/31/2020	\$724,000
2055973-01	Presidio Networked Solutions	Pure Flash Storage Array	01/13/2021	\$897,224
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
2013818-01	Promotional Designs, Inc.	DART Logo Merchandise	02/26/2021	\$1,205,050
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



Active Requirements Contracts

\$250,000+ Only and Expiring between 10/01/2020 and 09/30/2021

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year				
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
2027459-02	Progress Rail Services	TRE Locomotive Purchase	04/24/2021	\$4,881,700
2034401-01	Edens Touch Diversified LLC	Grounds Maintenance and Vegetation Control	04/28/2021	\$1,535,882
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
2015284-01	Creative Software SolutionsLLC	Taxi Voucher Debit Card Services	06/30/2021	\$259,490
2036916-01	INIT Innovations in Transport	LRV APC Retrofit Fleet 52	07/02/2021	\$878,533
2057095-01	Allied Plastic Supply LLC	Operator Barrier Shields	07/02/2021	\$263,665
2024026-01	Triad Commercial Services, Ltd	Bus Stop Amenity Cleaning	08/05/2021	\$2,303,168
2055710-01	Halosil International, Inc.	HaloFoggers Disinfecting Equipment	08/17/2021	\$396,183
2054634-01	Orgo-Thermit, Inc.	Rail Grinding	08/17/2021	\$539,595
2046091-01	WABTEC	Pneumatic Door Components Five Year Overhaul Kits	08/19/2021	\$600,215
2057970-01	AG Industries LLC	Mask Dispensers & Hand Sanitizer Brackets	08/20/2021	\$661,900
2047617-01	Creative Bus Sales, Inc.	Miscellaneous ARBOC Parts for DART's Smart Bus	08/25/2021	\$1,389,432
2047617-02	Kirk's Automotive Inc.	Miscellaneous ARBOC Parts for DART's Smart Bus	08/25/2021	\$387,400
2052270-01	Texas Elite Facility Services	Janitorial and Custodial Services	08/25/2021	\$509,100
2039318-01	Stellar Services, Inc.	Spear Software Maintenance	09/03/2021	\$519,876
2054637-01	Republic Waste Services	Trash Disposal and Recycling Services	09/25/2021	\$396,924
2040659-01	PD MORRISON ENTERPRISES	Miscellaneous Bus, Rail, and Facility Stock Items	09/29/2021	\$1,492,046
2005220-26	DAL-TECH Engineering, Inc.	Comprehensive Professional Services	09/30/2021	\$7,551,431
2040434-01	AlphaVu	Data Mining	09/30/2021	\$381,600
2048937-01	Black Box Network Svices	VOIP On-Site Support	09/30/2021	\$351,040
2044868-01	Penn Machine Company	Kit 21 Disc and Hardware for LRV	09/30/2021	\$1,030,896
2045472-01	TransTech of SC, Inc.	Carbon Shoe Inserts	09/30/2021	\$481,656
2048937-02	Norstan Communications, Inc	VOIP On-Site Support	09/30/2021	\$351,040
2051931-01	Texas General Land Office	Natural Gas FY2021-2022	09/30/2021	\$4,122,082
Total Contracts = 67			Total Value of All Contracts Above:	\$184,268,164



Upcoming Procurement Opportunities

As of October 1, 2020

Management Consulting Services

Upcoming Item: **P-2059300**

Type of Posting: Request for Proposal (RFP)

Description:

DART is seeking firms to provide Management Consulting Services.

The NIGP code associated with this event is:

918 Consulting Services

Fare Revenue Forecasting Services

Upcoming Item: **P-2058861**

Type of Posting: Request for Proposal (RFP)

Description:

DART is seeking a firm to provide Fare Revenue Forecasting Services.

The NIGP code associated with this event is:

918 Consulting Services

Accounting Lease Application

Upcoming Item: **P-2055565**

Type of Posting: Request for Proposal (RFP)

Description:

DART is seeking a firm to provide and integrate a lease application to aid DART in complying with the new accounting standard, GASB87-Leases.

The NIGP code associated with this event is:

946 Financial Services

Furniture Purchase

Upcoming Item: **B-2057092**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks a qualified firm to purchase Furniture for Stock

The NIGP code associated with this event is:

425 Furniture: Office

Upcoming Procurement Opportunities

As of October 1, 2020

NABI Misc Parts Air Fuel and Oil

Upcoming Item: **B-2058597**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Misc NABI Bus Parts List.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

NABI Misc Window and Door Parts List 6

Upcoming Item: **B-2058395**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for NABI Misc Window and Door Parts List 6

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

LRV Ground Brushes

Upcoming Item: **B-2057996**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for LRV Ground Brushes

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts And Accessories

Misc NABI Bus Parts List 1

Upcoming Item: **B-2057723**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Misc NABI Bus Parts List.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Upcoming Procurement Opportunities

As of October 1, 2020

Dryer Air SKF Turbo Assembly

Upcoming Item: **B-2057694**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Dryer Air SKF Turbo Assembly.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Accessories and Parts

15-Year Rebuild Center Truck Axle

Upcoming Item: **B-2058163**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for services 15-Year Rebuild Center Truck Axle.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Accessories and Parts

Third Party Administrative Services

Upcoming Item: **P-2058374**

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:

948 Health Related Services

952 Human Services

953 Insurance and Insurance Services, (All Type)

Powder Coating Painting Service

Upcoming Item: **B-2055599**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Powder Coating Painting Service.

The NIGP code associated with this event is:

631 Paint, Protective Coatings, Varnish, Wallpaper and Related

Upcoming Procurement Opportunities

As of October 1, 2020

15-Year Rebuild Bombardier Traction Gear

Upcoming Item: **B-2058104**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for services 15-Year Rebuild Bombardier Traction Gear.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Accessories and Parts

15-Year Rebuild Toyo Traction Gear

Upcoming Item: **B-2058058**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for services 15-Year Rebuild Toyo Traction Gear.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Accessories and Parts

NABI Misc. Bus Parts List 5

Upcoming Item: **B-2058087**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase NABI Miscellaneous Bus Parts List 5.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

NABI Misc. Bus Parts List 4

Upcoming Item: **B-2058057**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase NABI Miscellaneous Bus Parts List 4.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Upcoming Procurement Opportunities

As of October 1, 2020

Internal Safety Review

Upcoming Item: **P-2058021**

Type of Posting: Request for Proposal (RFP)

Description:

DART seeks a qualified firm to conduct an annual internal safety review as required by the Texas Department of Transportation State Safety Over Site (SSO) program standard and to continue to maintain compliance with 49 CFR Part 674.

The NIGP code associated with this event is:

918 Consulting Services

West Oak Cliff (WOC) Microduct Installation

Upcoming Item: **B-2057495**

Type of Posting: Invitation for Bid (IFB)

Description:

Installation of Duraline Microduct and Corning MiniXtend microfiber on the West Oak Cliff (WOC) LRT Alignment.

The NIGP codes associated with this event are:

911 Construction and Utilities, Higher Education

912 Construction Services, General, Including Maintenance and Repair Services

913 Construction Services, Heavy, Including Maintenance and Repair Services

914 Construction Services, Trades, New Construction

940 Equipment Maintenance, Repair, Construction, And Related Services for Railroads

Light Rail Vehicle Cleaning

Upcoming Item: **B-2057568**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Light Rail Vehicle Cleaning.

The NIGP code associated with this event is:

961 Miscellaneous Services, No 1

Upcoming Procurement Opportunities

As of October 1, 2020

NABI Misc. Bus Parts List 3

Upcoming Item: **B-2057879**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase NABI Miscellaneous Bus Parts List 3.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

NABI Misc. Bus Parts

Upcoming Item: **B-2057864**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase NABI Miscellaneous Bus Parts.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Engine Lubricating Oil

Upcoming Item: **B-2056821**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Engine Lubricating Oil.

The NIGP code associated with this event is:

557 Mass Transportation Transit Bus Accessories and Parts

Glass Glazing for NABI Buses

Upcoming Item: **B-2057695**

Type of Posting: Invitation for Bid (IFB)

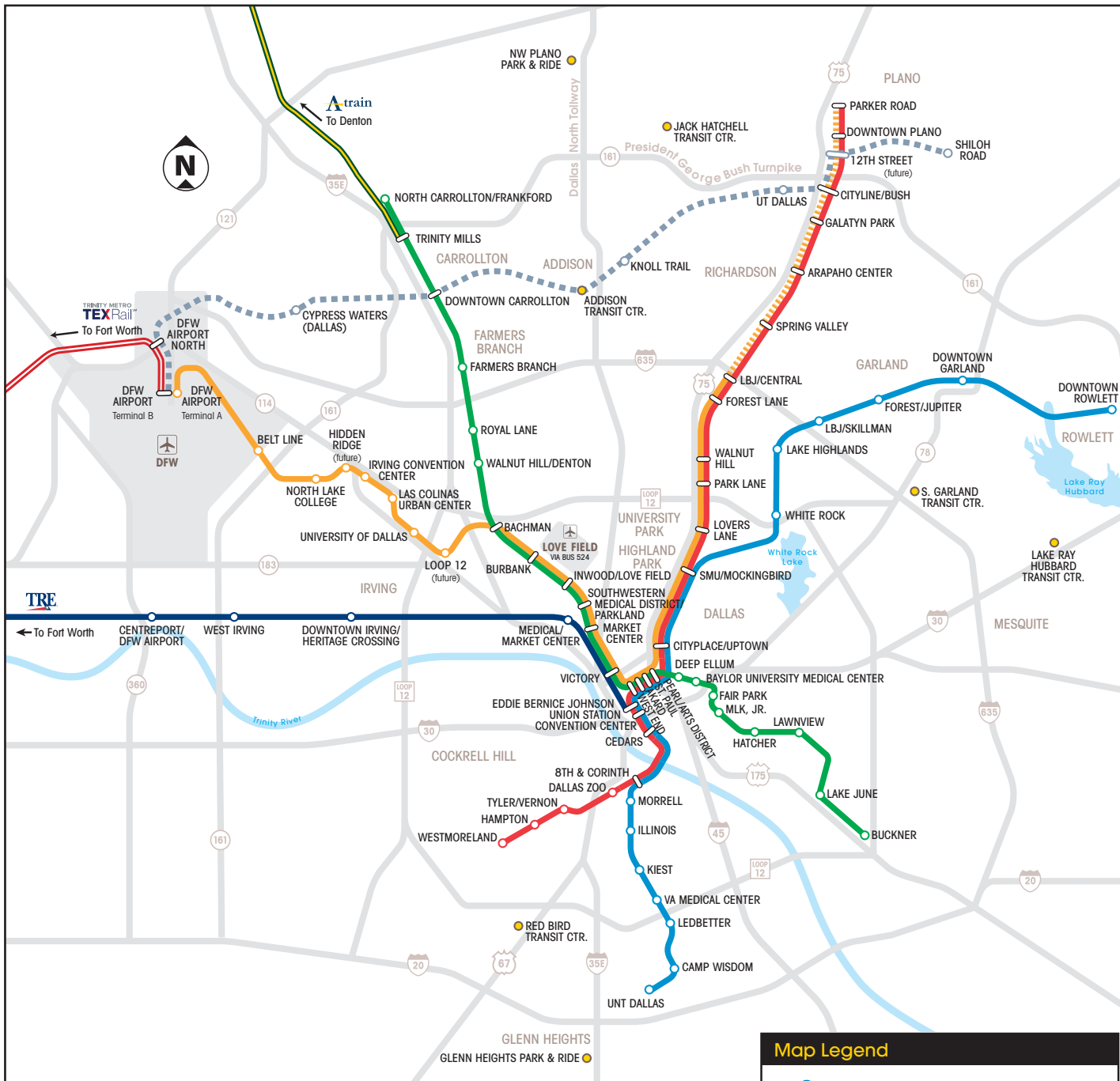
Description:

The Authority has a requirement to purchase Glass Glazing for NABI Buses

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

CURRENT AND FUTURE SERVICES



Future Services

DESIGN/CONSTRUCTION UNDERWAY

 Silver Line (2022)

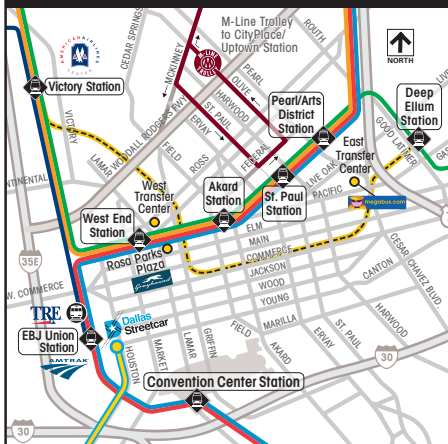
PLANNING/DESIGN UNDERWAY

D2 Subway (Inset Map)












TRE and TEXRail to Fort Worth



Downtown Dallas



Map Legend

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

— Inset Map



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

