

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



First Quarter FY 2021 • October – December 2020

DART BOARD OF DIRECTORS

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

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Jon-Bertrell Killen

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Michele Wong Krause

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Amanda Moreno-Lake

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Eliseo Ruiz III

Dallas, Cockrell Hill

Rodney Schlosser

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Gary Slagel

Richardson, University Park,
Addison, Highland Park

Rick Stopfer

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Dominique P. Torres

Dallas

Paul N. Wageman

Plano

DART's Financial Information
is located online at:

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

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

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

Governance and Management Structure

The Board of Directors

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

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

Exhibit 1
Members of the Board of Directors

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

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

DART BOARD OF DIRECTORS FY 2020



Robert C. Dye
Plano and
Farmers Branch



Mark Enoch
Garland,
Rowlett and
Glenn Heights



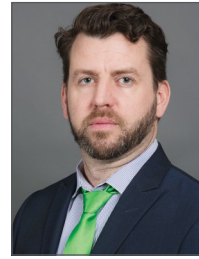
Doug Hrbacek
Carrollton
and Irving



Ray Jackson
*Assistant
Secretary*
Dallas



**Jonathan R.
Kelly**
Secretary
Garland



**Patrick J.
Kennedy**
Dallas



**Jon-Bertrell
Killen**
Dallas



**Michele Wong
Krause**
Vice Chair
Dallas



**Amanda
Moreno-Lake**
Dallas



Eliseo Ruiz III
Dallas and
Cockrell Hill



**Rodney
Schlosser**
Dallas



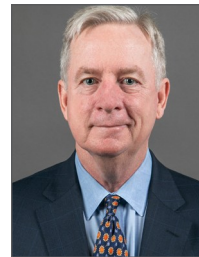
Gary Slagel
Richardson,
University Park,
Addison and
Highland Park



Rick Stopfer
Irving



**Dominique P.
Torres**
Dallas



**Paul N.
Wageman**
Chair
Plano

Exhibit 2 is a map of the DART Service Area.

Exhibit 2



DART's Management

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

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

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

Exhibit 3
DART'S Executive Management

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

Employees and Employee Relations

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

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

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



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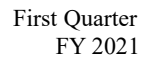
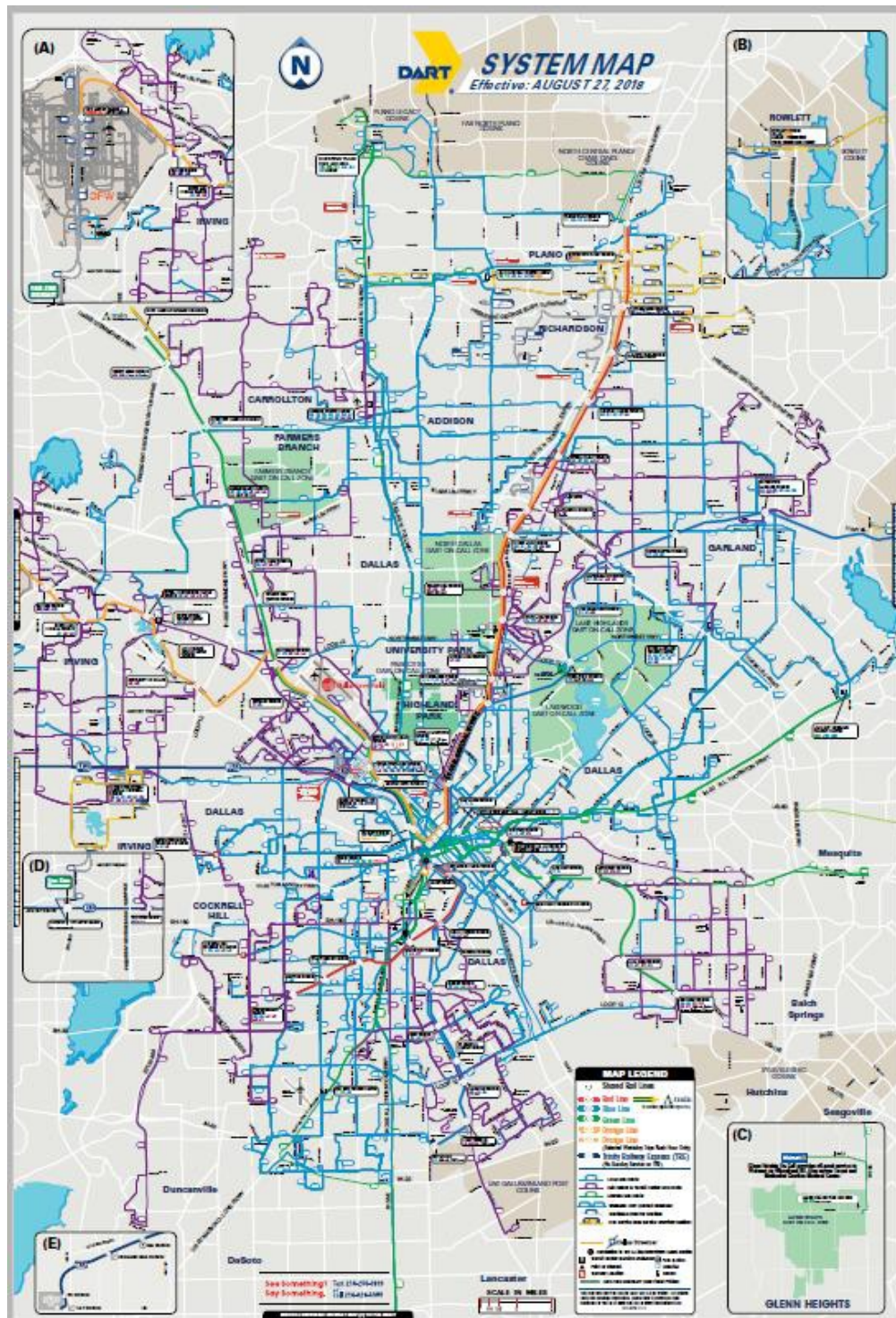


Exhibit 5
DART System Map



DART in the Industry

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

DART earned many industry awards in 2020 including:

American Public Transit Association (APTA)

2020 APTA Adwheel Award

Education for the DART Student Art Contest

Dallas Business Journal

2020 Women in Business – Carol Wise, DART

Forbes Magazine

2020 America's Best-in-State Employers

Global Light Rail Awards

2020 "Vision of the Year" D2 Subway Project

Government Finance Officers Association

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

National Procurement institute, Inc.

2020 Achievement of Excellence in Procurement (AEP)

South West Transit Association (SWTA)

2020 SWTA Spotlight Award

Silver Line Groundbreaking

South West Transit Association (SWTA)

2020 SWTA Hit the Spot

Social Media Awards

Texan by Nature 20

2020 Texan by Nature 20 (TxN 20).

Texas Transit Association (TTA)

2020 Outstanding Metropolitan Transit System in Texas



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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) 2021 Annual Budget. This report is for the first quarter of FY 2021 ending December 31, 2020.

Exhibit 1 KPI Summary

| FY18A | FY19A | FY20A | Indicators | FY 2021 Quarter 1 | | | | | |
|-----------------------------|--------|--------|---|-------------------|---------|-----------|--------------|---------|-----------|
| | | | | Current Quarter | | | Year To Date | | |
| | | | | Actuals | Target | Status | Actuals | Target | Status |
| Customer/Quality Indicators | | | | | | | | | |
| 62.69 | 70.79 | 50.25 | Total Agency Ridership (M) | 8.75 | 7.78 | ✓ 112.50% | 8.75 | 7.78 | ✓ 112.50% |
| 61.33 | 69.27 | 49.30 | Fixed-Route Ridership (M) | 8.61 | 7.54 | ✓ 114.21% | 8.61 | 7.54 | ✓ 114.21% |
| \$6.94 | \$6.41 | \$9.91 | Subsidy Per Passenger - Total System | \$15.90 | \$17.88 | ✓ 88.93% | \$15.90 | \$17.88 | ✓ 88.93% |
| \$6.52 | \$5.97 | \$9.28 | Subsidy Per Passenger - Fixed-Route | \$14.95 | \$16.74 | ✓ 89.31% | \$14.95 | \$16.74 | ✓ 89.31% |
| 90.73% | 89.61% | 90.71% | On-Time Performance - Fixed Route | 91.45% | 89.67% | ✓ 101.99% | 91.45% | 89.67% | ✓ 101.99% |
| 34.62 | 28.88 | 36.07 | Complaints Per 100,000 Passengers - Fixed-Route | 43.79 | 36.05 | ✗ 121.49% | 43.79 | 36.05 | ✗ 121.49% |
| 1.89 | 1.89 | 1.57 | Accidents Per 100,000 Miles - Fixed-Route | 1.96 | 1.99 | ✓ 98.68% | 1.96 | 1.99 | ✓ 98.68% |

General Information

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

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

Data presented 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.

This report includes DART's KPIs in scorecard format, see Exhibit 31 on Page 20, with a Green, Yellow, or Red status indicator for each measurement:



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



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

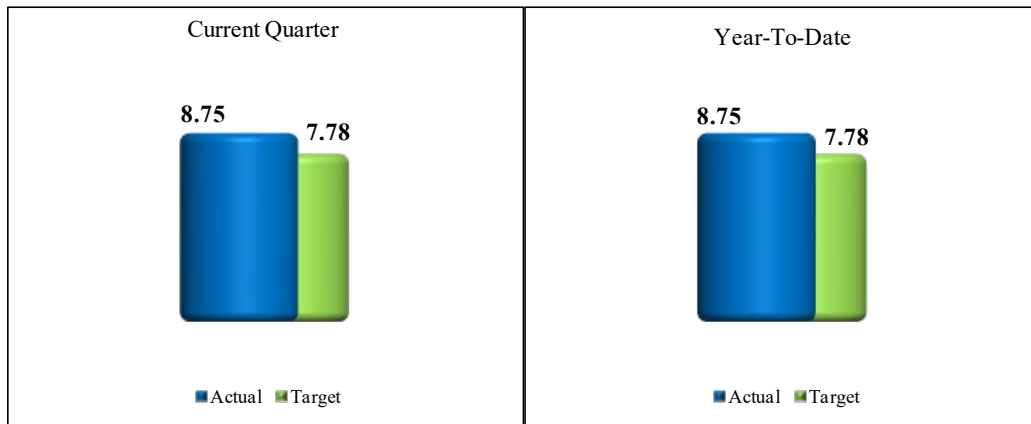


Red – Current performance is below target, and it is probable the FY 2021 target will not be met. (5% or more off Target)

Ridership

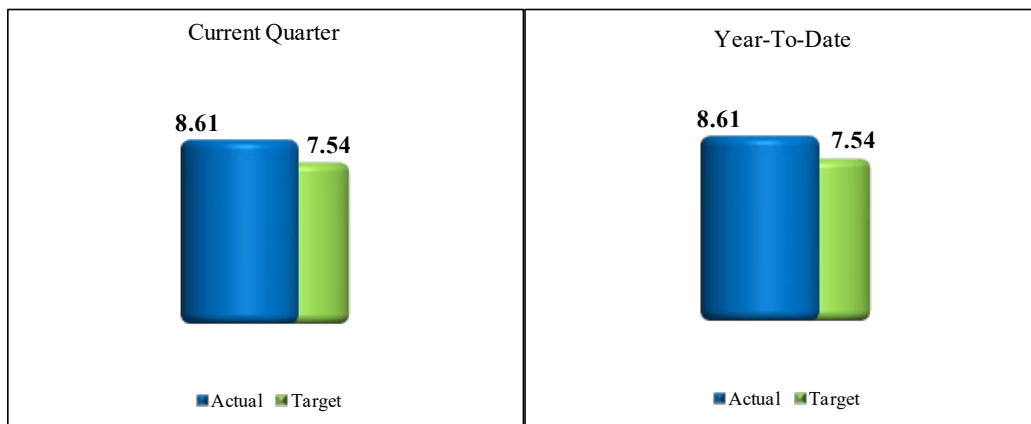
Ridership over the next few years will continue to be affected by the effects of COVID-19 and service changes. DART is now using Automatic Passenger Counter (APC) to report bus, streetcar, and TRE ridership. Light Rail (LRT) Ridership is determined by statistically factoring APC sample data collected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

Exhibit 2
Total Agency Ridership
(in Millions)



Total Agency Ridership: Year-to-Date as of December 31, 2020 is 8.75 million, 0.97 million above (better than) the target of 7.78 million. Current quarter ended December 31, 2020 is 8.75 million, 0.97 million above (better than) the target of 7.78 million.

Exhibit 3
Fixed Route Ridership
(in Millions)



Fixed-Route Ridership: Year-to-Date as of December 31, 2020 is 8.61 million, 1.07 million above (better than) the target of 7.54 million. Current quarter ended December 31, 2020 is 8.61 million, 1.07 million above (better than) the target of 7.54 million.

Exhibit 4 Agency Ridership Scorecard

| FY18A | FY19A | FY20A | Indicators | FY 2021 Quarter 1 | | | | | |
|-----------|--------|--------|------------------------|-------------------|--------|---------|--------------|--------|---------|
| | | | | Current Quarter | | | Year To Date | | |
| | | | | Actuals | Target | Status | Actuals | Target | Status |
| Ridership | | | | | | | | | |
| 62.69 | 70.79 | 50.25 | Total Agency(M) | 8.75 | 7.78 | 112.50% | 8.75 | 7.78 | 112.50% |
| 61.33 | 69.27 | 49.30 | Fixed-Route (M) | 8.61 | 7.54 | 114.21% | 8.61 | 7.54 | 114.21% |
| 30.26 | 38.70 | 27.76 | Bus (M) ^[1] | 4.84 | 4.33 | 111.73% | 4.84 | 4.33 | 111.73% |
| 29.03 | 28.56 | 20.27 | LRT (M) | 3.60 | 3.07 | 117.33% | 3.60 | 3.07 | 117.33% |
| 2.04 | 2.01 | 1.27 | TRE (M) ^[1] | 0.17 | 0.14 | 122.57% | 0.17 | 0.14 | 122.57% |
| 771.01 | 906.15 | 643.85 | Paratransit (000s) | 127.60 | 214.80 | 59.40% | 127.60 | 214.80 | 59.40% |
| 596.00 | 611.48 | 309.75 | Vanpool (000s) | 8.29 | 20.72 | 40.02% | 8.29 | 20.72 | 40.02% |

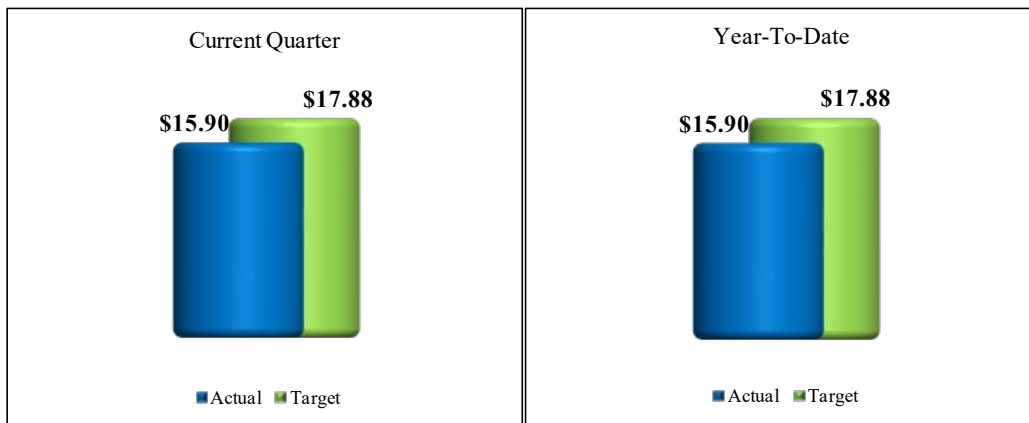
^[1] As of October 2018 (Q1 FY 2019) ridership is based upon APC data.

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

Subsidy Per Passenger

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

Exhibit 5 Total System Subsidy Per Passenger



Total System Subsidy Per Passenger: Year-to-Date as of December 31, 2020 is \$15.90, \$1.98 below (better than) the target of \$17.88. Current quarter ended December 31, 2020 is \$15.90, \$1.98 below (better than) the target of \$17.88.

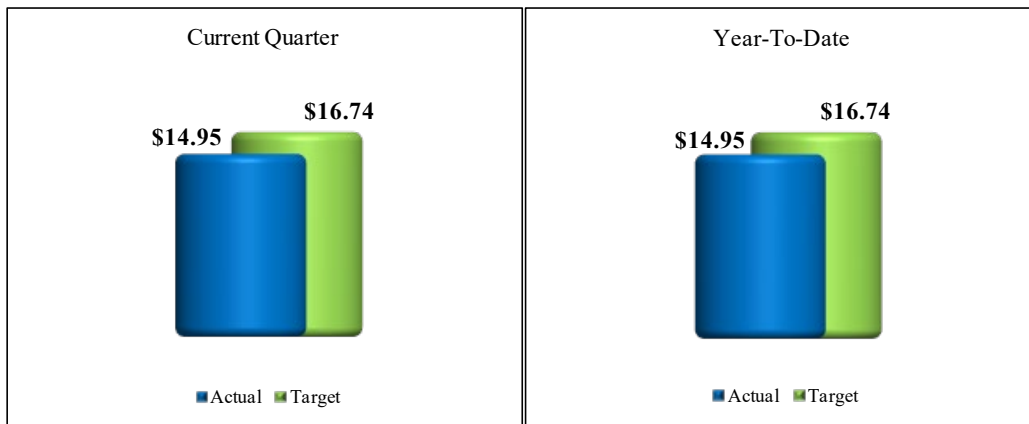
Exhibit 6 Total System Subsidy Per Passenger Calculation

| | Modally Allocated | | | | | | Net Subsidy | Ridership | Subsidy Per Passenger | |
|-------------|-----------------------|---------------|---------------|---------------|-----------------------|---------------|---------------|-----------|-----------------------|-------|
| | Expenses ¹ | | | - | Revenues ² | | | | | |
| | DART | Trinity Metro | Total | | DART | Trinity Metro | | | | Total |
| Actual | \$150,836,798 | \$644,155 | \$151,480,953 | \$12,268,045 | \$121,975 | \$12,390,020 | \$139,090,933 | 8,747,033 | \$15.90 | |
| Budget | \$154,216,382 | \$609,225 | \$154,825,607 | \$15,324,568 | \$486,523 | \$15,811,091 | \$139,014,516 | 7,775,342 | \$17.88 | |
| Variance | (\$3,379,584) | \$34,930 | (\$3,344,654) | (\$3,056,523) | (\$364,548) | (\$3,421,071) | \$76,416 | 971,691 | (\$1.98) | |
| % to Target | 97.81% | 105.73% | 97.84% | 80.05% | 25.07% | 78.36% | 100.05% | 112.50% | 88.93% | |

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

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

Exhibit 7 Fixed Route Subsidy Per Passenger



Fixed Route Subsidy Per Passenger: Year-to-Date as of December 31, 2020 is \$14.95, \$1.79 below (better than) the target of \$16.74. Current quarter ended December 31, 2020 is \$14.95, \$1.79 below (better than) the target of \$16.74.

Exhibit 8 Fixed Route Subsidy Per Passenger Calculation

| | Modally Allocated | | | | | | = Net Subsidy | / Ridership | = Subsidy Per Passenger | |
|-------------|-----------------------|---------------|---------------|---|-----------------------|---------------|---------------|---------------|-------------------------|----------|
| | Expenses ¹ | | | - | Revenues ² | | | | | |
| | DART | Trinity Metro | Total | | DART | Trinity Metro | | | | Total |
| Actual | \$140,141,563 | \$644,155 | \$140,785,718 | | \$11,912,097 | \$121,975 | \$12,034,072 | \$128,751,646 | 8,611,144 | \$14.95 |
| Budget | \$140,524,972 | \$609,225 | \$141,134,197 | | \$14,398,105 | \$486,523 | \$14,884,628 | \$126,249,569 | 7,539,822 | \$16.74 |
| Variance | (\$383,409) | \$34,930 | (\$348,479) | | (\$2,486,008) | (\$364,548) | (\$2,850,555) | \$2,502,076 | 1,071,322 | (\$1.79) |
| % to Target | 99.73% | 105.73% | 99.75% | | 82.73% | 25.07% | 80.85% | 101.98% | 114.21% | 89.28% |

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

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

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

Farebox Recovery Ratio

Farebox Recovery Ratio represents the proportion of operating cost that is generated by passenger fares. Year-to-Date as of December 31, 2020 the Farebox Recovery Ratio is 5.26%, 1.16% below (worse than) the target of 6.42%. Current quarter ended December 31, 2020 is 5.26%, 1.16% below (worse than) the target of 6.42%.

Exhibit 9 Fixed Route Farebox Recovery Ratio Calculation

| | Fixed Route Farebox Revenues | / | Modally Allocated Expenses | = | Recovery Ratio |
|-------------|---|----------|---------------------------------------|----------|---------------------------|
| Actual | \$ 7,403,882 | | \$ 140,785,718 | | 5.26% |
| Budget | \$ 9,066,315 | | \$ 141,134,197 | | 6.42% |
| Variance | \$ (1,662,432) | | \$ (348,479) | | (1.16%) |
| % to Target | 81.66% | | 99.75% | | 81.87% |

The primary factor contributing to the decrease in Fixed Route Farebox Recovery Ratio is the decline in farebox revenues. While both Farebox Revenues and Modally Allocated Expenses are both below target, \$1.66 million (18.34%) and \$0.35 million (0.25%) respectively, the greater percentage decline in Farebox Revenues led to the decline in Farebox Recovery Ratio.

Administrative Ratio

Administrative Ratio measures administrative costs as a percentage of direct operating costs. It is management's objective to continue to maintain this ratio below the target ratio. Administrative costs include (but are not limited to): executive management, finance, purchasing, legal, internal audit, human resources, marketing, board support, and administrative services. Administrative revenues include (but are not limited to) advertising revenue. The Administrative Ratio Year-to-Date as of December 31, 2020 is 16.06%, 0.45% above (worse than) the target of 15.61%. The Administrative Ratio for the Current quarter ended December 31, 2020 is 16.06%, 0.45% above (worse than) the target of 15.61%.

Exhibit 10 Administrative Ratio Calculation

| | Administrative Costs | - | Advertising Revenues | / | Direct / Indirect Costs | + | Startup Cost | = | Administrative Ratio |
|-------------|---------------------------------|----------|---------------------------------|----------|------------------------------------|----------|---------------------|----------|---------------------------------|
| Actual | \$14,452,101 | | \$644,438 | | \$85,987,181 | | \$0.00 | | 16.06% |
| Budget | \$13,371,604 | | \$1,004,163 | | \$79,247,323 | | \$0.00 | | 15.61% |
| Variance | \$1,080,498 | | (\$359,725) | | \$6,739,858 | | \$0.00 | | 0.45% |
| % to Target | 108.08% | | 64.18% | | 108.50% | | 0.00% | | 102.89% |

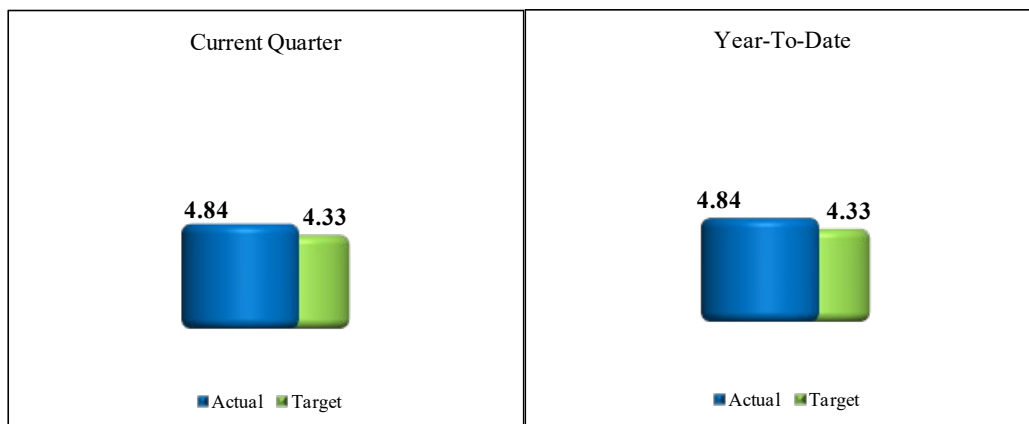
Modal Update Bus

(55.3% of total system ridership in Fiscal Year 2021)



DART's bus system provides local, express, crosstown, on-call, flex, feeder bus routes, site -specific shuttles, and GoLink Mobility on Demand service. Local routes are focused on the Dallas Central Business District and serve the largest and densest concentration of employment in the service area. Express service connects the Dallas Central Business District to regionally located park-and-ride facilities. Crosstown routes traverse the service area facilitating intra- and inter-community travel while linking a variety of activity centers. Feeder routes connect residential and employment centers to the light rail system and other bus routes at stations and Transit Centers accommodating transfer connections that expand travel opportunities. Site-specific shuttles are operated and funded with partner organizations that offer direct connections for their employees, students, or customers to the DART Rail network. GoLink Mobility on Demand provides service in 14 zones.

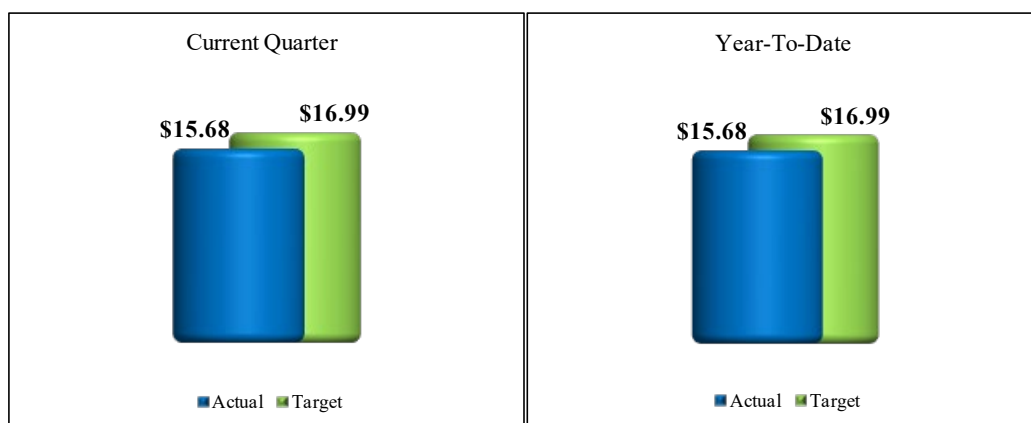
Exhibit 11
Bus Ridership
(in Millions)



Bus Ridership: Year-to-Date as of December 31, 2020 is 4.84 million, 0.51 million above (better than) the target of 4.33 million. Current quarter ended December 31, 2020 is 4.84 million, 0.51 million above (better than) the target of 4.33 million.

COVID-19 has continued to have a noticeable impact on Q1 of FY 2021 ridership. With the severe decline in ridership at the outset of the pandemic, DART implemented emergency bus and rail schedules in April 2020. Fixed-route service levels then were restored to approximately 89% of pre-pandemic levels when they started on October 19, 2020. Service restoration resulted in immediate noticeable ridership improvements in DART bus system. The improvement is greatest for routes that were restored to full pre-pandemic service levels. Ridership declines towards the end of the first quarter were mostly due to normal, seasonal issues such as weather conditions and the holiday season.

Exhibit 12 Bus Subsidy Per Passenger



Bus Subsidy Per Passenger: Year-to-Date as of December 31, 2020 is \$15.68, \$1.31 below (better than) the target of \$16.99. Current quarter ended December 31, 2020 is \$15.68, \$1.31 below (better than) the target of \$16.99.

Exhibit 13 Bus Subsidy Per Passenger Calculation

| | Modally Allocated | | | | | | Subsidy Per Passenger |
|-------------|-------------------|---|---------------|---|--------------|---|-----------------------|
| | Expenses | - | Revenues | = | Net Subsidy | / | Ridership |
| Actual | \$80,073,192 | | \$4,252,069 | | \$75,821,123 | | 4,836,321 |
| Budget | \$79,081,396 | | \$5,552,918 | | \$73,528,478 | | 4,328,695 |
| Variance | \$991,796 | | (\$1,300,849) | | \$2,292,645 | | 507,626 |
| % to Target | 101.25% | | 76.57% | | 103.12% | | 111.73% |

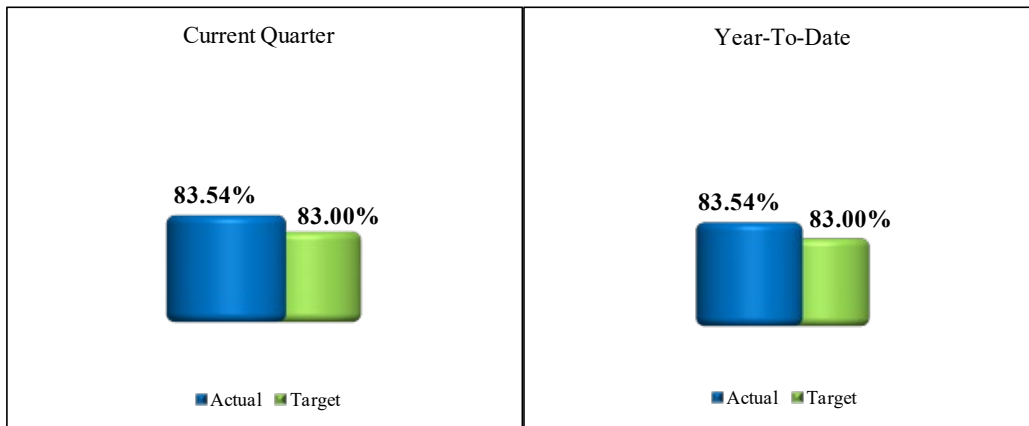
Bus Farebox Recovery Ratio: Year-to-Date as of December 31, 2020 is 3.76%, 0.73% below (worse than) the target of 4.49%. Current quarter ended December 31, 2020 is 3.76%, 0.73% below (worse than) the target of 4.49%.

Exhibit 14 Bus Farebox Recovery Ratio Calculation

| | Bus Farebox Revenues | | / | Modally Allocated Expenses | | = | Recovery Ratio |
|-------------|----------------------|-----------|---|----------------------------|------------|---|----------------|
| Actual | \$ | 3,013,420 | | \$ | 80,073,192 | | 3.76% |
| Budget | \$ | 3,550,515 | | \$ | 79,081,396 | | 4.49% |
| Variance | \$ | (537,094) | | \$ | 991,796 | | (0.73%) |
| % to Target | | 84.87% | | | 101.25% | | 83.82% |

The primary factor contributing to the decrease in Bus Farebox Recovery Ratio is Farebox Revenues. While Farebox Revenues are below target \$0.54 million (15.13%) and Modally Allocated Expenses are above target \$0.99 million (1.25%), the decline in Farebox Revenues led to the decline in Bus Farebox Recovery Ratio.

Exhibit 15 Bus On-Time Performance



Bus On-Time Performance: Year-to-Date as of December 31, 2020 is 83.54%, 0.54% above (better than) the target of 83.00%. Current quarter ended December 31, 2020 is 83.54%, 0.54% 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. 35.08% of the routes were on detour during this quarter.

Bus Mean Distance Between Service Calls: Year-to-Date as of December 31, 2020 is 8,802 miles, 1,802 miles above (better than) the target of 7,000 miles. Current quarter ended December 31, 2020 is 8,802 miles, 1,802 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 – 10,154 miles

Proterra – 10,144 miles

ARBOC – 4,770 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: Year-to-Date as of December 31, 2020 is 2.32, 0.02 above (worse than) the target of 2.30. Current quarter ended December 31, 2020 is 2.32, 0.02 above (worse than) the target of 2.30.

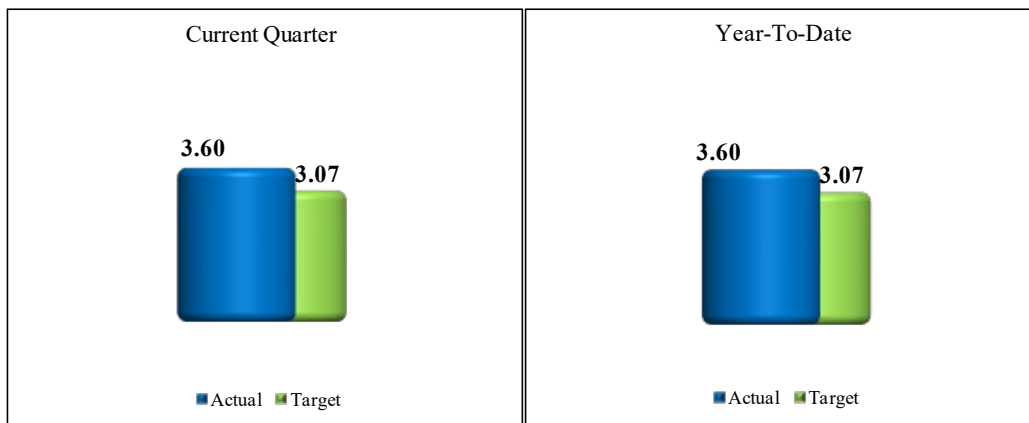
Modal Update Light Rail Transit (LRT)

(41.2% of total system ridership in Fiscal Year 2021)



Light Rail Transit is an electrically powered rail system that generally operates at street level. A 20-mile “Starter System” opened in phases from September 1996 through May 1997, with lines from South and West Oak Cliff through downtown Dallas, and along the North Central Expressway corridor to Park Lane in Dallas. In 2001-2002, DART’s light rail was extended to North Dallas, Garland, Richardson, and Plano. In 2009, the first phase of the Green Line opened southeast of downtown Dallas with the remainder opening in 2010. DART also opened its first infill station, Lake Highlands Station, in December 2010 on the Blue Line. The first 5-mile segment of the Orange Line to Irving opened for service in July 2012. The second phase of the Orange Line and the Blue Line extension to Rowlett opened for service in December 2012. Rail service opened to 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 16
Light Rail Transit Ridership
(in Millions)**

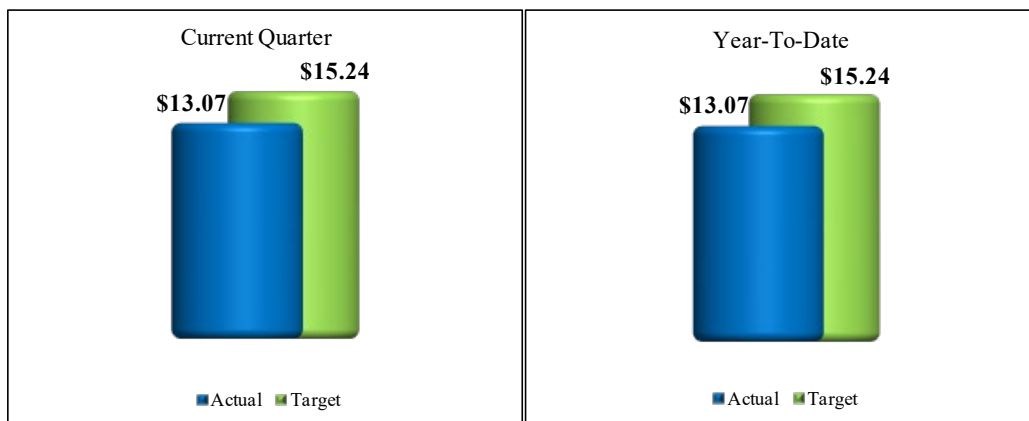


LRT Ridership: Year-to-Date as of December 31, 2020 is 3.60 million, 0.53 million above (better than) the target of 3.07 million. Current quarter ended December 31, 2020 is 3.60 million, 0.53 million above (better than) the target of 3.07 million.

Starting from October 19, 2020, LRT service weekday schedule was modified to 20-minute daytime service and 30-minute service after 7 p.m. The service change resulted a small drop immediately following the service change. Aside from the impact of COVID-19 which started late in Q2 in FY 2020 and progressed into FY 2021 Q1, normal seasonal variances such as weather conditions and the holiday season contributed to the decline towards the end of November and December 2020. Moreover, lack of a physical State Fair of Texas in October 2020 made a big impact on the LRT ridership compared to last year, especially during the weekend.

Exhibit 17

Light Rail Subsidy Per Passenger



LRT Subsidy Per Passenger: Year-to-Date as of December 31, 2020 is \$13.07, \$2.17 below (better than) the target of \$15.24. Current quarter ended December 31, 2020 is \$13.07, \$2.17 below (better than) the target of \$15.24.

Exhibit 18

Light Rail Subsidy Per Passenger Calculation

| | Modally Allocated | | | | | | | | |
|-------------|-------------------|---|-------------|---|--------------|---|-----------|---|-----------------------|
| | Expenses | - | Revenues | = | Net Subsidy | / | Ridership | = | Subsidy Per Passenger |
| Actual | \$52,204,108 | | \$5,097,876 | | \$47,106,232 | | 3,602,920 | | \$13.07 |
| Budget | \$52,590,822 | | \$5,803,583 | | \$46,787,239 | | 3,070,874 | | \$15.24 |
| Variance | (\$386,714) | | (\$705,707) | | \$318,993 | | 532,046 | | (\$2.17) |
| % to Target | 99.26% | | 87.84% | | 100.68% | | 117.33% | | 85.81% |

LRT Farebox Recovery Ratio: Year-to-Date as of December 31, 2020 is 6.72%, 1.14% below (worse than) the target of 7.86%. Current quarter ended December 31, 2020 is 6.72%, 1.14% below (worse than) the target of 7.86%.

Exhibit 19

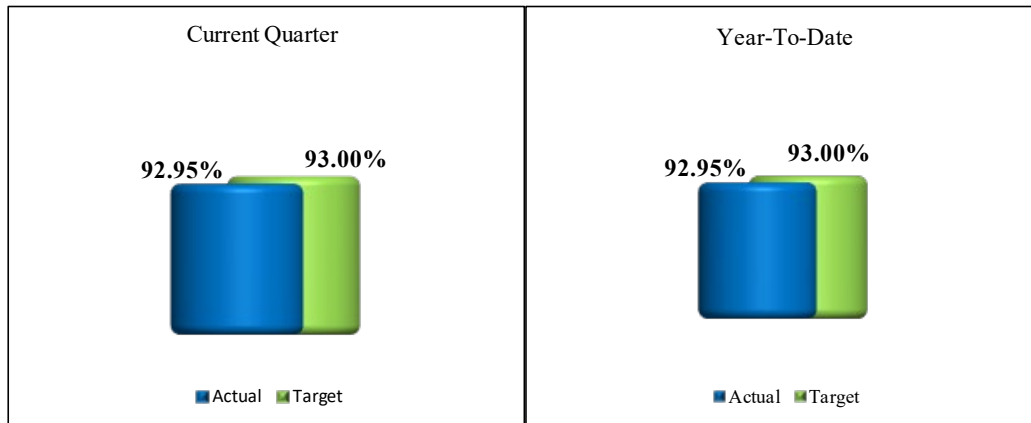
Light Rail Farebox Recovery Ratio Calculation

| | LRT Farebox Revenues | | / | Modally Allocated Expenses | | = | Recovery Ratio |
|-------------|----------------------|-----------|---|----------------------------|------------|---|----------------|
| Actual | \$ | 3,507,596 | | \$ | 52,204,108 | | 6.72% |
| Budget | \$ | 4,132,769 | | \$ | 52,590,822 | | 7.86% |
| Variance | \$ | (625,173) | | \$ | (386,714) | | (1.14%) |
| % to Target | | 84.87% | | | 99.26% | | 85.50% |

The primary factor contributing to the decrease in LRT Farebox Recovery Ratio is Farebox Revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$0.63 million (15.13%) and \$0.39 million (0.74%) respectively, the greater percentage decline in Farebox Revenues led to the decline in LRT Farebox Recovery Ratio.

Exhibit 20

Light Rail On-Time Performance



LRT On-Time Performance: Year-to-Date as of December 31, 2020 is 92.95%, 0.05% below (worse than) the target of 93.0%. Current quarter ended December 31, 2020 is 92.95%, 0.05% below (worse than) the target of 93.0%.

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

- During Q1, the collaborative effort between Rail Operations and Information Technology continued to examine methods to bring condition-based reporting to Rail's On-Time Performance calculations. The challenge for both Rail and Information Technology is merging individual data silos into a single manageable environment.
- During Q1, Rail Operations, Information Technology, and Procurement began crafting a formal scope of work detailing the enhancements that must be made to INIT VBS, Rail's OTP timekeeping software. The bulk of the improvements are aimed at providing Train Control more flexibility when managing service disruptions (such as changing scheduled service, curtailing trips, etc.).
- 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 Q1, Rail Operations continued to conduct in-depth, after-action investigations regarding incidents that contributed to passenger delays. Findings from any Rail Operations investigation are shared with Safety, Fleet Engineering, and Facilities and System Engineering. In many cases, these other Divisions build upon the findings gathered at an after-action investigation, developing strategies to ensure personnel throughout the operational network are aligning procedural requirements consistently.

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

LRT Mean Distance Between Service Calls: Year-to-Date as of December 31, 2020 is 22,224 miles, 1,224 miles above (better than) the target of 21,000 miles. Current quarter ended December 31, 2020 is 22,224 miles, 1,224 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/Q1 FY21: 153)

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 21 Q1: 167).

During Q1, Rail Operations introduced a new destination sign system which was designed and constructed by Fleet Maintenance employees. The new digital signs have the potential of replacing the outdated, inefficient existing (paper) destination signs, improving Customer Satisfaction. The cost of maintaining the digital signs is significantly less than costs associated with the existing (paper) signs.

LRT Accidents Per 100,000 Miles: Year-to-Date as of December 31, 2020 is 0.31, 0.04 below (better than) the target of 0.35. Current quarter ended December 31, 2020 is 0.31, 0.04 below (better than) the target of 0.35.

Modal Update Commuter Rail

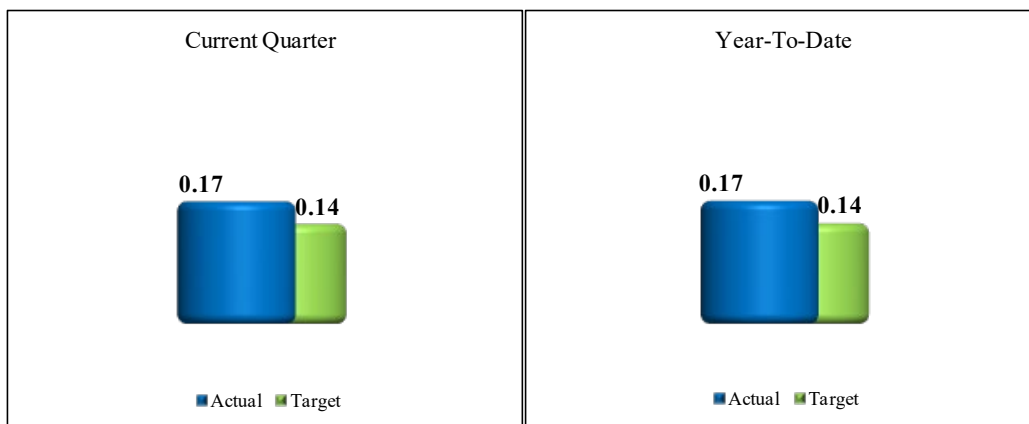
(1.9% of total system ridership in Fiscal Year 2021)



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 the Fort Worth Transportation Authority, which recently rebranded itself as 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.

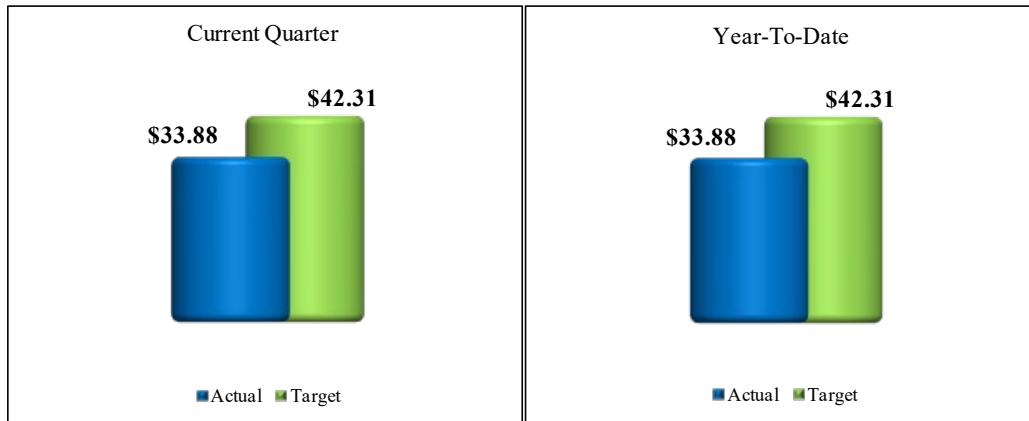
Exhibit 21 Commuter Rail Ridership (in Millions)



Commuter Rail Ridership: Year-to-Date as of December 31, 2020 is 171,903, 31,650 above (better than) the target of 140,253. Current quarter ended December 31, 2020 is 171,903, 31,650 above (better than) the target of 140,253.

Trinity Railway Express ridership for the first quarter of FY 2021 decreased 68.0% from the same period in FY 2020 (537,961). DART restored service to pre-pandemic levels for TRE in October 2020. TRE weekday ridership showed an improvement immediately following the service restoration, but it slowed down again due to the lack of a physical State Fair of Texas in October 2020 and normal seasonal variation such as weather and holiday seasons.

Exhibit 22 Commuter Rail Subsidy Per Passenger



Commuter Rail Subsidy Per Passenger: Year-to-Date as of December 31, 2020 is \$33.88, \$8.43 below (better than) the target of \$42.31. Current quarter ended December 31, 2020 is \$33.88, \$8.43 below (better than) the target of \$42.31.

Exhibit 23 Commuter Rail Subsidy Per Passenger Calculation

| | Modally Allocated | | | | | | = Net Subsidy / | Ridership | = Subsidy Per Passenger | |
|-------------|-----------------------|---------------|-------------|---|-----------------------|---------------|-----------------|-------------|-------------------------|----------|
| | Expenses ¹ | | | - | Revenues ² | | | | | |
| | DART | Trinity Metro | Total | | DART | Trinity Metro | | | | Total |
| Actual | \$7,864,263 | \$644,155 | \$8,508,418 | | \$2,562,152 | \$121,975 | \$2,684,127 | \$5,824,291 | 171,903 | \$33.88 |
| Budget | \$8,852,754 | \$609,225 | \$9,461,979 | | \$3,041,604 | \$486,523 | \$3,528,127 | \$5,933,852 | 140,253 | \$42.31 |
| Variance | (\$988,491) | \$34,930 | (\$953,561) | | (\$479,452) | (\$364,548) | (\$844,000) | (\$109,561) | 31,650 | (\$8.43) |
| % to Target | 88.83% | 105.73% | 89.92% | | 84.24% | 25.07% | 76.08% | 98.15% | 122.57% | 80.09% |

^[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 lower Commuter Rail Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses are below target, \$844,000 (23.92%) and \$988,491 (10.08%) respectively, Net Subsidy was slightly below target \$109,561 (1.85%). Lower Net Subsidy spread over more passengers, 31,650 (22.57%), resulted in lower Subsidy Per Passenger \$8.43 (19.91%).

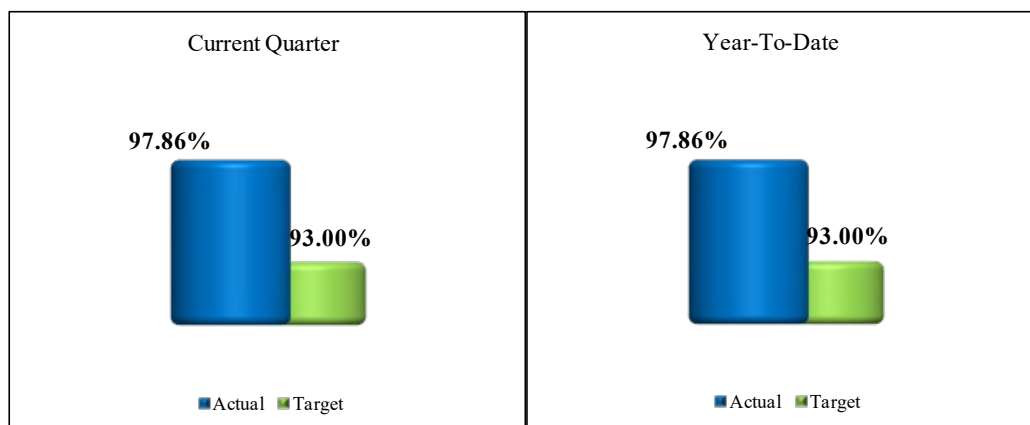
Commuter Rail Farebox Recovery Ratio: Year-to-Date as of December 31, 2020 is 10.38%, 4.24% below (worse than) the target of 14.62%. Current quarter ended December 31, 2020 is 10.38%, 4.24% below (worse than) the target of 14.62%.

Exhibit 24 Commuter Rail Farebox Recovery Ratio Calculation

| | TRE Farebox Revenues | / | Modally Allocated Expenses | = | Recovery Ratio |
|-------------|-------------------------|---|-------------------------------|---|-------------------|
| Actual | \$ 882,866 | | \$ 8,508,418 | | 10.38% |
| Budget | \$ 1,383,031 | | \$ 9,461,979 | | 14.62% |
| Variance | \$ (500,165) | | \$ (953,561) | | (4.24%) |
| % to Target | 63.84% | | 89.92% | | 70.99% |

The primary factor contributing to lower Commuter Rail Farebox Recovery Ratio is Farebox Revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$500,165 (36.16%) and \$953,561 (10.08%) respectively, the greater percentage decline in Farebox Revenues led to the decline in Commuter Rail Farebox Recovery Ratio.

Exhibit 25 Commuter Rail On-Time Performance



Commuter Rail On-Time Performance: Year-to-Date as of December 31, 2020 is 97.86%, 4.86% above (better than) the target of 93.00%. Current quarter ended December 31, 2020 is 97.86%, 4.86% above (better than) the target of 93.00%.

OTP has improved with the completion of the TEXRail project and the return to service of 1 locomotive, 1 cab car, and 1 coach, and the lease of two additional locomotives. Further improvements in OTP are the result of TRE operating a reduced train schedule due to COVID 19; fewer trains online results in fewer delays.

Commuter Rail Complaints Per 100,000 Passengers: Year-to-Date as of December 31, 2020 is 0.58, 4.92 below (better than) the target of 5.50. Current quarter ended December 31, 2020 is 0.58, 4.92 below (better than) the target of 5.50.

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

TRE Accidents Per 100,000 Miles: Year-to-Date as of December 31, 2020 is 1.05, 0.05 above (worse than) the target of 1.00. Current quarter ended December 31, 2020 is 1.05, 0.05 above (worse than) the target of 1.00.

TRE Accidents Per 100,000 Miles due to increase in crossing accidents and trespasser strikes along the TRE corridor.

Modal Update Paratransit

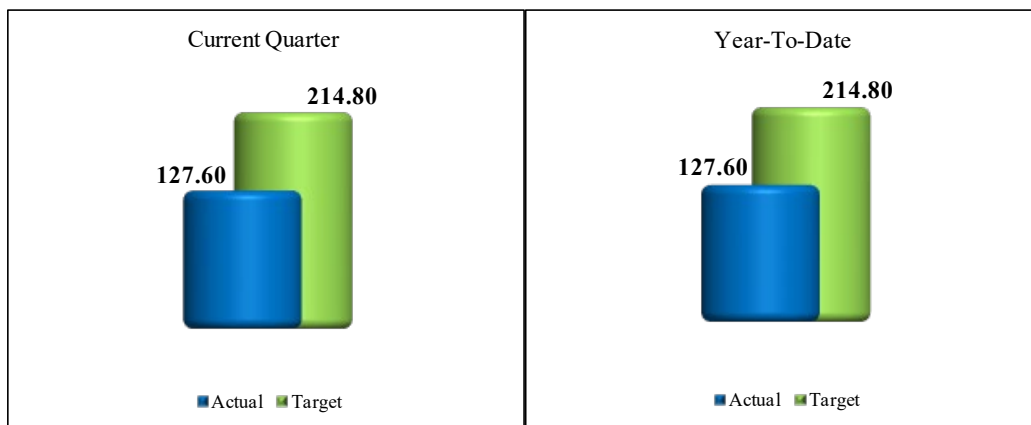
(1.5% of total system ridership in Fiscal Year 2021)



DART is responsible for providing complementary paratransit service in accordance with the Americans with Disabilities Act of 1990 (the “ADA”). In FY 2019, we renewed our contract with MV Transportation, Inc. (MV), for providing paratransit service. MV provides, operates, and maintains a fleet of 80 Starcraft vehicles in dedicated service. MV also oversees and manages a fleet of 116 Dodge Enter vans outfitted by Braun, which are taxi vehicles provided and operated by Irving Holdings.

Mobility Management Services continues to work at improving the service received by our customers while striving to provide the most cost-efficient service for the agency and to be good stewards of public funds. The department is focused on providing the highest freedom of mobility to each one of our customers. The department offers several options for customers to learn what options are available to them and to assist them in learning to use each of these options. The Travel Ambassador Program offers free training to any DART customer, regardless of mobility status, in order to promote additional fixed-route ridership in the system. Due to COVID-19 in-person training services will remain on hold until restrictions are lifted.

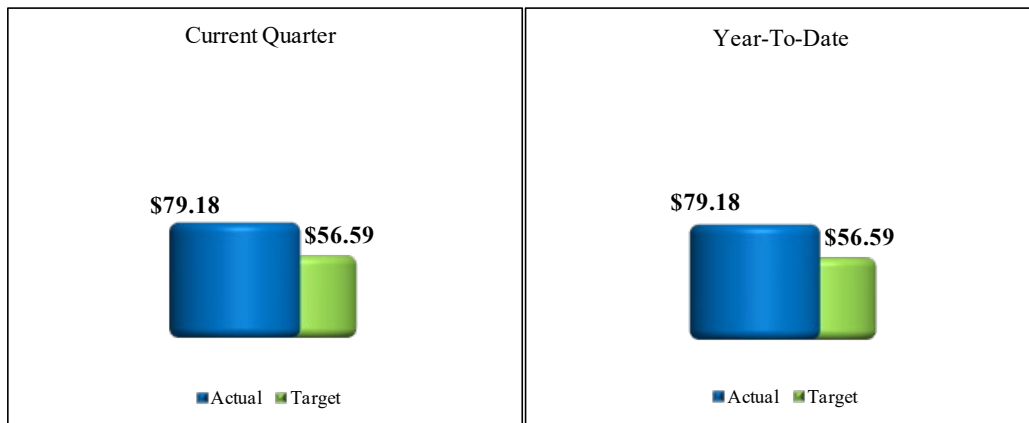
Exhibit 26
Paratransit Ridership
(in Thousands)



Paratransit Ridership: Year-to-Date as of December 31, 2020 is 127,597; 87,203 below (worse than) the target of 214,800. Current quarter ended December 31, 2020 is 127,597; 87,203 below (worse than) the target of 214,800.

Earlier this quarter, paratransit ridership started to bounce up; however, it dropped due to the holiday season and cold weather. Paratransit ridership was significantly lower than last year due to the impact of the COVID-19.

Exhibit 27
Paratransit Subsidy Per Passenger



Paratransit Subsidy Per Passenger: Year-to-Date as of December 31, 2020 is \$79.18, \$22.59 above (worse than) the target of \$56.59. Current quarter ended December 31, 2020 is \$79.18, \$22.59 above (worse than) the target of \$56.59.

Exhibit 28
Paratransit Subsidy Per Passenger Calculation

| | Modally Allocated | | | | | | | | | |
|-------------|-------------------|---|-------------|---|---------------|---|-----------|---|-----------------------|--|
| | Expenses | - | Revenues | = | Net Subsidy | / | Ridership | = | Subsidy Per Passenger | |
| Actual | \$10,402,219 | | \$299,245 | | \$10,102,974 | | 127,597 | | \$79.18 | |
| Budget | \$12,763,357 | | \$608,049 | | \$12,155,308 | | 214,800 | | \$56.59 | |
| Variance | (\$2,361,138) | | (\$308,804) | | (\$2,052,334) | | (87,203) | | \$22.59 | |
| % to Target | 81.50% | | 49.21% | | 83.12% | | 59.40% | | 139.91% | |

The primary factors contributing to elevated Paratransit Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses below target, \$0.31 million (50.79%) and \$2.36 million (18.50%) respectively, Net Subsidy was below target \$2.05 million (16.88%). Lower Net Subsidy spread over considerably fewer passengers, 87,203 (40.60%), resulted in higher Subsidy Per Passenger \$22.59 (39.91%).

Paratransit Complaints Per 1,000 Trips: Year-to-Date as of December 31, 2020 is 3.94, 0.94 above (worse than) the target of 3.00. Current quarter ended December 31, 2020 is 3.94, 0.94 above (worse than) the target of 3.00.

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

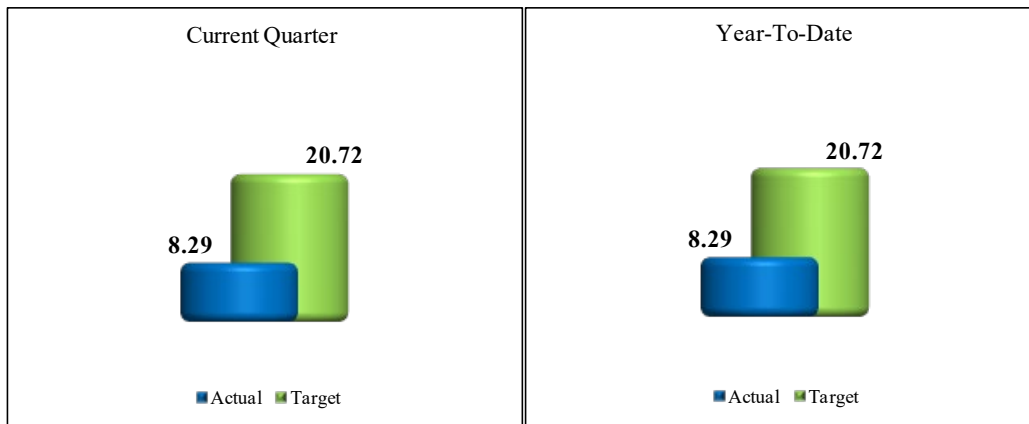
Modal Update Vanpool

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



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

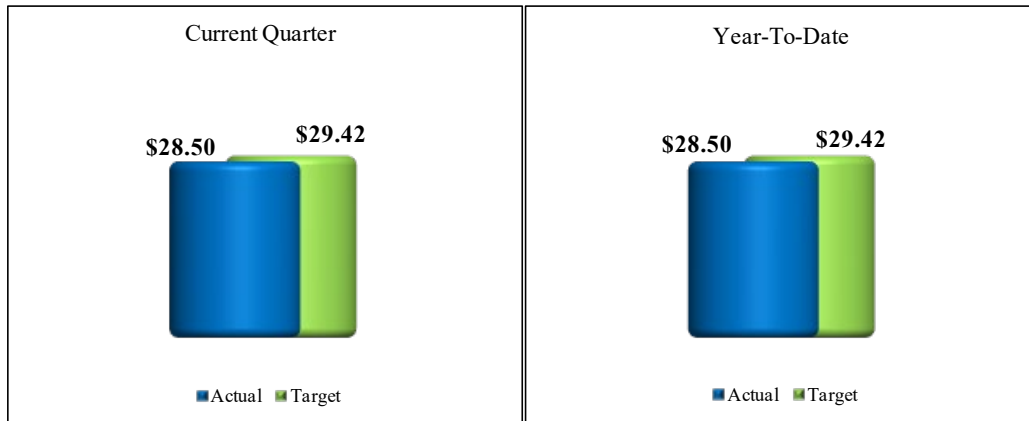
Exhibit 29
Vanpool Ridership
(in Thousands)



Vanpool Ridership: Year-to-Date as of December 31, 2020 is 8,292; 12,429 below (worse than) the target of 20,721. Current quarter ended December 31, 2020 is 8,292; 12,429 below (worse than) the target of 20,721.

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 30
Vanpool Subsidy Per Passenger



Vanpool Subsidy Per Passenger: Year-to-Date as of December 31, 2020 is \$28.50, \$0.92 below (better than) the target of \$29.42. Current quarter ended December 31, 2020 is \$28.50, \$0.92 below (better than) the target of \$29.42.

Exhibit 31
Vanpool Subsidy Per Passenger Calculation

| | Modally Allocated | | | = | Net Subsidy | / | Ridership | = | Subsidy Per Passenger |
|-------------|-------------------|---|-------------|---|-------------|---|-----------|---|-----------------------|
| | Expenses | - | Revenues | | | | | | |
| Actual | \$293,016 | | \$56,703 | | \$236,313 | | 8,292 | | \$28.50 |
| Budget | \$928,053 | | \$318,414 | | \$609,639 | | 20,721 | | \$29.42 |
| Variance | (\$635,037) | | (\$261,711) | | (\$373,326) | | (12,429) | | (\$0.92) |
| % to Target | 31.57% | | 17.81% | | 38.76% | | 40.02% | | 96.86% |

Exhibit 32

DART Scorecard of Key Performance Indicators

| FY18A | FY19A | FY20A | Indicators | FY 2021 Quarter 1 | | | | | |
|-----------------------|---------|---------|---|-------------------|---------|-----------|--------------|---------|-----------|
| | | | | Current Quarter | | | Year To Date | | |
| | | | | Actuals | Target | Status | Actuals | Target | Status |
| Ridership Performance | | | | | | | | | |
| 62.69 | 70.79 | 50.25 | Total Agency Ridership (M) | 8.75 | 7.78 | ✔ 112.50% | 8.75 | 7.78 | ✔ 112.50% |
| 61.33 | 69.27 | 49.30 | Fixed-Route Ridership (M) | 8.61 | 7.54 | ✔ 114.21% | 8.61 | 7.54 | ✔ 114.21% |
| 30.26 | 38.70 | 27.76 | Ridership - Bus (M) | 4.84 | 4.33 | ✔ 111.73% | 4.84 | 4.33 | ✔ 111.73% |
| 29.03 | 28.56 | 20.27 | Ridership - LRT (M) | 3.60 | 3.07 | ✔ 117.33% | 3.60 | 3.07 | ✔ 117.33% |
| 2.04 | 2.01 | 1.27 | Ridership - TRE (M) | 0.17 | 0.14 | ✔ 122.57% | 0.17 | 0.14 | ✔ 122.57% |
| 771.01 | 906.15 | 643.85 | Ridership - Paratransit (000s) | 127.60 | 214.80 | ✗ 59.40% | 127.60 | 214.80 | ✗ 59.40% |
| 596.00 | 611.48 | 309.75 | Ridership - Vanpool (000s) | 8.29 | 20.72 | ✗ 40.02% | 8.29 | 20.72 | ✗ 40.02% |
| Efficiency Measures | | | | | | | | | |
| \$6.94 | \$6.41 | \$9.91 | Subsidy Per Passenger - Total System | \$15.90 | \$17.88 | ✔ 88.93% | \$15.90 | \$17.88 | ✔ 88.93% |
| \$6.52 | \$5.97 | \$9.28 | Subsidy Per Passenger - Fixed-Route | \$14.95 | \$16.74 | ✔ 89.31% | \$14.95 | \$16.74 | ✔ 89.31% |
| \$7.50 | \$6.37 | \$9.85 | Subsidy Per Passenger - Bus | \$15.68 | \$16.99 | ✔ 92.29% | \$15.68 | \$16.99 | ✔ 92.29% |
| \$5.13 | \$5.14 | \$8.05 | Subsidy Per Passenger - LRT | \$13.07 | \$15.24 | ✔ 85.76% | \$13.07 | \$15.24 | ✔ 85.76% |
| \$11.73 | \$10.11 | \$16.43 | Subsidy Per Passenger - TRE | \$33.88 | \$42.31 | ✔ 80.08% | \$33.88 | \$42.31 | ✔ 80.08% |
| \$44.97 | \$42.87 | \$62.43 | Subsidy Per Passenger - Paratransit | \$79.18 | \$56.59 | ✗ 139.92% | \$79.18 | \$56.59 | ✗ 139.92% |
| \$0.61 | \$2.34 | \$2.33 | Subsidy Per Passenger - Vanpool | \$28.50 | \$29.42 | ✔ 96.87% | \$28.50 | \$29.42 | ✔ 96.87% |
| 13.12% | 12.32% | 7.68% | Farebox Recovery Ratio - Fixed-Route | 5.26% | 6.42% | ✗ 81.87% | 5.26% | 6.42% | ✗ 81.87% |
| 11.59% | 8.80% | 5.37% | Farebox Recovery Ratio - Bus | 3.76% | 4.49% | ✗ 83.82% | 3.76% | 4.49% | ✗ 83.82% |
| 15.09% | 15.55% | 9.76% | Farebox Recovery Ratio - LRT | 6.72% | 7.86% | ✗ 85.50% | 6.72% | 7.86% | ✗ 85.50% |
| 14.86% | 23.68% | 16.35% | Farebox Recovery Ratio - TRE | 10.38% | 14.62% | ✗ 70.99% | 10.38% | 14.62% | ✗ 70.99% |
| 10.19% | 9.85% | 9.79% | Administrative Ratio | 16.06% | 15.61% | ⚠ 102.89% | 16.06% | 15.61% | ⚠ 102.89% |
| Service Quality | | | | | | | | | |
| 90.73% | 89.61% | 90.71% | On-Time Performance - Fixed Route | 91.45% | 89.67% | ✔ 101.99% | 91.45% | 89.67% | ✔ 101.99% |
| 82.52% | 82.37% | 83.63% | On-Time Performance - Bus | 83.54% | 83.00% | ✔ 100.65% | 83.54% | 83.00% | ✔ 100.65% |
| 92.28% | 92.19% | 92.12% | On-Time Performance - LRT | 92.95% | 93.00% | ⚠ 99.95% | 92.95% | 93.00% | ⚠ 99.95% |
| 97.39% | 94.27% | 96.38% | On-Time Performance - TRE | 97.86% | 93.00% | ✔ 105.22% | 97.86% | 93.00% | ✔ 105.22% |
| 9,696 | 6,944 | 7,302 | Mean Distance Between Service Calls - Bus | 8,801 | 7,000 | ✔ 125.73% | 8,801 | 7,000 | ✔ 125.73% |
| 20,776 | 18,247 | 24,073 | Mean Distance Between Service Calls - LRT | 22,224 | 21,000 | ✔ 105.83% | 22,224 | 21,000 | ✔ 105.83% |
| Customer Satisfaction | | | | | | | | | |
| 34.62 | 28.88 | 36.07 | Complaints Per 100,000 Passengers - Fixed-Route | 43.79 | 36.05 | ✗ 121.49% | 43.79 | 36.05 | ✗ 121.49% |
| 54.00 | 42.33 | 52.08 | Complaints Per 100,000 Passengers - Bus | 70.23 | 50.00 | ✗ 140.45% | 69.85 | 50.00 | ✗ 139.69% |
| 16.59 | 12.26 | 16.00 | Complaints Per 100,000 Passengers - LRT | 10.88 | 19.50 | ✔ 55.80% | 10.88 | 19.50 | ✔ 55.80% |
| 3.68 | 5.98 | 6.40 | Complaints Per 100,000 Passengers - TRE | 0.58 | 5.50 | ✔ 10.58% | 0.58 | 5.50 | ✔ 10.58% |
| 3.38 | 4.15 | 3.60 | Complaints Per 1,000 Trips - Paratransit ^[1] | 3.94 | 3.00 | ✗ 131.36% | 3.94 | 3.00 | ✗ 131.36% |
| Safety | | | | | | | | | |
| 1.89 | 1.89 | 1.57 | Accidents Per 100,000 Miles - Fixed-Route | 1.96 | 1.99 | ✔ 98.68% | 1.96 | 1.99 | ✔ 98.68% |
| 2.23 | 2.20 | 1.86 | Accidents Per 100,000 Miles - Bus | 2.32 | 2.30 | ⚠ 101.02% | 2.32 | 2.30 | ⚠ 101.02% |
| 0.82 | 0.83 | 0.24 | Accidents Per 100,000 Train Miles - LRT ^[2] | 0.31 | 0.35 | ✔ 89.48% | 0.31 | 0.35 | ✔ 89.48% |
| 0.09 | 0.40 | 0.72 | Accidents Per 100,000 Miles - TRE | 1.05 | 1.00 | ✗ 105.16% | 1.05 | 1.00 | ✗ 105.16% |

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

[2] This KPI 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 first quarter of FY 2021.

Exhibit 33

| Capital and Non-Operating Costs Actuals vs. Budget/Projections (In Thousands) | | | |
|--|---------------------------------|-----------------------------|-----------------|
| Mode | FY21 YTD Projections | FY21 YTD Actuals | Variance |
| Agency-Wide | \$4,033 | \$1,030 | \$3,003 |
| Bus | 2,124 | 1,314 | 810 |
| Light Rail Transit | 14,715 | 6,572 | 8,143 |
| Streetcar | 60 | 328 | (268) |
| Commuter Rail/RR Management | 52,226 | 28,873 | 23,354 |
| Paratransit | 30 | 0 | 30 |
| General Mobility - Road Impr./ITS | 2,622 | 2,798 | (176) |
| Non-Operating | 1,511 | 114 | 1,397 |
| Capital P & D, Start-Up | 3,568 | 2,767 | 801 |
| Total | \$80,891 | \$43,796 | \$37,095 |

In general, Actuals in the first quarter were less than the projected amount. The main contributing factor for the quarterly underspending was attributable to the ongoing effects of COVID-19. Moreover, because of the difference between the year-end accrual process and quarterly accruals, expenditures are generally significantly lower in the first quarter of each year.

APPENDIX

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

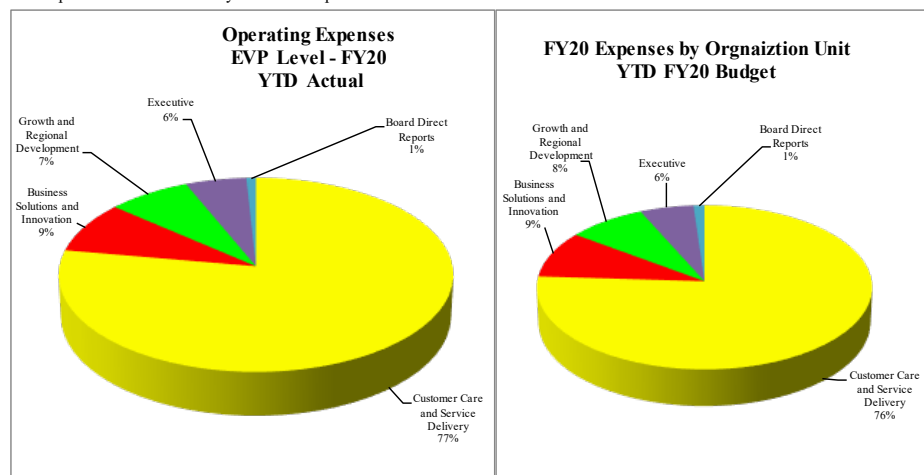
ACTUAL VS. BUDGET SUMMARY

| | FY21 YTD Actual | FY21 YTD Budget | (Under) / over Budget | % Variance |
|---------------------------------|--------------------|--------------------|--------------------------|---------------|
| Revenues | | | | |
| Sales Tax | \$160,073 | \$152,234 | \$7,839 | 5% |
| Passenger | 7,704 | 9,673 | (1,969) | -20% |
| Advertising/Rental Income/Misc. | 2,718 | 3,388 | (670) | -20% |
| Operating Federal Grants | (42) | 119 | (161) | -135% |
| Non-Operating Revenue | 3,096 | 3,237 | (141) | -4% |
| Total Revenues | \$173,549 | \$168,651 | \$4,898 | 2.9% |

| | FY21 YTD Actual | FY21 YTD Budget | Under/ (over) Budget | % Variance |
|--|--------------------|--------------------|----------------------------|---------------|
| Operating Expenses at EVP level (YTD) | | | | |
| Customer Care and Service Delivery | \$103,844 | \$110,156 | \$6,312 | 6% |
| Business Solutions and Innovation | 11,460 | 13,326 | 1,866 | 14% |
| Growth and Regional Development | 9,917 | 11,833 | 1,916 | 16% |
| Executive | 7,284 | 8,079 | 795 | 10% |
| Board Direct Reports | 1,139 | 1,648 | 509 | 31% |
| Capital P&D | (2,767) | (3,568) | (801) | 22% |
| Agency Wide [1] | 19,416 | 12,627 | (6,789) | -54% |
| Total Operating Expenses at EVP Level (YTD) | \$150,293 | \$154,101 | \$3,808 | 2% |

| Operating Expenses at EVP level (FY21 Projection)* | FY21 Projection | FY210 Budget ^[2] | (over) Budget | % Variance |
|---|--------------------|--------------------------------|------------------|---------------|
| Customer Care and Service Delivery | \$408,642 | \$422,517 | \$ 13,875 | 3% |
| Business Solutions and Innovation | 47,550 | 48,928 | 1,378 | 3% |
| Growth and Regional Development | 41,499 | 46,149 | 4,650 | 10% |
| Executive | 30,467 | 32,458 | 1,991 | 6% |
| Board Direct Reports | 4,940 | 6,025 | 1,085 | 18% |
| Capital P&D | (14,273) | (14,273) | - | 0% |
| Agency Wide [1] | 22,416 | 494 | (21,922) | -4438% |
| Total Operating Expenses at EVP Level (YTD) | \$541,241 | \$542,298 | \$1,057 | 0% |

*As presented in the Monthly Financial Report.



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

[2] Based on Board Resolution No.190119 of September 24, 2019.

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION
AS OF DECEMBER 31, 2020 AND SEPTEMBER 30, 2020

(In thousands)

| | <u>12/31/2020</u> <u>Unaudited</u> | <u>9/30/2020</u> |
|---|---------------------------------------|--------------------|
| ASSETS | | |
| CURRENT ASSETS | | |
| Cash & Cash Equivalents | \$307,999 | \$384,038 |
| Investments | 105,565 | 108,028 |
| Sales tax receivable | 109,332 | 101,988 |
| Transit Revenue Receivable, Net | 5,673 | 4,835 |
| Due from Other Governments | 29,383 | 20,050 |
| Materials and supplies inventory | 36,954 | 36,870 |
| Prepaid transit expenses and other | 8,285 | 4,217 |
| Restricted investments held by trustee for debt service | 39,107 | 123,111 |
| Restricted investments held for advance funding agreements | 47,247 | 52,205 |
| Restricted investments held to pay capital lease/leaseback liabilities | 6,374 | 6,374 |
| TOTAL CURRENT ASSETS | 695,919 | 841,716 |
| NONCURRENT ASSETS | | |
| Restricted investments held as security for capital lease/leaseback liabilities | 4,328 | 4,616 |
| Investments restricted for system expansion and acquisition | 57,956 | 57,931 |
| Investments in joint venture | 7,556 | 7,821 |
| Capital assets | | |
| Land and rights of way | 618,572 | 618,572 |
| Depreciable capital assets, net of depreciation | 3,085,929 | 3,148,006 |
| Projects in progress | 440,647 | 405,380 |
| Restricted investments held to pay capital lease/leaseback liabilities | 114,741 | 112,342 |
| Unamortized debt issuance costs and other | 525 | 536 |
| TOTAL NONCURRENT ASSETS | 4,330,254 | 4,355,204 |
| TOTAL ASSETS | 5,026,173 | 5,196,920 |
| DEFERRED OUTFLOWS OF RESOURCES | | |
| Deferred outflows of resources | 98,899 | 92,195 |
| TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES | \$5,125,072 | \$5,289,115 |

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

(In thousands)

| | <u>12/31/2020</u> | <u>9/30/2020</u> |
|---|--------------------|--------------------|
| | <u>Unaudited</u> | |
| LIABILITIES | | |
| CURRENT LIABILITIES | | |
| Accounts payable and accrued liabilities | \$69,121 | \$103,363 |
| Commercial paper notes payable | 59,100 | 74,100 |
| Current portion of Capital lease/leaseback liabilities | 6,374 | 6,374 |
| Current portion of amount due to the State Comptroller | 1,393 | 1,393 |
| Local Assistance Program Payable | 5,063 | 5,622 |
| Retainage Payable | 19,171 | 17,669 |
| Unearned revenue and other liabilities | 88,925 | 92,965 |
| Interest payable | 12,940 | 50,248 |
| Current portion of senior lien revenue bonds payable | 74,520 | 62,689 |
| TOTAL CURRENT LIABILITIES | 336,607 | 414,423 |
| NON-CURRENT LIABILITIES | | |
| Accrued liabilities | 37,315 | 40,172 |
| Net pension liability | 53,430 | 51,025 |
| Net other post-employment benefits (OPEB) liability | 6,370 | 5,048 |
| Repayment due to State Comptroller | 8,188 | 8,394 |
| Senior lien revenue bonds payable | 3,190,761 | 3,261,677 |
| Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable | 35,845 | 35,845 |
| Capital lease/leaseback liabilities | 114,741 | 112,342 |
| TOTAL NON-CURRENT LIABILITIES | 3,446,650 | 3,514,503 |
| TOTAL LIABILITIES | 3,783,257 | 3,928,926 |
| Deferred Inflows of resources | 19,209 | 19,209 |
| TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES | 3,802,466 | 3,948,135 |
| NET POSITION | | |
| Net investment in capital assets | 891,239 | 796,675 |
| Restricted for debt service | 26,167 | 72,863 |
| Restricted as security for capital lease/leaseback liabilities | 4,328 | 4,616 |
| Unrestricted | 400,872 | 466,826 |
| TOTAL NET POSITION | \$1,322,606 | \$1,340,980 |

| DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE THREE MONTHS ENDED DECEMBER 31, 2020 AND 2019 (UNAUDITED) | | |
|---|---------------------------|--------------------|
| (In thousands) | | |
| | For the nine months ended | |
| | 12/31/2020 | 12/31/2019 |
| OPERATING REVENUES: | | |
| Passenger | \$7,960 | \$16,429 |
| Advertising, rent and other | 3,169 | 3,232 |
| Total Operating Revenues | 11,129 | 19,661 |
| OPERATING EXPENSES: | | |
| Labor | 80,612 | 62,008 |
| Benefits | 32,922 | 27,031 |
| Services | 12,600 | 10,885 |
| Materials and supplies | 10,982 | 13,216 |
| Purchased transportation | 12,860 | 16,716 |
| Depreciation and amortization | 62,343 | 61,288 |
| Utilities | 3,467 | 3,997 |
| Taxes, leases, and other | 669 | 1,080 |
| Casualty and liability | 1,692 | 1,806 |
| TOTAL OPERATING EXPENSES | 218,147 | 198,027 |
| NET OPERATING LOSS | (207,018) | (178,366) |
| NON-OPERATING REVENUES (EXPENSES): | | |
| Sales tax revenue | 160,073 | 171,360 |
| Investment income | 547 | 2,391 |
| Interest income from investments held to pay capital lease/leaseback | 2,398 | 2,347 |
| Interest expense on capital leases/leaseback | (2,398) | (2,347) |
| Interest and financing expenses | (36,366) | (35,011) |
| Build America Bonds tax credit | 5,351 | 5,346 |
| Other federal grants | 18,752 | 6,764 |
| Other non-operating revenues | 4,060 | 4,411 |
| Other non-operating expenses | (2,878) | (1,975) |
| TOTAL NET NON-OPERATING REVENUES | 149,539 | 153,286 |
| LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS | (57,479) | (25,080) |
| CAPITAL CONTRIBUTIONS, AND GRANTS: | | |
| Federal capital contributions | 35,306 | 2,018 |
| State capital contributions | 3,489 | - |
| Local capital contributions | 310 | - |
| TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS | 39,105 | 2,018 |
| CHANGE IN NET POSITION | (18,374) | (23,062) |
| TOTAL NET POSITION - Beginning of the year | 1,340,980 | 1,202,501 |
| TOTAL NET POSITION - End of the reporting period | \$1,322,606 | \$1,179,439 |

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

Calculation = [Modal Farebox Revenue / Modal Operating Expense]

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

Off-Peak – Non-rush hour time periods.

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

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

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

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

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

Passenger Mile – A single passenger traveling one mile.

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

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

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

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

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

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

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

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

Peak Period – Morning or evening rush hour.

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

Section 2 – Ridership Highlights

- R2 Introduction
- R3 Total System Ridership
- R5 Bus System Ridership
- R7 Light Rail System Ridership
- R8 Trinity Railway Express Ridership
- R9 Dallas Streetcar
- R10 Ridership Tables
- R13 Bus Route Performance Analysis
- R13 Route Performance Tables
- R14 Riders per Revenue Hour
- R18 Passenger Miles per Revenue Mile
- R21 Subsidy per Passenger
- R24 Route Deficiencies

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.

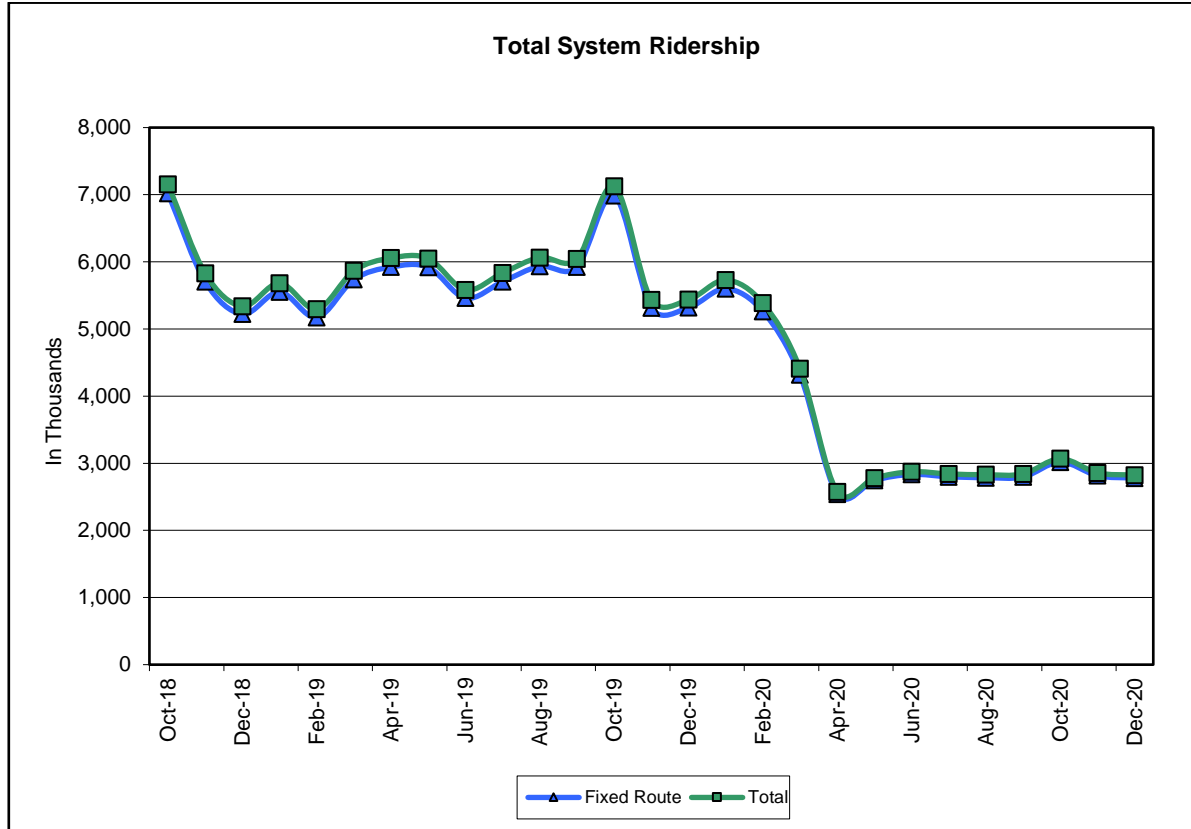
DART is now using automatic passenger counters (APC) to report bus, streetcar, and TRE ridership. With APC systems in place for both FY20 and FY21, we are able to make direct comparisons between APC-based counts on a year-to-year basis. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample data collected monthly. Paratransit ridership is compiled from daily trip manifests. The availability of APC data also allows for more accurate counts of ridership by DART city. Starting with the 20Q1 report, estimates of ridership for each of the 13 DART cities will be based upon stop-level APC boardings. The results of the new approach appear in Table 3.

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

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

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

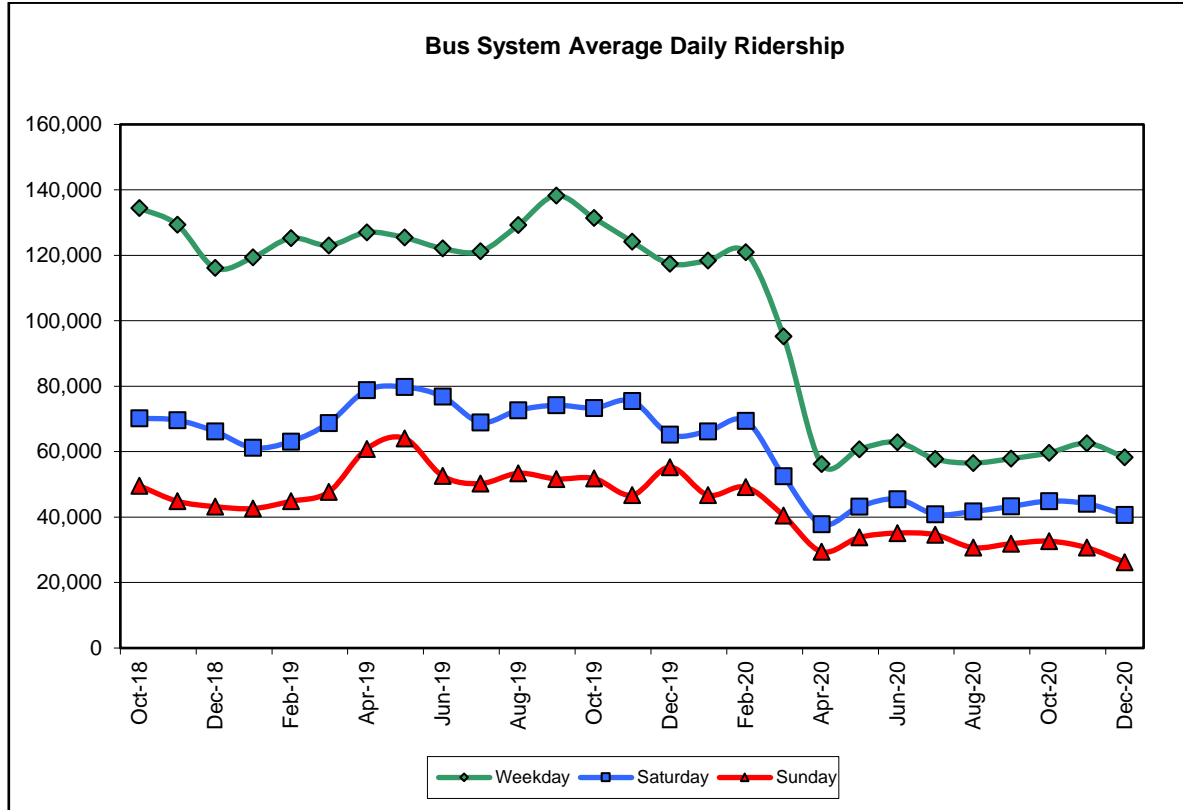
Total System Ridership



- Total system ridership includes fixed route (bus, light rail and commuter rail, streetcar), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported. Total system ridership has been lower than the same period last year.
- Happened in late Q2 of FY2020, the Corona Virus pandemic (COVID-19) continued to have a significant and noticeable impact on Q1 of FY 2021 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. With the severe declines in ridership at the outset of the pandemic, DART implemented adjusted bus and rail schedules in late March and early April 2020.
- Starting from October 19, 2020, DART implemented a series of service changes aimed at restoring fixed-route service levels to approximately 89% of pre-pandemic levels. The restored services included changes for bus, light rail, and Trinity Railway Express weekday schedules: seven core frequent bus routes and four light rail lines were restored to 20-minute weekday daytime service and 30-minute service after 7 p.m.; sixty-five high ridership bus routes and TRE were restored to pre-pandemic levels; forty-eight bus routes continue to operate at reduced, emergency service levels; nine low-performing routes were discontinued, modified, or replaced with GoLink services. The service restoration has resulted immediate noticeable weekday ridership improvement in DART Bus and TRE system, but a minor drop on LRT system. Nonetheless, the improvement faded due to normal seasonal variances in November and December due to weather and holiday season.

- Lack of a physical State Fair of Texas in October 2020 made a big impact on the ridership compared to last year, especially on the DART LRT system and during the weekend.
- Total system ridership in the first quarter of FY 2021 was 8.7 million riders, a decrease of 51.4% from the first quarter of FY 2020.
- Fixed route ridership totaled 8.6 million passengers in the first quarter of FY 2021, a decrease of 51.1% from the first quarter of FY 2020.
- Bus System ridership totaled 4.8 million riders, 49.8% below the first quarter of FY 2020.
- Light rail ridership for the first quarter ended December 31, 2020 was 3.6 million, a decrease of 51.7% from FY 2020 first quarter ridership of 7.4 million.
- Trinity Railway Express ridership was 171,903 passengers in the first quarter, a decrease of 68.0% from the same period in FY 2020 (537,961). 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 first quarter ended December 31, 2020 was 34,946, a decrease of 42.8% from FY 2020 ridership of 61,077. Starting from July 27, 2020, there was a \$1 one-way fare to ride the Dallas Streetcar. The ridership tends to be more stabilized a few months after fare implementation. Nonetheless, the higher service disruption in November and December 2020 has negatively impacted the ridership in FY21 Quarter 1.
- Paratransit ridership for the first quarter ended December 31, 2020 was 127,597, a decrease of 43.5% from FY 2020 ridership of 225,783. Paratransit ridership was lower than last year due to the impact of the COVID-19. Early this quarter, ridership started to bounce up and with holiday season and cold weather it showed a slight decline.
- 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



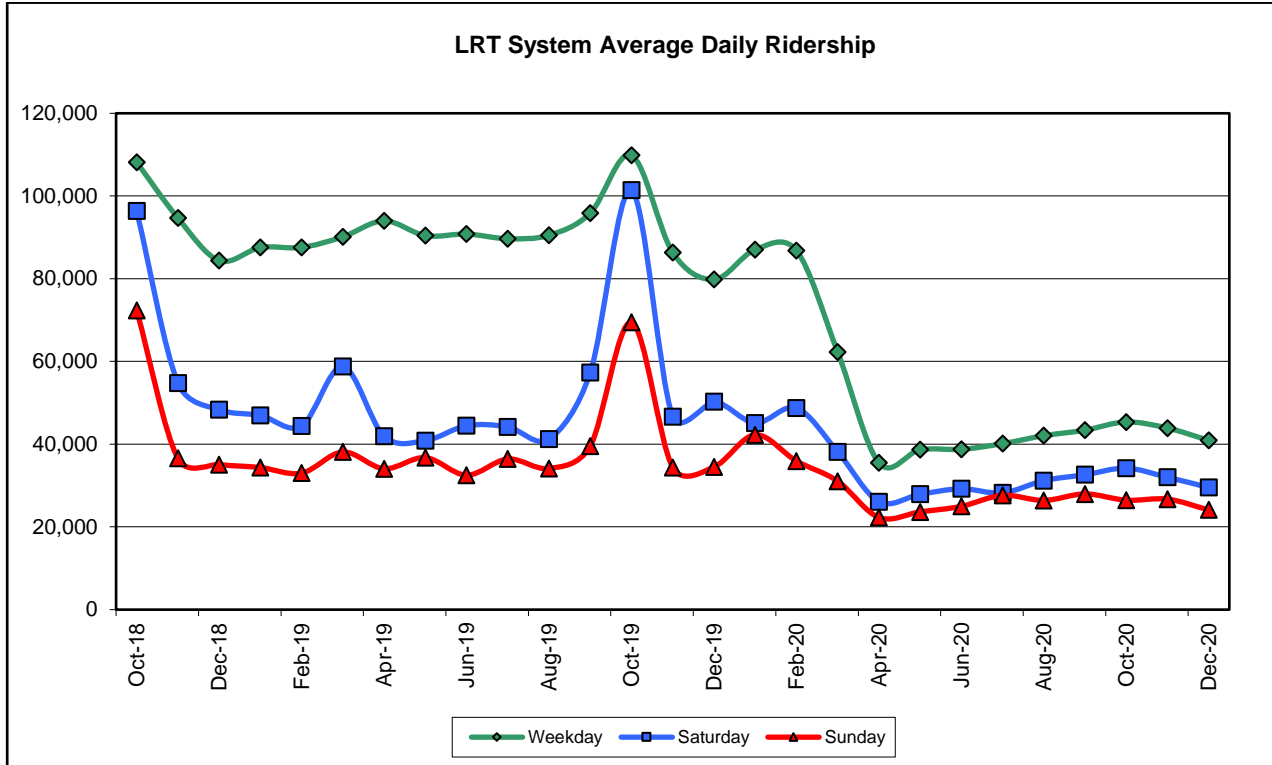
- Total bus ridership (including special-events ridership) in the first quarter of FY 2021 was 4.8 million riders, 49.8% lower from the first quarter of FY 2020.
- Average weekday ridership in the first quarter was 60,156 daily riders, a 51.6% decrease from last year's average. Saturday bus system ridership averaged 43,245 daily riders, down by 39.4% from last year. Sunday bus system ridership averaged 29,853 daily riders, a decrease of 41.8% from last year.
- Happened in late Q2 of FY 2020, the COVID-19 continued to have a significant and noticeable impact on Q1 of FY 2021 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. With the severe declines in ridership at the outset of the pandemic, DART implemented adjusted bus and rail schedules in late March and early April 2020.
- Starting from October 19, 2020, DART implemented a series of service changes aimed at restoring fixed-route service levels to approximately 89% of pre-pandemic levels. In the bus system, seven core frequent bus routes were restored to 20-minute weekday daytime service and 30-minute service after 7 p.m.; sixty-five high ridership bus routes were restored to pre-pandemic levels; forty-eight bus routes continue to operate at reduced, emergency service levels; nine low-performing routes were discontinued, modified, or replaced with GoLink services.
- The service restoration has resulted in immediate noticeable ridership improvements in DART bus system. The improvement is greatest for routes that were restored to full pre-pandemic

service levels, especially with job access routes serving transit dependent population such as 81, 544, 525, 52.

- The decline towards the end of November and December is mostly due to normal seasonal variance such as weather conditions and the holiday season.
- The most heavily patronized routes in the first quarter, by route classification, were:

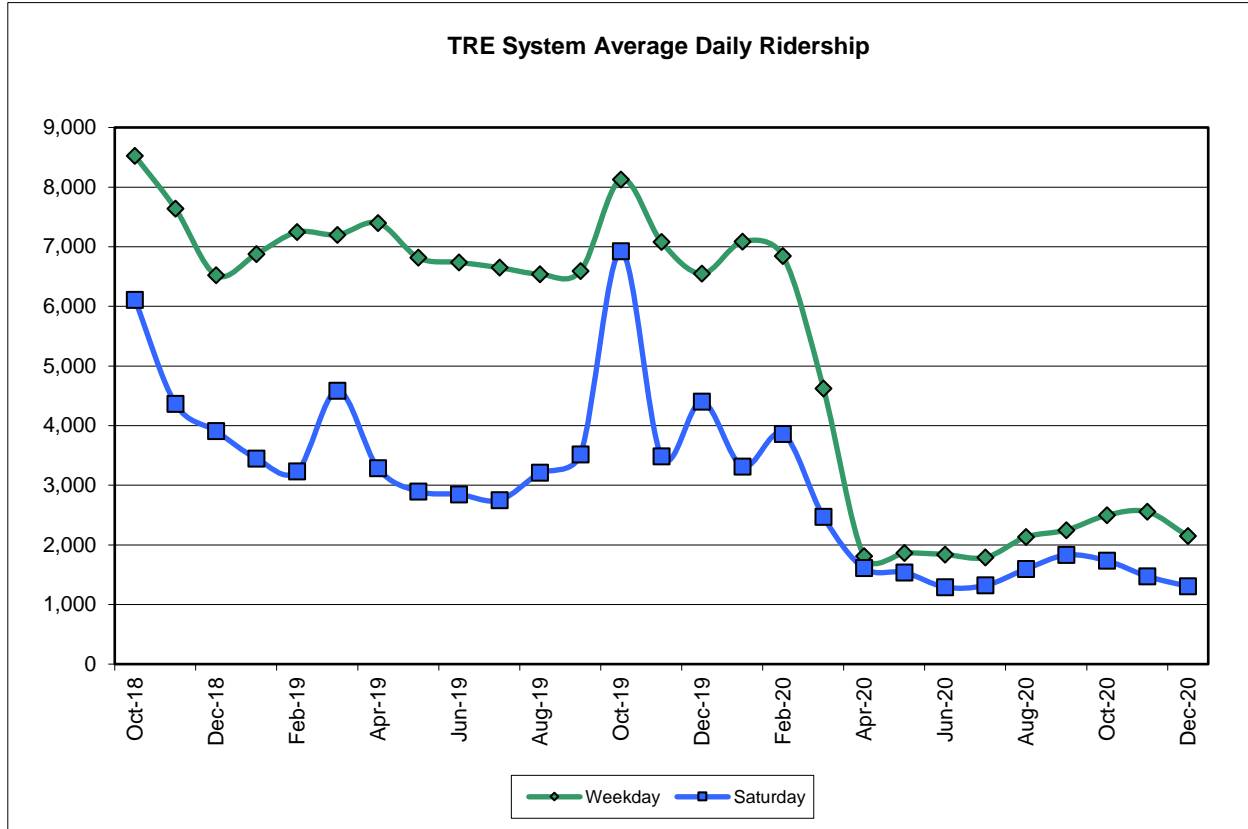
| Route Type | Route Number and Name | Weekday Average |
|-------------------|--|------------------------|
| Local | 11 Jefferson-Malcolm X | 2,267 |
| Express | 283 Lake Ray Hubbard Express | 220 |
| Crosstown | 404 Westmoreland Station/Parkland | 2,100 |
| Feeder | 583 Richland College-Lovers Lane Station | 1,159 |
| Site Specific | McKinney Ave Streetcar | 1,805 |
| Shuttle | 702 NorthPark Mall / Park Lane Station | 234 |
| GoLink | Rowlett | 75 |

Light Rail System Ridership



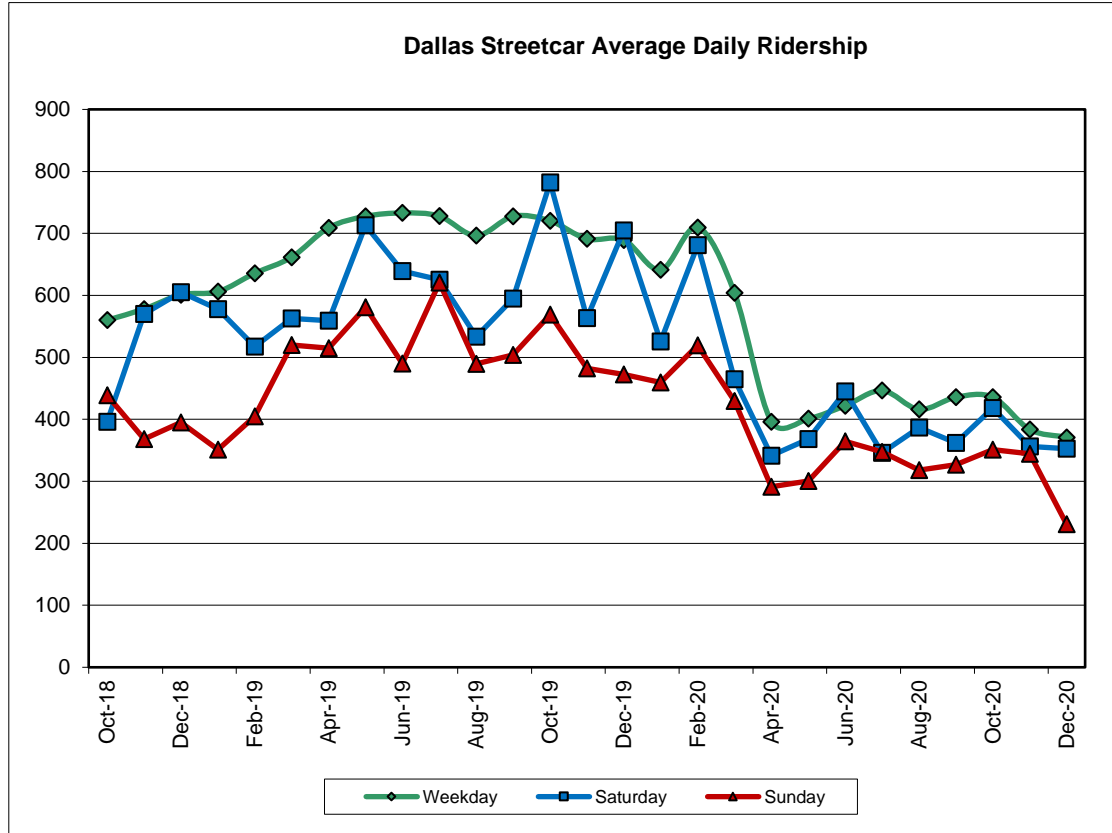
- LRT ridership in the first quarter totaled 3.6 million riders, a decrease of 51.7% from the first quarter of FY 2020 ridership of 7.4 million. The decline trend for LRT was mainly due to impact of the COVID-19.
- Weekday ridership in the first quarter averaged 43,394 passengers, a decrease of 52.8% from the first quarter of FY 2020.
- Saturday ridership in the first quarter averaged 31,906 passengers, a decrease of 51.7% from the first quarter of FY 2020 level.
- Sunday ridership in the first quarter averaged 25,757 passengers, a decrease of 44.1% from the first quarter of FY 2020 level.
- All LRT segments has experienced ridership loss this quarter, compared to the same quarter last year.
- Starting from October 19, 2020, LRT service weekday schedule was modified to 20-minute daytime service and 30-minute service after 7 p.m. The service change resulted a small drop immediately following the service change.
- The decline towards the end of November and December is mostly due to normal seasonal variance such as weather conditions and the holiday season.
- Lack of a physical State Fair of Texas in October 2020 made a big impact on the LRT ridership compared to last year, especially during the weekend.

Trinity Railway Express



- Trinity Railway Express ridership for the first quarter ended December 31, 2020 was 171,903, a decrease of 68.0% from the same period in FY 2020 (537,961). 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 2,399 daily riders (66.9% decrease from last year) in the first quarter.
- Saturday ridership in the first quarter averaged 1,503 daily riders, a decrease of 69.6% from the first quarter of FY 2020.
- DART restored service to pre-pandemic levels for TRE in October 2020. TRE weekday ridership showed an improvement immediately following the service restoration, but it slowed down due to normal seasonal variation such as weather and holiday seasons.

Dallas Streetcar



- Ridership on the Dallas Streetcar was 34,946 riders in the first quarter, 42.8% lower than the first 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. The ridership tends to be more stabilized a few months after fare implementation. Nonetheless, the higher service disruption in November and December 2021 has negatively impacted the service in FY21 Quarter 1.
- Weekday ridership averaged 397 daily riders in the quarter, a decrease of 43.3%.
- Saturday ridership averaged 376 daily riders, a decrease of 45.0% from the first quarter of last year.
- Sunday ridership averaged 309 daily riders, a decrease of 39.2% from the first 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 |
|-------------|--------------|--------------------|--------------------|------------------------------|--------------------------|--------------------------|
| 2019 | 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 |
| 2021 | October | 1,666 | 1,275 | 64 | 13.1 | 3,018 |
| | November | 1,593 | 1,154 | 56 | 11.1 | 2,814 |
| | December | 1,576 | 1,139 | 52 | 10.7 | 2,778 |

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 |
|-------------|-----------|-------------|-------------|-----------------------|-------------------|-------------------|
| 2019 | December | 116.20 | 84.40 | 6.50 | 0.60 | 207.70 |
| | January | 119.40 | 87.50 | 6.90 | 0.60 | 214.40 |
| | February | 125.30 | 87.60 | 7.20 | 0.60 | 220.70 |
| | March | 123.00 | 90.10 | 7.20 | 0.70 | 221.00 |
| | April | 127.00 | 94.00 | 7.40 | 0.70 | 229.10 |
| | May | 125.40 | 90.40 | 6.80 | 0.70 | 223.30 |
| | June | 122.10 | 90.80 | 6.70 | 0.70 | 220.30 |
| | July | 121.20 | 89.70 | 6.60 | 0.70 | 218.20 |
| | August | 129.20 | 90.50 | 6.50 | 0.70 | 226.90 |
| | September | 138.30 | 92.00 | 6.60 | 0.70 | 237.60 |
| 2020 | October | 131.40 | 109.90 | 8.10 | 0.70 | 250.10 |
| | November | 124.20 | 86.30 | 7.10 | 0.70 | 218.30 |
| | December | 117.40 | 79.80 | 6.50 | 0.70 | 204.40 |
| | January | 118.40 | 87.00 | 7.10 | 0.60 | 213.10 |
| | February | 120.90 | 86.80 | 6.80 | 0.70 | 215.20 |
| | March | 95.30 | 62.30 | 4.60 | 0.60 | 162.80 |
| | April | 56.30 | 35.50 | 1.80 | 0.40 | 94.00 |
| | May | 60.80 | 38.70 | 1.90 | 0.40 | 101.80 |
| | June | 62.90 | 38.80 | 1.80 | 0.40 | 103.90 |
| | July | 57.80 | 40.10 | 1.80 | 0.40 | 100.10 |
| | August | 56.50 | 42.00 | 2.10 | 0.40 | 101.00 |
| | September | 57.90 | 43.40 | 2.20 | 0.40 | 103.90 |
| 2021 | October | 59.60 | 45.40 | 2.50 | 0.40 | 107.90 |
| | November | 62.60 | 43.90 | 2.60 | 0.40 | 109.50 |
| | December | 58.30 | 40.90 | 2.10 | 0.40 | 101.70 |

**Table 3: Passenger Boardings for DART Cities for the First Quarter Fiscal Year 2021,
Period Ending December 31, 2020**

| City | Bus | LRT | Commuter Rail | Streetcar | GoLink | Paratransit | Total System |
|--------------------------|------------------|------------------|---------------|---------------|---------------|----------------|------------------|
| Addison | 105,757 | 0 | 0 | 0 | 0 | 323 | 106,080 |
| | 2.20% | 0.00% | 0.00% | 0.00% | 0.00% | 0.25% | 1.22% |
| Carrollton | 61,879 | 117,437 | 0 | 0 | 166 | 3,510 | 182,992 |
| | 1.29% | 3.31% | 0.00% | 0.00% | 0.63% | 2.75% | 2.10% |
| Cockrell Hill | 50,234 | 0 | 0 | 0 | 0 | 122 | 50,356 |
| | 1.04% | 0.00% | 0.00% | 0.00% | 0.00% | 0.10% | 0.58% |
| Dallas | 3,770,008 | 2,891,324 | 72,040 | 34,946 | 9,421 | 85,409 | 6,863,148 |
| | 78.38% | 81.42% | 41.91% | 100.00% | 36.03% | 66.94% | 78.69% |
| Farmers Branch | 56,274 | 29,589 | 0 | 0 | 1,579 | 1,100 | 88,542 |
| | 1.17% | 0.83% | 0.00% | 0.00% | 6.04% | 0.86% | 1.02% |
| Garland | 248,051 | 74,643 | 0 | 0 | 2,475 | 12,152 | 337,321 |
| | 5.16% | 2.10% | 0.00% | 0.00% | 9.47% | 9.52% | 3.87% |
| Glenn Heights | 5,165 | 0 | 0 | 0 | 888 | 461 | 6,514 |
| | 0.11% | 0.00% | 0.00% | 0.00% | 3.40% | 0.36% | 0.07% |
| Highland Park | 1,561 | 0 | 0 | 0 | 218 | 5 | 1,785 |
| | 0.03% | 0.00% | 0.00% | 0.00% | 0.83% | 0.00% | 0.02% |
| Irving | 255,208 | 127,809 | 25,494 | 0 | 250 | 7,735 | 416,495 |
| | 5.31% | 3.60% | 14.83% | 0.00% | 0.96% | 6.06% | 4.78% |
| Plano | 96,960 | 143,576 | 0 | 0 | 6,219 | 10,329 | 257,085 |
| | 2.02% | 4.04% | 0.00% | 0.00% | 23.78% | 8.10% | 2.95% |
| Richardson | 148,677 | 105,552 | 0 | 0 | 0 | 4,610 | 258,839 |
| | 3.09% | 2.97% | 0.00% | 0.00% | 0.00% | 3.61% | 2.97% |
| Rowlett | 205 | 61,364 | 0 | 0 | 4,732 | 1,531 | 67,832 |
| | 0.00% | 1.73% | 0.00% | 0.00% | 18.10% | 1.20% | 0.78% |
| University Park | 10,194 | 0 | 0 | 0 | 47 | 248 | 10,489 |
| | 0.21% | 0.00% | 0.00% | 0.00% | 0.18% | 0.19% | 0.12% |
| DART Cities Total | 4,810,174 | 3,551,294 | 97,534 | 34,946 | 25,995 | 127,534 | 8,647,477 |

21Q1 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the first quarter of FY 2021, specifically October 1 to December 31, 2020. This report follows current Service Standards, which describe DART's route performance measurement methodology. There are three measures of performance:

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

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

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

Though it started late in FY20 Q2, the coronavirus pandemic (COVID-19) has continued to have a significant and noticeable impact on FY21 Q1 ridership. Many residents opted to work from home or avoided taking transit to minimize their exposure. Other regular transit customers lost work or had their hours reduced; and many places of businesses frequented by transit customers were closed. With a significant decline in ridership, DART reduced the service on most of the routes and moved to modified weekday service in April 2020. On October 19th, 2020, DART restored fixed-route service levels to approximately 89% of pre-pandemic levels. A list of long time low performing bus routes were discontinued, replaced, or modified, including Route 27, 42, 155, 210, 211, 385, 840, and 887.

DART also worked hard to ensure compliance with the social distancing requirements on transit vehicles. Please keep in mind the impact of the COVID-19 pandemic when reviewing the three measures of performance and their status with regard to DART's service standards defining route performance.

Route Performance Tables

The following tables show route performance for FY21 Q1. We have included average Weekday, Saturday, and Sunday riders along with the three performance measures used for the analysis. Targets are shown for each service category. Performance measures shaded with green backgrounds indicate performance above the minimum level. Red backgrounds identify routes with deficiencies for specific measures. As before, routes are grouped with other routes of similar characteristics for the analysis.

Riders per Revenue Hour

The following table shows overall FY21 Q1 riders per revenue hour for each route/service, along with average Weekday, Saturday, and Sunday ridership.

Table 4: Riders Per Revenue Hour for 1st QTR 2021

| Type | Route | Average Weekday Riders | Average Saturday Riders | Average Sunday Riders | Total Riders | Total Revenue Hours | Total Riders/Hour | Overall Target |
|----------------------|-------|------------------------|-------------------------|-----------------------|------------------|---------------------|-------------------|----------------|
| Local | 2 | 825 | 677 | 418 | 67,698 | 4736.67 | 14.29 | |
| Local | 11 | 2,263 | 1,829 | 1,303 | 187,729 | 10436.48 | 17.99 | |
| Local | 12 | 636 | 470 | 312 | 51,345 | 6540.82 | 7.85 | |
| Local | 19 | 1,073 | 771 | 519 | 86,172 | 9200.87 | 9.37 | |
| Local | 21 | 179 | 107 | 90 | 14,093 | 3413.00 | 4.13 | |
| Local | 24 | 393 | 313 | 245 | 32,794 | 3272.78 | 10.02 | |
| Local | 26 | 669 | 477 | 343 | 53,974 | 4456.22 | 12.11 | |
| Local | 29 | 425 | 265 | 190 | 33,340 | 4481.82 | 7.44 | |
| Local | 31 | 568 | 366 | 269 | 44,943 | 6923.32 | 6.49 | |
| Local | 35 | 256 | 165 | 141 | 20,524 | 3451.07 | 5.95 | |
| Local | 36 | 579 | 410 | 259 | 46,118 | 6019.15 | 7.66 | |
| Local | 39 | 367 | 297 | 230 | 30,743 | 3308.98 | 9.29 | |
| Local | 52 | 530 | 344 | 239 | 41,771 | 5269.20 | 7.93 | |
| Local | 59 | 381 | 294 | 253 | 31,926 | 3952.63 | 8.08 | |
| Local | 60 | 397 | 325 | 218 | 32,826 | 4591.37 | 7.15 | |
| Local | 63 | 391 | 0 | 0 | 24,619 | 2708.55 | 9.09 | |
| Local | 76 | 485 | 355 | 275 | 39,625 | 4196.22 | 9.44 | |
| Local | 81 | 414 | 201 | 145 | 31,042 | 3970.62 | 7.82 | |
| Local | 82 | 267 | 275 | 135 | 22,713 | 3779.37 | 6.01 | |
| Local | 84 | 464 | 403 | 258 | 38,731 | 5812.78 | 6.66 | |
| Local | 110 | 787 | 443 | 321 | 60,608 | 4113.82 | 14.73 | |
| Local | 111 | 375 | 227 | 163 | 29,271 | 3541.42 | 8.27 | |
| Local | 161 | 946 | 781 | 510 | 78,205 | 7600.55 | 10.29 | |
| Local | 164 | 1,458 | 1,051 | 694 | 116,957 | 9781.27 | 11.96 | |
| Local | 183 | 542 | 369 | 230 | 42,785 | 3833.23 | 11.16 | |
| Local Total | | 15,669 | 11,214 | 7,762 | 1,260,551 | 129392.18 | 9.74 | 7.31 |
| Express | 205 | 109 | 0 | 0 | 6,887 | 1031.10 | 6.68 | |
| Express | 206 | 171 | 0 | 0 | 10,793 | 2444.95 | 4.41 | |
| Express | 208 | 177 | 0 | 0 | 11,130 | 4028.45 | 2.76 | |
| Express | 278 | 98 | 0 | 0 | 6,200 | 1427.50 | 4.34 | |
| Express | 283 | 220 | 0 | 0 | 13,830 | 2633.50 | 5.25 | |
| Express Total | | 775 | 0 | 0 | 48,840 | 11565.50 | 4.22 | 3.17 |
| Feeder | 333 | 108 | 0 | 0 | 6,826 | 1130.85 | 6.04 | |
| Feeder | 347 | 289 | 194 | 0 | 20,912 | 2563.45 | 8.16 | |
| Feeder | 350 | 429 | 272 | 0 | 30,831 | 3855.55 | 8.00 | |
| Feeder | 360 | 497 | 269 | 203 | 38,156 | 3564.17 | 10.71 | |
| Feeder | 361 | 241 | 227 | 91 | 19,702 | 2721.60 | 7.24 | |

| | | | | | | | | |
|--------|-----|-----|-----|-----|--------|---------|-------|--|
| Feeder | 362 | 257 | 0 | 0 | 16,220 | 2364.60 | 6.86 | |
| Feeder | 372 | 297 | 154 | 0 | 20,866 | 2507.17 | 8.32 | |
| Feeder | 374 | 327 | 300 | 0 | 24,816 | 2623.63 | 9.46 | |
| Feeder | 376 | 206 | 240 | 188 | 19,161 | 1774.07 | 10.80 | |
| Feeder | 377 | 167 | 126 | 0 | 12,296 | 1208.33 | 10.18 | |
| Feeder | 378 | 628 | 512 | 321 | 51,524 | 3259.93 | 15.81 | |
| Feeder | 380 | 129 | 0 | 0 | 8,128 | 1082.70 | 7.51 | |
| Feeder | 500 | 50 | 40 | 44 | 4,402 | 1528.55 | 2.88 | |
| Feeder | 501 | 539 | 480 | 301 | 45,199 | 4668.72 | 9.68 | |
| Feeder | 502 | 256 | 215 | 155 | 21,446 | 3351.98 | 6.40 | |
| Feeder | 504 | 148 | 110 | 0 | 10,847 | 2338.75 | 4.64 | |
| Feeder | 505 | 139 | 0 | 0 | 8,779 | 1669.50 | 5.26 | |
| Feeder | 506 | 748 | 635 | 467 | 63,015 | 3850.68 | 16.36 | |
| Feeder | 507 | 90 | 63 | 0 | 6,533 | 2430.07 | 2.69 | |
| Feeder | 508 | 82 | 66 | 0 | 6,115 | 1270.38 | 4.81 | |
| Feeder | 509 | 172 | 101 | 0 | 12,231 | 1332.28 | 9.18 | |
| Feeder | 510 | 106 | 0 | 0 | 6,685 | 2228.10 | 3.00 | |
| Feeder | 513 | 105 | 91 | 61 | 8,806 | 2146.75 | 4.10 | |
| Feeder | 514 | 161 | 0 | 0 | 10,165 | 2062.20 | 4.93 | |
| Feeder | 515 | 251 | 206 | 0 | 18,707 | 2994.75 | 6.25 | |
| Feeder | 516 | 120 | 113 | 78 | 10,323 | 1749.77 | 5.90 | |
| Feeder | 521 | 113 | 47 | 39 | 8,390 | 2500.82 | 3.36 | |
| Feeder | 522 | 359 | 179 | 0 | 25,115 | 2944.77 | 8.53 | |
| Feeder | 524 | 280 | 244 | 243 | 24,690 | 3124.28 | 7.90 | |
| Feeder | 525 | 116 | 0 | 0 | 7,307 | 1813.55 | 4.03 | |
| Feeder | 526 | 218 | 150 | 115 | 17,552 | 1464.08 | 11.99 | |
| Feeder | 527 | 401 | 188 | 76 | 28,999 | 2591.37 | 11.19 | |
| Feeder | 528 | 300 | 308 | 149 | 25,446 | 2862.87 | 8.89 | |
| Feeder | 529 | 209 | 134 | 101 | 16,532 | 3126.20 | 5.29 | |
| Feeder | 531 | 313 | 216 | 118 | 24,509 | 2572.35 | 9.53 | |
| Feeder | 532 | 108 | 0 | 0 | 6,797 | 1164.45 | 5.84 | |
| Feeder | 533 | 103 | 0 | 0 | 6,510 | 549.15 | 11.85 | |
| Feeder | 534 | 664 | 432 | 350 | 53,100 | 4558.15 | 11.65 | |
| Feeder | 535 | 594 | 344 | 280 | 46,442 | 4905.32 | 9.47 | |
| Feeder | 536 | 55 | 0 | 0 | 3,486 | 1135.05 | 3.07 | |
| Feeder | 538 | 447 | 318 | 242 | 36,216 | 4106.37 | 8.82 | |
| Feeder | 541 | 307 | 145 | 103 | 22,932 | 3304.87 | 6.94 | |
| Feeder | 542 | 180 | 113 | 94 | 14,335 | 2955.32 | 4.85 | |
| Feeder | 544 | 461 | 231 | 163 | 34,698 | 4421.95 | 7.85 | |
| Feeder | 547 | 555 | 375 | 353 | 45,513 | 4681.62 | 9.72 | |
| Feeder | 549 | 979 | 633 | 524 | 78,389 | 4875.75 | 16.08 | |
| Feeder | 551 | 189 | 0 | 0 | 11,891 | 1376.90 | 8.64 | |
| Feeder | 553 | 127 | 0 | 0 | 8,007 | 1086.80 | 7.37 | |
| Feeder | 554 | 824 | 673 | 524 | 69,214 | 4339.63 | 15.95 | |
| Feeder | 555 | 70 | 0 | 0 | 4,406 | 905.95 | 4.86 | |
| Feeder | 560 | 119 | 0 | 0 | 7,524 | 1122.70 | 6.70 | |
| Feeder | 566 | 83 | 0 | 0 | 5,213 | 1010.90 | 5.16 | |
| Feeder | 568 | 314 | 237 | 160 | 25,466 | 4786.27 | 5.32 | |

| | | | | | | | | |
|-----------------|----------------------|--------|--------|--------|-----------|-----------|-------|------|
| Feeder | 571 | 228 | 0 | 0 | 14,338 | 2226.00 | 6.44 | |
| Feeder | 574 | 167 | 0 | 0 | 10,531 | 1246.40 | 8.45 | |
| Feeder | 582 | 133 | 98 | 0 | 9,741 | 2187.92 | 4.45 | |
| Feeder | 583 | 1,157 | 1,022 | 780 | 98,922 | 7972.63 | 12.41 | |
| Feeder | 585 | 42 | 0 | 0 | 2,652 | 1008.85 | 2.63 | |
| Feeder | 591 | 95 | 78 | 58 | 7,987 | 1725.23 | 4.63 | |
| Feeder | 592 | 584 | 461 | 343 | 48,360 | 4875.97 | 9.92 | |
| Feeder | 593 | 573 | 424 | 307 | 46,613 | 4036.37 | 11.55 | |
| Feeder | 594 | 172 | 130 | 99 | 14,116 | 1982.43 | 7.12 | |
| Feeder | 595 | 174 | 151 | 105 | 14,678 | 3728.93 | 3.94 | |
| Feeder | 597 | 526 | 285 | 210 | 40,304 | 4942.58 | 8.15 | |
| Feeder Total | | 18,881 | 12,031 | 7,444 | 1,469,613 | 172499.27 | 8.52 | 6.39 |
| Crosstown | 401 | 408 | 327 | 153 | 32,598 | 3872.85 | 8.42 | |
| Crosstown | 402 | 739 | 496 | 387 | 59,285 | 6398.65 | 9.27 | |
| Crosstown | 403 | 621 | 354 | 277 | 48,222 | 6379.13 | 7.56 | |
| Crosstown | 404 | 2,097 | 1,586 | 1,153 | 171,611 | 13289.90 | 12.91 | |
| Crosstown | 405 | 862 | 676 | 495 | 71,162 | 7964.98 | 8.93 | |
| Crosstown | 408 | 830 | 643 | 494 | 68,685 | 6270.18 | 10.95 | |
| Crosstown | 409 | 1,030 | 797 | 618 | 85,339 | 7812.57 | 10.92 | |
| Crosstown | 410 | 536 | 351 | 273 | 42,744 | 4596.23 | 9.30 | |
| Crosstown | 415 | 347 | 272 | 210 | 28,829 | 3798.72 | 7.59 | |
| Crosstown | 426 | 560 | 451 | 352 | 46,900 | 3688.50 | 12.72 | |
| Crosstown | 428 | 1,285 | 935 | 578 | 102,743 | 8845.82 | 11.61 | |
| Crosstown | 444 | 485 | 377 | 305 | 40,418 | 5389.15 | 7.50 | |
| Crosstown | 445 | 423 | 300 | 210 | 33,987 | 3714.05 | 9.15 | |
| Crosstown | 451 | 598 | 461 | 298 | 48,581 | 4898.45 | 9.92 | |
| Crosstown | 452 | 294 | 199 | 193 | 24,211 | 3582.42 | 6.76 | |
| Crosstown | 453 | 1,143 | 872 | 551 | 92,496 | 8851.95 | 10.45 | |
| Crosstown | 463 | 935 | 747 | 423 | 75,716 | 5881.60 | 12.87 | |
| Crosstown | 466 | 1,896 | 1,661 | 1,185 | 160,451 | 11530.25 | 13.92 | |
| Crosstown | 467 | 1,534 | 1,349 | 1,024 | 130,913 | 9958.87 | 13.15 | |
| Crosstown | 475 | 531 | 402 | 272 | 43,149 | 6153.07 | 7.01 | |
| Crosstown | 486 | 1,358 | 837 | 451 | 104,057 | 7618.08 | 13.66 | |
| Crosstown | 488 | 951 | 687 | 553 | 77,851 | 5971.88 | 13.04 | |
| Crosstown Total | | 19,464 | 14,778 | 10,455 | 1,589,949 | 146467.30 | 10.86 | 8.14 |
| Shuttle | 702 | 234 | 267 | 139 | 20,584 | 1199.83 | 17.16 | |
| Shuttle | 749 | 193 | 185 | 109 | 16,395 | 2741.70 | 5.98 | |
| Shuttle | 841 | 48 | 0 | 0 | 3,034 | 928.60 | 3.27 | |
| Shuttle | 843 | 24 | 0 | 0 | 1,493 | 455.70 | 3.28 | |
| Shuttle | 870 | 51 | 49 | 0 | 3,929 | 955.00 | 4.11 | |
| Shuttle Total | | 551 | 501 | 248 | 45,436 | 6,280.83 | 7.23 | 5.43 |
| GoLink | Inland Port Expanded | 49 | 35 | 29 | 3,975 | 1582.75 | 2.51 | |
| GoLink | Kleberg | 20 | 0 | 0 | 1,253 | 1019.70 | 1.23 | |
| GoLink | Rylie | 12 | 0 | 0 | 773 | 730.61 | 1.06 | |

| | | | | | | | | |
|---------------------|---------------------------|-------|-------|-------|---------|-----------|-------|------|
| GoLink | North Central Plano | 62 | 0 | 0 | 3,925 | 1977.56 | 1.98 | |
| GoLink | Legacy West | 21 | 0 | 0 | 1,299 | 1145.71 | 1.13 | |
| GoLink | Rowlett | 75 | 0 | 0 | 4,732 | 2350.93 | 2.01 | |
| GoLink | Far North Plano | 16 | 0 | 0 | 995 | 1020.26 | 0.98 | |
| GoLink | Farmers Branch | 25 | 0 | 0 | 1,579 | 967.69 | 1.63 | |
| GoLink | Glenn Heights | 14 | 0.2 | 0 | 887 | 673.48 | 1.32 | |
| GoLink | West Carrollton | 3 | 0 | 0 | 166 | 154.48 | 1.07 | |
| GoLink | Lake Highlands | 22 | 0 | 0 | 1,355 | 1024.20 | 1.32 | |
| GoLink | Lakewood | 9 | 0 | 0 | 567 | 471.74 | 1.20 | |
| GoLink | North Dallas | 25 | 0 | 0 | 1,602 | 1025.36 | 1.56 | |
| GoLink | Park Cities | 5 | 0 | 0 | 314 | 274.46 | 1.14 | |
| GoLink | South Irving | 5 | 0 | 0 | 250 | 1324.54 | 0.19 | |
| GoLink | SE Garland | 49 | 0 | 0 | 2,475 | 2047.89 | 1.21 | |
| GoLink Total | | 401 | 35 | 29 | 26,147 | 17,791.35 | 1.47 | 1.10 |
| Site Specific | Baylor Healthcare Shuttle | 73 | 0 | 0 | 4,615 | 978.60 | 4.72 | |
| Site Specific | DFW Centerport | 69 | 59 | 0 | 5,164 | 1420.65 | 3.63 | |
| Site Specific | McKinney Avenue Streetcar | 1,803 | 2,614 | 1,941 | | | | |
| Site Specific | Medical City | 95 | 0 | 0 | 5,965 | 705.60 | 8.45 | |
| Site Specific | Richardson Shuttle | 33 | 0 | 0 | 2,082 | 450.45 | 4.62 | |
| Site Specific | TI Shuttles | 61 | 10 | 9 | 4,102 | 3183.60 | 1.29 | |
| Site Specific | 883 | 1,049 | 861 | 550 | 86,381 | 6754.33 | 12.79 | |
| Site Specific | UT Southwestern | 78 | 0 | 0 | 4,944 | 831.60 | 5.95 | |
| Site Specific | 768 | 189 | 54 | 8 | 12,766 | 3018.87 | 4.23 | |
| Site Specific | 704 | 352 | 124 | 93 | 25,327 | 3691.38 | 6.86 | |
| Site Specific | 705 | 212 | 97 | 84 | 15,960 | 3345.22 | 4.77 | |
| Site Specific | 706 | 162 | 0 | 0 | 10,196 | 2113.65 | 4.82 | |
| Site Specific Total | | 4,175 | 3,819 | 2,684 | 177,502 | 26,493.95 | 6.70 | 5.02 |

Passenger Miles per Revenue Mile

Q1 results appear in the following table:

Table 5: Passenger Mile Per Revenue Mile for 1st QTR 2021

| Type | Route | Total Pass. Mile | Total Rev. Mile | Total Pass. Mile/ Rev. | Overall Target |
|---------------|-------|---------------------|--------------------|---------------------------------|-------------------|
| Local | 2 | 179,896.46 | 45,174.49 | 3.98 | |
| Local | 11 | 672,318.18 | 110,001.86 | 6.11 | |
| Local | 12 | 148,391.31 | 64,659.38 | 2.29 | |
| Local | 19 | 248,498.19 | 91,561.45 | 2.71 | |
| Local | 21 | 50,523.85 | 36,832.97 | 1.37 | |
| Local | 24 | 64,574.87 | 25,875.18 | 2.50 | |
| Local | 26 | 134,792.71 | 40,020.65 | 3.37 | |
| Local | 29 | 86,393.24 | 44,068.65 | 1.96 | |
| Local | 31 | 232,178.52 | 75,889.08 | 3.06 | |
| Local | 35 | 79,047.48 | 35,445.33 | 2.23 | |
| Local | 36 | 259,439.84 | 72,425.02 | 3.58 | |
| Local | 39 | 67,610.05 | 25,191.23 | 2.68 | |
| Local | 52 | 141,709.95 | 55,533.79 | 2.55 | |
| Local | 59 | 120,540.68 | 44,565.97 | 2.70 | |
| Local | 60 | 201,001.88 | 56,921.32 | 3.53 | |
| Local | 63 | 102,298.67 | 38,915.45 | 2.63 | |
| Local | 76 | 119,672.56 | 41,334.90 | 2.90 | |
| Local | 81 | 98,225.85 | 42,899.68 | 2.29 | |
| Local | 82 | 86,633.63 | 39,528.27 | 2.19 | |
| Local | 84 | 153,625.66 | 65,056.39 | 2.36 | |
| Local | 110 | 365,798.36 | 45,455.02 | 8.05 | |
| Local | 111 | 124,672.22 | 40,041.38 | 3.11 | |
| Local | 161 | 494,795.73 | 116,884.80 | 4.23 | |
| Local | 164 | 680,203.63 | 145,805.65 | 4.67 | |
| Local | 183 | 413,489.70 | 68,307.69 | 6.05 | |
| Local Total | | 5,326,333.20 | 1,468,395.60 | 3.63 | 2.72 |
| Express | 205 | 74,849.11 | 20,407.41 | 3.67 | |
| Express | 206 | 156,436.80 | 54,629.44 | 2.86 | |
| Express | 208 | 158,647.12 | 79,568.56 | 1.99 | |
| Express | 278 | 51,799.69 | 25,133.19 | 2.06 | |
| Express | 283 | 168,407.14 | 54,035.54 | 3.12 | |
| Express Total | | 610,139.86 | 233,774.14 | 2.61 | 1.96 |
| Feeder | 333 | 22,288.29 | 14,279.28 | 1.56 | |
| Feeder | 347 | 116,494.48 | 30,990.53 | 3.76 | |
| Feeder | 350 | 169,483.46 | 52,956.53 | 3.20 | |
| Feeder | 360 | 94,187.92 | 38,816.95 | 2.43 | |

| | | | | | |
|--------|-----|------------|-----------|------|--|
| Feeder | 361 | 65,406.61 | 25,609.27 | 2.55 | |
| Feeder | 362 | 78,039.57 | 26,191.23 | 2.98 | |
| Feeder | 372 | 91,956.71 | 31,373.22 | 2.93 | |
| Feeder | 374 | 82,539.39 | 28,157.72 | 2.93 | |
| Feeder | 376 | 39,613.58 | 20,699.96 | 1.91 | |
| Feeder | 377 | 32,782.96 | 14,077.61 | 2.33 | |
| Feeder | 378 | 224,428.38 | 40,703.69 | 5.51 | |
| Feeder | 380 | 24,147.92 | 13,171.35 | 1.83 | |
| Feeder | 500 | 19,023.18 | 15,829.26 | 1.20 | |
| Feeder | 501 | 218,926.84 | 59,780.97 | 3.66 | |
| Feeder | 502 | 39,479.19 | 31,568.14 | 1.25 | |
| Feeder | 504 | 31,857.50 | 20,457.45 | 1.56 | |
| Feeder | 505 | 33,265.24 | 22,182.03 | 1.50 | |
| Feeder | 506 | 96,077.11 | 35,752.33 | 2.69 | |
| Feeder | 507 | 22,131.56 | 21,543.42 | 1.03 | |
| Feeder | 508 | 13,648.68 | 11,831.29 | 1.15 | |
| Feeder | 509 | 39,199.74 | 17,202.87 | 2.28 | |
| Feeder | 510 | 35,197.43 | 26,962.20 | 1.31 | |
| Feeder | 513 | 23,563.38 | 23,752.03 | 0.99 | |
| Feeder | 514 | 28,507.86 | 19,865.78 | 1.44 | |
| Feeder | 515 | 45,560.37 | 31,980.64 | 1.42 | |
| Feeder | 516 | 18,621.91 | 18,583.29 | 1.00 | |
| Feeder | 521 | 16,935.90 | 21,880.09 | 0.77 | |
| Feeder | 522 | 66,068.73 | 33,210.87 | 1.99 | |
| Feeder | 524 | 35,632.99 | 21,023.83 | 1.69 | |
| Feeder | 525 | 22,294.87 | 20,273.95 | 1.10 | |
| Feeder | 526 | 29,275.68 | 14,509.74 | 2.02 | |
| Feeder | 527 | 66,761.14 | 28,841.53 | 2.31 | |
| Feeder | 528 | 70,894.27 | 36,352.68 | 1.95 | |
| Feeder | 529 | 53,528.19 | 36,293.64 | 1.47 | |
| Feeder | 531 | 90,119.38 | 33,299.47 | 2.71 | |
| Feeder | 532 | 17,274.96 | 12,041.57 | 1.43 | |
| Feeder | 533 | 10,751.74 | 6,513.80 | 1.65 | |
| Feeder | 534 | 265,538.13 | 58,487.93 | 4.54 | |
| Feeder | 535 | 140,360.71 | 55,302.92 | 2.54 | |
| Feeder | 536 | 13,797.82 | 11,570.92 | 1.19 | |
| Feeder | 538 | 69,664.48 | 41,036.44 | 1.70 | |
| Feeder | 541 | 65,060.05 | 36,212.36 | 1.80 | |
| Feeder | 542 | 40,680.93 | 28,697.38 | 1.42 | |
| Feeder | 544 | 121,754.79 | 54,409.20 | 2.24 | |
| Feeder | 547 | 196,114.33 | 51,995.37 | 3.77 | |
| Feeder | 549 | 311,839.40 | 55,673.26 | 5.60 | |
| Feeder | 551 | 37,252.62 | 19,851.49 | 1.88 | |
| Feeder | 553 | 14,146.69 | 10,114.24 | 1.40 | |
| Feeder | 554 | 169,751.56 | 49,059.98 | 3.46 | |
| Feeder | 555 | 9,560.10 | 9,483.37 | 1.01 | |
| Feeder | 560 | 23,702.49 | 14,282.06 | 1.66 | |
| Feeder | 566 | 15,946.91 | 11,820.66 | 1.35 | |

| | | | | | |
|-----------------|-----|--------------|--------------|------|------|
| Feeder | 568 | 79,973.22 | 47,974.64 | 1.67 | |
| Feeder | 571 | 65,189.66 | 26,282.57 | 2.48 | |
| Feeder | 574 | 55,466.04 | 25,733.83 | 2.16 | |
| Feeder | 582 | 25,465.82 | 24,291.13 | 1.05 | |
| Feeder | 583 | 305,695.21 | 92,134.98 | 3.32 | |
| Feeder | 585 | 6,681.05 | 7,062.54 | 0.95 | |
| Feeder | 591 | 15,523.52 | 14,835.59 | 1.05 | |
| Feeder | 592 | 119,630.99 | 53,271.26 | 2.25 | |
| Feeder | 593 | 123,964.76 | 42,198.20 | 2.94 | |
| Feeder | 594 | 35,274.34 | 25,124.18 | 1.40 | |
| Feeder | 595 | 55,472.82 | 45,697.94 | 1.21 | |
| Feeder | 597 | 198,117.87 | 61,888.07 | 3.20 | |
| Feeder Total | | 4,767,593.47 | 1,933,052.72 | 2.47 | 1.85 |
| Crosstown | 401 | 144,107.14 | 48,499.53 | 2.97 | |
| Crosstown | 402 | 320,379.88 | 90,764.14 | 3.53 | |
| Crosstown | 403 | 277,058.73 | 98,136.60 | 2.82 | |
| Crosstown | 404 | 848,076.41 | 169,968.72 | 4.99 | |
| Crosstown | 405 | 405,701.11 | 101,776.80 | 3.99 | |
| Crosstown | 408 | 385,484.73 | 78,477.97 | 4.91 | |
| Crosstown | 409 | 212,911.03 | 68,206.56 | 3.12 | |
| Crosstown | 410 | 210,637.58 | 62,735.04 | 3.36 | |
| Crosstown | 415 | 128,381.59 | 41,086.00 | 3.12 | |
| Crosstown | 426 | 112,855.90 | 35,766.00 | 3.16 | |
| Crosstown | 428 | 484,976.71 | 115,040.37 | 4.22 | |
| Crosstown | 444 | 145,826.45 | 63,913.88 | 2.28 | |
| Crosstown | 445 | 87,480.92 | 33,173.55 | 2.64 | |
| Crosstown | 451 | 253,726.33 | 62,067.65 | 4.09 | |
| Crosstown | 452 | 119,799.90 | 47,032.43 | 2.55 | |
| Crosstown | 453 | 406,467.23 | 108,144.70 | 3.76 | |
| Crosstown | 463 | 325,545.41 | 75,289.49 | 4.32 | |
| Crosstown | 466 | 695,377.13 | 148,356.33 | 4.69 | |
| Crosstown | 467 | 584,966.79 | 133,714.46 | 4.37 | |
| Crosstown | 475 | 240,913.88 | 81,634.58 | 2.95 | |
| Crosstown | 486 | 433,933.37 | 93,730.13 | 4.63 | |
| Crosstown | 488 | 323,466.54 | 70,720.96 | 4.57 | |
| Crosstown Total | | 7,148,074.75 | 1,828,235.89 | 3.91 | 2.93 |
| Shuttle | 702 | 11,596.93 | 4,193.90 | 2.77 | |
| Shuttle | 749 | 38,700.31 | 23,686.09 | 1.63 | |
| Shuttle | 841 | 14,570.86 | 13,978.20 | 1.04 | |
| Shuttle | 843 | 3,607.31 | 5,478.45 | 0.66 | |
| Shuttle | 870 | 9,834.86 | 8,441.73 | 1.17 | |
| Shuttle Total | | 78,310.28 | 55,778.38 | 1.40 | 1.05 |

Subsidy per Passenger

The following table shows overall Q1 subsidy per passenger for each route/service.

Table 6: Subsidy per Passenger for 1st QTR 2021

| Type | Route | Rider | Subsidy | Subsidy per Passenger | Overall Target |
|---------------|-------|-----------|-----------------|-----------------------------|-------------------|
| Local | 2 | 67,698 | \$696,686.69 | \$10.29 | |
| Local | 11 | 187,729 | \$1,338,672.16 | \$7.13 | |
| Local | 12 | 51,345 | \$1,004,564.19 | \$19.57 | |
| Local | 19 | 86,172 | \$1,374,973.17 | \$15.96 | |
| Local | 21 | 14,093 | \$482,679.26 | \$34.25 | |
| Local | 24 | 32,794 | \$442,074.90 | \$13.48 | |
| Local | 26 | 53,974 | \$580,376.38 | \$10.75 | |
| Local | 29 | 33,340 | \$630,373.20 | \$18.91 | |
| Local | 31 | 44,943 | \$984,959.59 | \$21.92 | |
| Local | 35 | 20,524 | \$481,347.42 | \$23.45 | |
| Local | 36 | 46,118 | \$926,313.95 | \$20.09 | |
| Local | 39 | 30,743 | \$450,699.72 | \$14.66 | |
| Local | 52 | 41,771 | \$746,921.23 | \$17.88 | |
| Local | 59 | 31,926 | \$591,201.74 | \$18.52 | |
| Local | 60 | 32,826 | \$716,293.00 | \$21.82 | |
| Local | 63 | 24,619 | \$542,402.25 | \$22.03 | |
| Local | 76 | 39,625 | \$599,922.01 | \$15.14 | |
| Local | 81 | 31,042 | \$645,810.75 | \$20.80 | |
| Local | 82 | 22,713 | \$575,903.29 | \$25.36 | |
| Local | 84 | 38,731 | \$875,970.47 | \$22.62 | |
| Local | 110 | 60,608 | \$702,028.48 | \$11.58 | |
| Local | 111 | 29,271 | \$552,380.07 | \$18.87 | |
| Local | 161 | 78,205 | \$1,318,245.19 | \$16.86 | |
| Local | 164 | 116,957 | \$1,582,694.98 | \$13.53 | |
| Local | 183 | 42,785 | \$684,949.61 | \$16.01 | |
| Local Total | | 1,260,551 | \$19,528,443.72 | \$15.49 | \$20.66 |
| Express | 205 | 6,887 | \$314,985.35 | \$45.74 | |
| Express | 206 | 10,793 | \$765,439.53 | \$70.92 | |
| Express | 208 | 11,130 | \$1,069,766.02 | \$96.11 | |
| Express | 278 | 6,200 | \$427,056.33 | \$68.88 | |
| Express | 283 | 13,830 | \$581,192.76 | \$42.02 | |
| Express Total | | 48,840 | \$3,158,439.99 | \$64.67 | \$86.23 |
| Feeder | 333 | 6,826 | \$187,362.87 | \$27.45 | |
| Feeder | 347 | 20,912 | \$417,064.89 | \$19.94 | |
| Feeder | 350 | 30,831 | \$633,292.62 | \$20.54 | |
| Feeder | 360 | 38,156 | \$587,237.46 | \$15.39 | |
| Feeder | 361 | 19,702 | \$406,837.44 | \$20.65 | |

| | | | | | |
|--------|-----|--------|--------------|---------|--|
| Feeder | 362 | 16,220 | \$374,235.55 | \$23.07 | |
| Feeder | 372 | 20,866 | \$395,616.35 | \$18.96 | |
| Feeder | 374 | 24,816 | \$393,159.87 | \$15.84 | |
| Feeder | 376 | 19,161 | \$257,809.18 | \$13.45 | |
| Feeder | 377 | 12,296 | \$205,168.25 | \$16.69 | |
| Feeder | 378 | 51,524 | \$480,600.81 | \$9.33 | |
| Feeder | 380 | 8,128 | \$227,824.86 | \$28.03 | |
| Feeder | 500 | 4,402 | \$237,424.35 | \$53.93 | |
| Feeder | 501 | 45,199 | \$749,558.42 | \$16.58 | |
| Feeder | 502 | 21,446 | \$457,826.48 | \$21.35 | |
| Feeder | 504 | 10,847 | \$351,996.07 | \$32.45 | |
| Feeder | 505 | 8,779 | \$310,209.19 | \$35.34 | |
| Feeder | 506 | 63,015 | \$516,807.32 | \$8.20 | |
| Feeder | 507 | 6,533 | \$356,569.25 | \$54.58 | |
| Feeder | 508 | 6,115 | \$184,496.23 | \$30.17 | |
| Feeder | 509 | 12,231 | \$202,505.97 | \$16.56 | |
| Feeder | 510 | 6,685 | \$347,469.88 | \$51.98 | |
| Feeder | 513 | 8,806 | \$388,073.14 | \$44.07 | |
| Feeder | 514 | 10,165 | \$336,987.39 | \$33.15 | |
| Feeder | 515 | 18,707 | \$429,401.46 | \$22.95 | |
| Feeder | 516 | 10,323 | \$258,282.85 | \$25.02 | |
| Feeder | 521 | 8,390 | \$355,631.87 | \$42.39 | |
| Feeder | 522 | 25,115 | \$491,727.37 | \$19.58 | |
| Feeder | 524 | 24,690 | \$387,839.27 | \$15.71 | |
| Feeder | 525 | 7,307 | \$319,245.25 | \$43.69 | |
| Feeder | 526 | 17,552 | \$234,562.76 | \$13.36 | |
| Feeder | 527 | 28,999 | \$405,619.17 | \$13.99 | |
| Feeder | 528 | 25,446 | \$453,761.47 | \$17.83 | |
| Feeder | 529 | 16,532 | \$478,844.87 | \$28.96 | |
| Feeder | 531 | 24,509 | \$455,668.17 | \$18.59 | |
| Feeder | 532 | 6,797 | \$171,153.38 | \$25.18 | |
| Feeder | 533 | 6,510 | \$112,887.72 | \$17.34 | |
| Feeder | 534 | 53,100 | \$797,730.24 | \$15.02 | |
| Feeder | 535 | 46,442 | \$740,595.41 | \$15.95 | |
| Feeder | 536 | 3,486 | \$239,052.01 | \$68.58 | |
| Feeder | 538 | 36,216 | \$603,027.61 | \$16.65 | |
| Feeder | 541 | 22,932 | \$535,114.86 | \$23.34 | |
| Feeder | 542 | 14,335 | \$468,683.47 | \$32.69 | |
| Feeder | 544 | 34,698 | \$717,759.32 | \$20.69 | |
| Feeder | 547 | 45,513 | \$751,608.26 | \$16.51 | |
| Feeder | 549 | 78,389 | \$732,470.00 | \$9.34 | |
| Feeder | 551 | 11,891 | \$267,255.87 | \$22.48 | |
| Feeder | 553 | 8,007 | \$244,829.78 | \$30.58 | |
| Feeder | 554 | 69,214 | \$630,613.35 | \$9.11 | |
| Feeder | 555 | 4,406 | \$187,115.37 | \$42.47 | |
| Feeder | 560 | 7,524 | \$194,791.31 | \$25.89 | |
| Feeder | 566 | 5,213 | \$239,204.38 | \$45.88 | |
| Feeder | 568 | 25,466 | \$712,979.25 | \$28.00 | |

| | | | | | |
|------------------------|----------------------|------------------|------------------------|----------------|----------------|
| Feeder | 571 | 14,338 | \$366,637.66 | \$25.57 | |
| Feeder | 574 | 10,531 | \$279,071.17 | \$26.50 | |
| Feeder | 582 | 9,741 | \$352,470.92 | \$36.18 | |
| Feeder | 583 | 98,922 | \$1,135,994.91 | \$11.48 | |
| Feeder | 585 | 2,652 | \$175,828.08 | \$66.29 | |
| Feeder | 591 | 7,987 | \$246,496.48 | \$30.86 | |
| Feeder | 592 | 48,360 | \$649,995.40 | \$13.44 | |
| Feeder | 593 | 46,613 | \$544,298.33 | \$11.68 | |
| Feeder | 594 | 14,116 | \$337,091.48 | \$23.88 | |
| Feeder | 595 | 14,678 | \$573,784.81 | \$39.09 | |
| Feeder | 597 | 40,304 | \$781,485.37 | \$19.39 | |
| Feeder Total | | 1,469,613 | \$27,066,744.52 | \$18.42 | \$24.56 |
| Crosstown | 401 | 32,598 | \$626,463.53 | \$19.22 | |
| Crosstown | 402 | 59,285 | \$1,130,378.68 | \$19.07 | |
| Crosstown | 403 | 48,222 | \$1,083,479.98 | \$22.47 | |
| Crosstown | 404 | 171,611 | \$1,932,599.38 | \$11.26 | |
| Crosstown | 405 | 71,162 | \$1,192,742.08 | \$16.76 | |
| Crosstown | 408 | 68,685 | \$960,759.96 | \$13.99 | |
| Crosstown | 409 | 85,339 | \$944,706.99 | \$11.07 | |
| Crosstown | 410 | 42,744 | \$797,296.98 | \$18.65 | |
| Crosstown | 415 | 28,829 | \$623,730.95 | \$21.64 | |
| Crosstown | 426 | 46,900 | \$497,455.80 | \$10.61 | |
| Crosstown | 428 | 102,743 | \$1,460,559.63 | \$14.22 | |
| Crosstown | 444 | 40,418 | \$873,648.59 | \$21.62 | |
| Crosstown | 445 | 33,987 | \$514,644.63 | \$15.14 | |
| Crosstown | 451 | 48,581 | \$882,793.23 | \$18.17 | |
| Crosstown | 452 | 24,211 | \$676,344.87 | \$27.93 | |
| Crosstown | 453 | 92,496 | \$1,382,958.41 | \$14.95 | |
| Crosstown | 463 | 75,716 | \$950,819.33 | \$12.56 | |
| Crosstown | 466 | 160,451 | \$1,657,825.33 | \$10.33 | |
| Crosstown | 467 | 130,913 | \$1,463,762.12 | \$11.18 | |
| Crosstown | 475 | 43,149 | \$961,091.51 | \$22.27 | |
| Crosstown | 486 | 104,057 | \$1,161,776.53 | \$11.16 | |
| Crosstown | 488 | 77,851 | \$914,115.02 | \$11.74 | |
| Crosstown Total | | 1,589,949 | \$22,689,953.54 | \$14.27 | \$19.03 |
| Shuttle | 702 | 20,584 | \$155,712.10 | \$7.56 | |
| Shuttle | 749 | 16,395 | \$389,777.12 | \$23.77 | |
| Shuttle | 841 | 3,034 | \$310,180.07 | \$102.23 | |
| Shuttle | 843 | 1,493 | \$121,298.68 | \$81.22 | |
| Shuttle | 870 | 3,929 | \$176,737.26 | \$44.98 | |
| Shuttle Total | | 45,436 | \$1,153,705.24 | \$25.39 | \$33.86 |
| GoLink | Inland Port Expanded | 3,975 | \$94,179.05 | \$23.69 | |
| GoLink | Kleberg | 1,253 | \$50,085.83 | \$39.97 | |
| GoLink | Rylie | 773 | \$35,274.26 | \$45.63 | |
| GoLink | North Central Plano | 3,925 | \$87,804.44 | \$22.37 | |
| GoLink | Legacy West | 1,299 | \$55,173.60 | \$42.47 | |
| GoLink | Rowlett | 4,732 | \$103,736.18 | \$21.92 | |

| | | | | | |
|----------------------------|---------------------------|----------------|-----------------------|----------------|----------------|
| GoLink | Far North Plano | 995 | \$49,543.79 | \$49.79 | |
| GoLink | Farmers Branch | 1,579 | \$51,466.87 | \$32.59 | |
| GoLink | Glenn Heights | 887 | \$42,386.67 | \$47.79 | |
| GoLink | West Carrollton | 166 | \$11,736.79 | \$70.70 | |
| GoLink | Lake Highlands | 1,355 | \$56,796.07 | \$41.92 | |
| GoLink | Lakewood | 567 | \$27,397.40 | \$48.32 | |
| GoLink | North Dallas | 1,602 | \$52,319.36 | \$32.66 | |
| GoLink | Park Cities | 314 | \$17,480.54 | \$55.67 | |
| GoLink | South Irving | 250 | \$59,737.83 | \$238.95 | |
| GoLink | SE Garland | 2,475 | \$89,360.08 | \$36.11 | |
| GoLink Total | | 26,147 | \$884,478.75 | \$33.83 | \$45.10 |
| Site Specific | Baylor Healthcare Shuttle | 4,615 | \$12,500.00 | \$2.71 | |
| Site Specific | DFW Centerport | 5,164 | \$14,288.50 | \$2.77 | |
| Site Specific | Medical City | 5,965 | \$6,900.00 | \$1.16 | |
| Site Specific | Richardson Shuttle | 2,082 | \$16,030.25 | \$7.70 | |
| Site Specific | TI Shuttles | 4,102 | \$68,750.00 | \$16.76 | |
| Site Specific | 883 | 86,381 | \$186,179.50 | \$2.16 | |
| Site Specific | UT Southwestern | 4,944 | \$24,875.00 | \$5.03 | |
| Site Specific | 768 | 12,766 | \$95,481.00 | \$7.48 | |
| Site Specific | 704 | 25,327 | \$266,021.44 | \$10.50 | |
| Site Specific | 705 | 15,960 | \$277,109.44 | \$17.36 | |
| Site Specific | 706 | 10,196 | \$248,843.77 | \$24.40 | |
| Site Specific Total | | 177,502 | \$1,216,978.91 | \$6.86 | \$9.14 |

Route Deficiencies

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

We would note that all of these routes and services are being thoroughly reviewed as a part of the DARTzoom Bus Network Redesign process. We anticipate many proposals for route and service changes, with an effective date in 22Q2 if approved by the Board of Directors.

| Route | Discussion |
|-------|--|
| 21 | Route 21 is a local route operating in Dallas, generally in Oak Cliff along Bishop, Llewellyn, and Edgefield. Sections of the route track closely with other routes in the area, diminishing potential ridership. This route shares the same path as Dallas Streetcar. Due to the outbreak of COVID-19 many of the Downtown Dallas businesses and Medical facilities were closed, which impacted ridership. We will examine this route in greater detail during Service Plan work. |
| 35 | Route 35 is a Dallas local route that serves two different areas. In West Dallas, the route covers industrial and commercial areas along West Commerce and LaReunion that do not generate major ridership. In South Dallas, the route covers Harwood, Crozier, and several other streets. The western portion of this route runs parallel with Route 52 which is a Core Frequent Route. We will examine this route in greater detail during Service Plan work. Under the proposed draft network plan, segments between Postal Way and Norwich will be replaced by West Dallas GoLink. The South Dallas portion will be replaced by the nearby Ervay route. |
| 82 | Route 82 is a Dallas local route that serves Skillman and Live Oak to the North and Beckley and Zang to the south. It is effectively a branch of the former Route 1, a route which was re-branded as Routes 81 and 82 in March 2018 service changes. Parts of this route are relatively close to other parallel services, and this route is an example of duplication in the DART network. We will examine options during Service Plan work. Under the proposed draft network plan, Route 82 will be replaced by the Beckley route to cover the southern segments of the route. The northern segment on Live Oak and Skillman will be replaced by new Gaston and Ross routes. |
| 84 | Route 84 is a relatively new Dallas route that was created from the older Capitol branch of Route 24, and then extended from Mockingbird Station to Richland College via Greenville Avenue. Operations began in March 2018, and the route is still in its developmental stage. This route runs Parallel with the rail line (red and orange). The ridership declined mostly since during the pandemic, schools were not in session (SMU and Richland College). We will monitor future ridership growth and evaluate this route to determine whether future actions are warranted. Under the proposed draft network plan, Route 84 will largely be replaced by the new Henderson route with other segments picked up by the North Dallas GoLink. |
| 333 | Route 333 is a feeder route operating in Addison, Carrollton, and a small portion of Far North Dallas, mainly along Marsh Lane. It is a perennial low performer, and we believe it may be a candidate (along with Route 536) for potential conversion to GoLink demand responsive service. |

| | |
|------------|---|
| 403 | Route 403 is a crosstown route connecting Irving Convention Center Station in Irving to Spring Valley Station in Richardson, passing through areas in Irving, Farmers Branch, Addison and Richardson. This route has not, historically, been a low performer. The failure of this route to meet the Service Standards benchmarks may be due to the current pandemic. Major changes have been proposed for this route in the DARTzoom plan. Staff will continue to monitor ridership on this route. |
| 444 | Route 444 is a crosstown route operating in Dallas, mainly in Oak Cliff, with key route segments on Clarendon, 8th, Corinth, and Lancaster. It has traditionally been a moderate performer – particularly on the western end of the route along Clarendon. We will examine options during upcoming Service Plan work. |
| 452 | Route 452 is a crosstown route operating in Plano, a service to Parker Road Station, Northwest Plano Park & Ride and Jack Hatchell Transit Center. This route has been one of the ones with modified weekday service during COVID-19 pandemic. Due to the outbreak of Covid-19 many businesses were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service. |
| 500 | Route 500 is a feeder route operating in Irving and the Cypress Waters section of Dallas via Belt Line Road. It connects Belt Line Station with commercial destinations to the north. This route is plagued by Member City service issues (part of it runs through Coppell) and sub-optimal service frequency. It has traditionally been a low performer, and service was not restored to pre-pandemic levels in October 2020. It is proposed to be replaced by a GoLink zone in the DARTzoom Bus Network Redesign plan. |
| 504 | Route 504 is a feeder route operating in Irving, running along Story Road. It has traditionally been a low-performing route and was not recommended to return to regular (pre-pandemic) weekday service. This route has been recommended to be replaced with a GoLink zone in the DARTzoom Bus Network Redesign plan. |
| 505 | Route 505 is a feeder route operating in Irving, running along Northgate, Rochelle, and Esters. It was not recommended to return to regular (pre-pandemic) weekday service in October 2020. It has been recommended by staff in the DARTzoom plan that this route be replaced by a GoLink zone. |
| 507 | Route 507 is a feeder route operating in Irving, primarily on O'Connor between Downtown Irving and Las Colinas Urban Center. This route connects an important transit connection (Downtown Irving and the Orange Line) with a major job center (Las Colinas). It also provides an important connection from Downtown Irving to the Baylor – Irving hospital complex on the weekends. However, it has not performed up to expectations and has therefore was not recommended to return to regular weekday service in October 2020. Due to its low performance yet important connections, it was recommended in the DARTzoom plan that this service be joined to a longer crosstown route with increased frequency. |

| | |
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| 508 | Route 508 is a feeder route operating in Irving that connects Downtown Irving with University of Dallas Station via Nursery Road. This route has not been recommended for service restoration in October 2020. The DARTzoom plan recommends retaining this route and increasing service frequency. |
| 510 | Route 510 is a feeder route operating in Irving. It has traditionally been a low performer and functioned to connect Royal Lane apartment complexes with the Light Rail system. Many of these workers are presumably staying home for now due to the pandemic. This route was recommended to be replaced by a GoLink zone in the DARTzoom Bus Network Redesign plan. |
| 513 | Route 513 is a feeder route operating in Garland departing from Downtown Garland Station. We will examine this route in greater detail during Service Plan work. Due to the outbreak of Covid-19 stores and schools were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service. |
| 514 | Route 514 is a feeder route operating in Irving, generally along Grauwylar and Pioneer. This route has been above standard in the past, and we will conduct an analysis to determine whether performance changes are part of a trend or due to other factors. This route was recommended for discontinuation in the DARTzoom plan. |
| 516 | Route 516 is a feeder route operating in South Dallas, serving the area between Ledbetter and Camp Wisdom Station. This route has, historically, been above standard, and we will conduct an analysis to determine whether performance changes are part of a trend or due to other factors. If needed, we will examine this route in greater detail during Service Plan work. |
| 521 | Route 521 is a feeder route operating in Dallas and the Park Cities, connecting Cityplace Station, Mockingbird Station, and sections along Hillcrest Road. Ridership has improved in recent years, but this route remains underperforming. Also, during the pandemic, schools were not in session (SMU). We will examine this route in greater detail during Service Plan work. Under the proposed draft network plan, Route 521 will be extended to cover the McKinney Ave corridor all the way to Downtown Dallas. |
| 525 | Route 525 is a feeder route operating in the Stemmons Corridor of Dallas, primarily along Regal Row, Texas 183, and IH-35E. Ridership has suffered more than usual since the onset of the pandemic. However, the important connections made for jobs and residents in the Regal Row / Brook Hollow areas required that this service be retained in the DARTzoom plan – with increased service frequency. |
| 529 | Route 529 is a feeder route operating in Dallas, primarily along Lemmon Avenue and Marsh Lane. It connects Inwood/Love Field and Royal Lane Stations. This route was recommended for replacement with a GoLink zone in the DARTzoom plan. |
| 532 | Route 532 is a feeder route operating in Dallas connecting Green Line service to locations in Northwest Dallas and Farmers Branch. It has been a mixed performer over the years. It was recommended for discontinuation and partial replacement by a GoLink zone in the DARTzoom plan. |

| | |
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| 536 | Route 536 is a feeder route operating in Addison and Carrollton, anchored at either end by Trinity Mills Station or Addison Transit Center. This route (along with nearby service on Route 333) was recommended for replacement by a GoLink zone in the DARTzoom plan. |
| 542 | Route 542 is a feeder route operating in Dallas and Cockrell Hill, mainly along Davis Street. The western part of the route (along with Route 568) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work. |
| 555 | Route 555 is a feeder route operating between Camp Wisdom Station and Cedar Valley College. This route has been one of the ones with modified weekday service during COVID-19 pandemic. Due to Cedar Valley College being closed and many of the businesses along Route working with limited staff, ridership is below normal. |
| 566 | Route 566 is a feeder route operating in Garland, serving locations along N Garland Avenue. This route may be a candidate for possible GoLink conversion or modification, and we will examine options during Service Plan work. Due to the outbreak of COVID 19 stores and schools were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service. |
| 568 | Route 568 is a feeder route operating in West Oak Cliff in Dallas. It has generally been a low performer historically. |
| 582 | Route 582 is a feeder route departing from LBJ/Central Station and ending in Walnut Hill Station. Majority of the route (south of LBJ) runs along Abrams Rd which is comprised of mostly single-family homes. The ridership declined mostly since during the pandemic, Richland College was closed. Under the proposed draft network plan, Route 582 will be discontinued and be replaced by North Dallas GoLink and the Skillman route with the extension to LBJ/Central Station. |
| 585 | Route 585 is a feeder route operating in Dallas and Richardson, serving Hamilton Park, TI, Richland College, and surrounding residential neighborhoods. This route was established in March 2018 and is in its developmental phase. Due to low ridership levels, Route 585 is now shortened between Forest Lane and LBJ/Central Station in October 2020. Under the new network plan, Hamilton Park will be served by the North Dallas GoLink zone. Staff will continue to review ways to improve ridership and performance. |
| 591 | Route 591 is a feeder route operating in Dallas, serving Pleasant Grove. It runs between Lake June Station and Buckner Station. We will examine this route in greater detail during Service Plan work. Under the proposed draft network plan, Route 591 will be replaced by GoLink (Rylie Expansion) |
| 595 | Route 595 is a feeder route operating in Dallas, serving Pleasant Grove and other neighborhoods It runs to/from MLK Station and Buckner Station. Under the proposed draft network plan, Route 595 will be discontinued and consolidated with surrounding fixed routes. We will examine this route in greater detail during Service Plan work. |

| | |
|------------------------|--|
| 841 | Route 841 is a shuttle route operating in Plano, a service to CityLine/Bush Station, Horizon North and Telecom Corridor. This route has been one of the ones with modified weekday service during COVID-19 pandemic. Under the proposed draft network plan the East Telecom portion of this route will become GoLink service. |
| 843 | Route 843 is a shuttle type route, serving an area bounded by North Central Expressway to the west, Technology to the north, Los Rios and Shiloh to the east, and PGBT Service Road to the south. The route also starts/end in City line/ Bush Station. Due to the outbreak of COVID 19 stores and schools were closed and that may have impacted this routes ridership even more. Under the draft network plan, the Eastern portion of this route will be covered by two separate GoLink zones. |
| Far North Plano | This zone serves high-income, low-density area in Far North side of Plano with connections to Parker Road Station and UberPool available as an option for the riders. The zone has been one of the good performers; however, COVID-19 pandemic impact has led to less use of the system. Service Planning will continue to review this service |
| Rylie | The Rylie GoLink zone serves low-density residential areas in the far southeastern part of Dallas. Performance for this zone is affected by the low densities and use of dedicated vehicles. Effective in FY20, Q2 this zone started to share its dedicated vehicle with the nearby Kleberg zone, and we integrated TNC support to improve cost-effectiveness. Under the proposed draft network plan, the Rylie GoLink zone will be expanded to cover fixed route areas served by existing Routes 591, 594, and 597. |
| West Carrollton | The West Carrollton zone is a newly developed zone to serve West Carrollton, with connections to Downtown Carrollton Station. UberPool service is now available in this zone, although usage is very light so far. Our initial expectation of regular increases in ridership has not been met – due in part to extended commercial impacts of the pandemic. Ridership has been consistently low throughout the course of this pilot project. Though there is still significant time left on the original grant agreement, it does not seem that this zone justifies continued service. |
| South Irving | The zone is a newly developed zone to serve South Irving residents with connections to Downtown Irving/ Heritage Crossing Station with UberPool as an option for the residents to use. We expect the zone to attract more riders as it gets more popular. Service Planning will continue to monitor this service. |

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

Figure 1: Location of the Deficient Performers in 1st QTR FY21

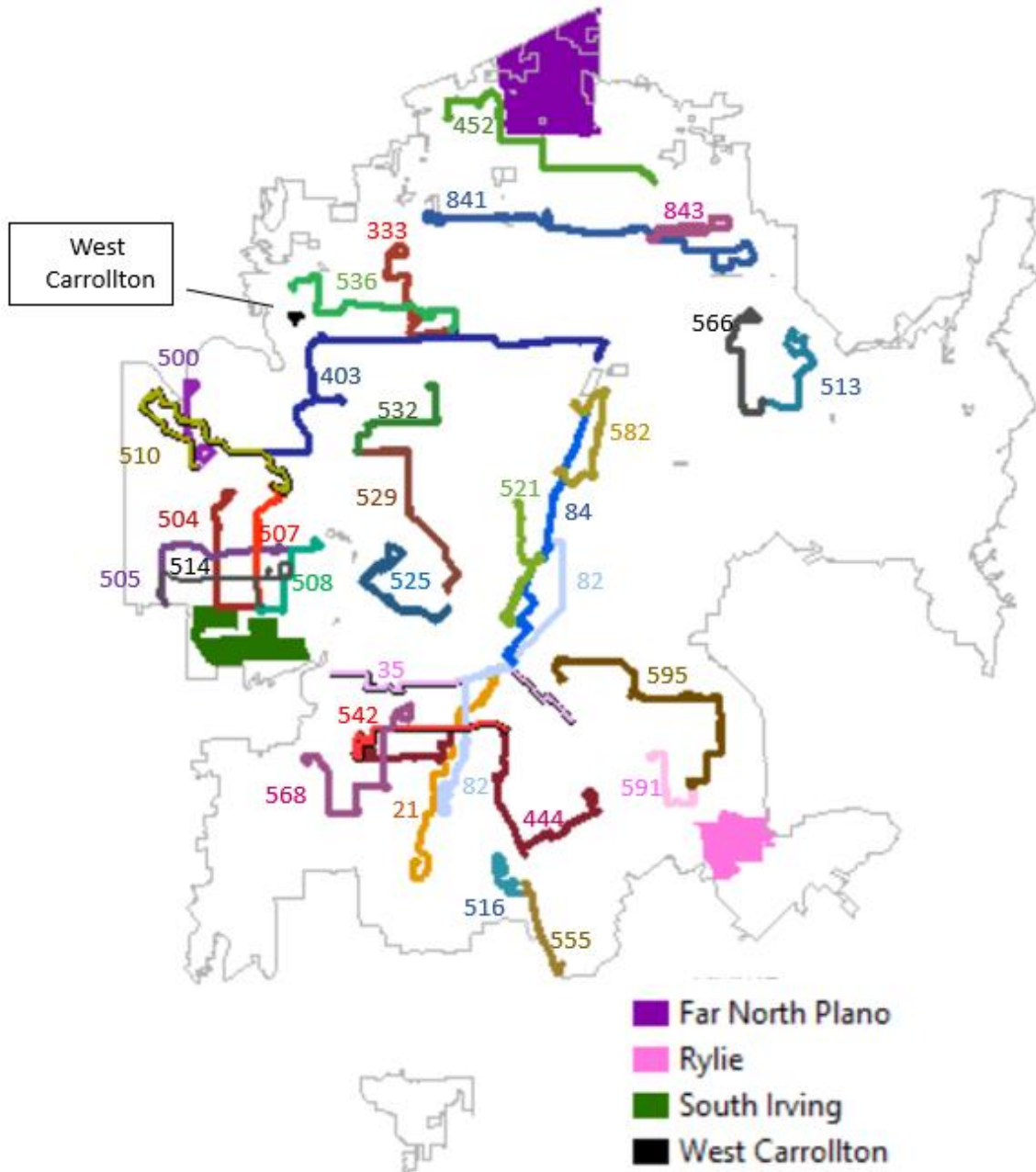


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FY 2021

Quarterly Marketing & Communications Report

First Quarter

DART Steps into Action/Ask DART Campaign *Ongoing*

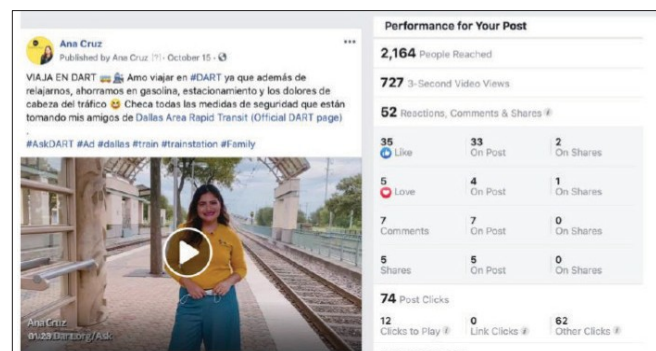
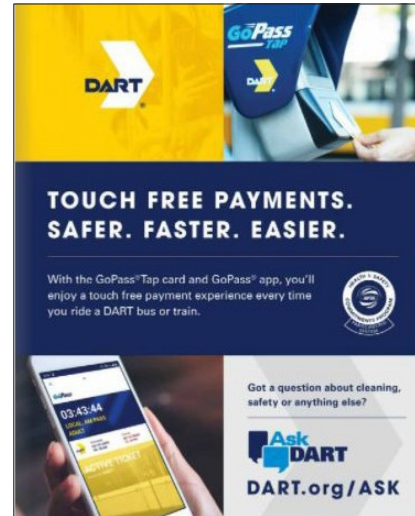
Project Overview:

COVID-19 has impacted public transportation ridership. Beginning July 6, 2020, DART launched a campaign and messaging to address our customers' possible concerns about riding public transportation. Many riders who have essential jobs and limited transportation options, such as reliant commuters and task riders, have continued riding DART throughout the pandemic. Other riders – with personal transportation options or who may be working from home – have not yet returned to DART.

The campaign goal is threefold:

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.

As the coronavirus continues to spread in the U.S., Texas reported 1.5 million cases (second only to California) through mid-December 2020. DART reported 248 new employee cases with 122 recovered and two deaths as of December 2020. Therefore, our campaign continues to focus on awareness of safety precautions and DART actions.



DART Steps into Action/Ask DART Campaign (continued)

Project Overview (continued):

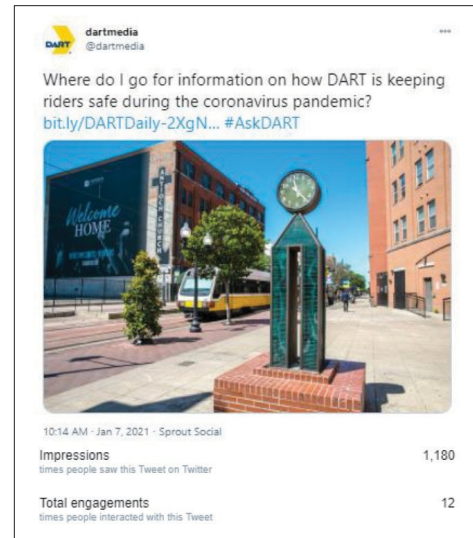
Our key messages are based on customer feedback. We rely on digital and social media, including the Ask DART blog, to inform us about issues on customer's minds.

The 2020 campaign topics and content included:

1. How we clean
2. Masks and social distancing
3. Contactless payment options
4. Discount GoPass® Tap card
5. DART Say Something app
6. Onboard dispensers for masks and hand sanitizer
7. 5 Star customer service approach
8. Thank you message to customers

Project Elements:

- Advertising elements produced in English and Spanish with limited Asian language executions
- TV – broadcast and streaming over-the-top (Hulu, Sling TV, FOX News, etc.)
- Radio – local traffic and streaming (Spotify, Pandora, etc.)
- Print – local newspapers and publications
- DART assets – bus and rail interiors and exterior wraps
- Digital and social media, including social media influencers
- Email marketing launched to 2,100 emails
- Utility bill inserts in 9 of the 13 DART Service Area cities



DART Steps into Action/Ask DART Campaign (continued)

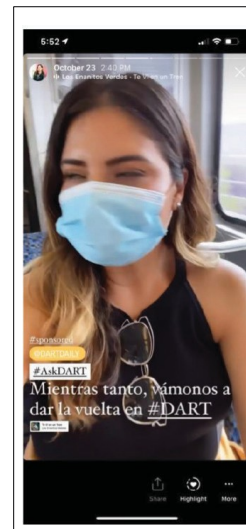
Highlights:

- Overall, the campaign has garnered 22 million impressions
 - Spanish creative has high engagement, now representing 35% of impressions
- Over 400,000 households were reached through utility bill inserts in November and December
- Achieved a 21% email open rate with email marketing, compared to 15% industry average
- Social media influencers Ana Cruz and ReubenLael posted 48 messages combined, which garnered 58,215 impressions and 2,399 engagements



By the Numbers:

- Social media:
 - Posts: 92
 - Impressions: 103,765
 - Engagements: 2,766
- TV, print, digital, radio (DART in-house media only):
 - Ads: 627
 - Market value: \$165,066
 - Impressions: 13.3 million
- DART assets (Bus and rail):
 - Ads: 11
 - Market value: \$261,300
 - Impressions: 14.7 million



DART Access

Q1 FY 2021

Project Overview:

Due to COVID-19, many North Texas employees who participate in the agency's Employer Pass Program are working from home. DART introduced a COVID-relief promotion that significantly reduces the cost of an employer annual pass to incentivize participation in CY 2021.

The DART Access Sales team held two ETC Virtual Forums in October 2020 to educate employee transportation coordinators (ETCs). The team introduced the 50% Annual Pass price promotion and explained how participants could take advantage of the price reduction.

The virtual forums were also an opportunity to inform Employer Pass Program participants of the new DART Access online portal, which helps ETCs at participating companies in the Employer Pass Program manage their DART transit pass needs.

The new portal is:

- User-friendly
- Offers fast upload speed
- Provides quick delivery

Project Elements:

- ETC Virtual Forums
- COVID-relief promotion
- DART Access



On board. On time.
Ready to work.

Get to work safely.

DARTACCESS

A DART Access annual transit pass gives you the best ride in town. And in these extraordinary times, DART is putting your safety front and center. In addition to facilitating social distancing onboard, we deep clean each bus and train every night. High-touch surface areas – including handrails, door buttons, and hanging straps – are cleaned throughout the day with an EPA-approved cleaning agent. Ride easy while enjoying all the benefits of transit.

KEY BENEFITS



Peace of mind
Relax during your commute rather than grapple with gridlock. Get to work without feeling stressed.



Cost savings
Expenses such as gas, parking, and car maintenance are reduced or even eliminated. Commuters can save more than \$8,000* per year by riding DART.

Get Going!
Ask your employer about getting your DART Access annual transit pass today.

DART let's go.

*Source: Office of Economic Data Studies, for more information see www.dart.org/etp

Visit [DART.org/DARTaccess](https://www.dart.org/DARTaccess)

2021 Annual Pass Promotional Rate

| | MONTH | LOCAL | COST | REGIONAL | COST |
|--------------|----------|-------|-------|----------|-------|
| 50% Discount | JANUARY | \$720 | \$360 | \$1,440 | \$720 |
| | FEBRUARY | \$660 | \$330 | \$1,320 | \$660 |
| | MARCH | \$600 | \$300 | \$1,200 | \$600 |
| 40% Discount | APRIL | \$540 | \$270 | \$1,080 | \$540 |
| | MAY | \$480 | \$240 | \$960 | \$480 |
| | JUNE | \$420 | \$210 | \$840 | \$420 |
| 25% Discount | JULY | \$360 | \$180 | \$720 | \$360 |

*full rates are prorated based on month of signup

DART Access (continued)

Highlights:

- Since announcing the 50% Annual Pass price promotion, DART has signed contracts with:
 - Parkland Health & Hospital System
 - City of Dallas
 - Dallas College
 - Baylor Scott & White Health
 - UT Southwestern Medical Center

By the Numbers:

- 110 people participated in the ETC Virtual Forums
- The DART Access portal has received 2,576 page views

| DART ACCESS 2021 Annual Pass Promotional Rate | | |
|--|---|--|
| 50% DISCOUNT JANUARY LOCAL ANNUAL \$360 <small>Originally \$720</small> REGIONAL ANNUAL \$720 <small>Originally \$1,440</small> | 50% DISCOUNT FEBRUARY LOCAL ANNUAL \$330 <small>Originally \$660</small> REGIONAL ANNUAL \$660 <small>Originally \$1,320</small> | 50% DISCOUNT MARCH LOCAL ANNUAL \$300 <small>Originally \$600</small> REGIONAL ANNUAL \$600 <small>Originally \$1,200</small> |
| 40% DISCOUNT APRIL LOCAL ANNUAL \$324 <small>Originally \$810</small> REGIONAL ANNUAL \$648 <small>Originally \$1,620</small> | 40% DISCOUNT MAY LOCAL ANNUAL \$288 <small>Originally \$720</small> REGIONAL ANNUAL \$576 <small>Originally \$1,440</small> | 40% DISCOUNT JUNE LOCAL ANNUAL \$252 <small>Originally \$630</small> REGIONAL ANNUAL \$504 <small>Originally \$1,260</small> |
| 25% DISCOUNT JULY LOCAL ANNUAL \$270 <small>Originally \$540</small> REGIONAL ANNUAL \$540 <small>Originally \$1,080</small> | AUGUST LOCAL ANNUAL \$300 REGIONAL ANNUAL \$600 | SEPTEMBER LOCAL ANNUAL \$240 REGIONAL ANNUAL \$480 |
| OCTOBER LOCAL ANNUAL \$180 REGIONAL ANNUAL \$360 | NOVEMBER LOCAL ANNUAL \$120 REGIONAL ANNUAL \$240 | DECEMBER LOCAL ANNUAL \$60 REGIONAL ANNUAL \$120 |
| <small>*Annual full rates are prorated based on month of signup</small> | | |
|  | | |

DART to Vote Promotion

Sept. 21-Nov. 3, 2020

Project Overview:

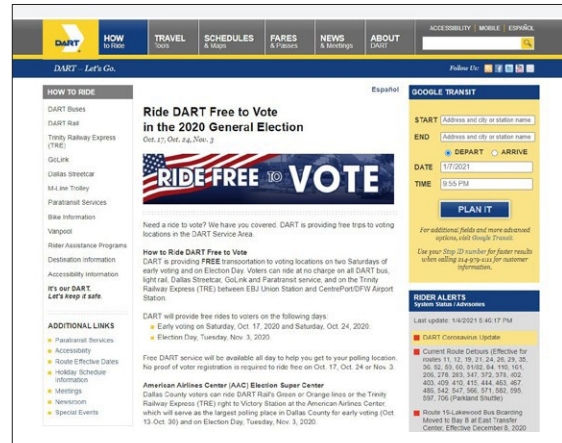
DART offered voters a free ride to the polls during early voting Oct. 17 and Oct. 24, and on election day, Nov. 3. The purpose of the initiative was to promote riding DART to vote.

Project Elements:

- Advertising elements produced in English and Spanish
- Print – local newspapers and publications
- DART assets – bus and rail interior and exteriors, digital kiosk
- Digital and social media
- DART.org/Vote

Highlights:

- This year's #DART2Vote campaign performed significantly better than last year's efforts:
 - Social media impressions increased 428.6%
 - Social media engagements increased 444.8%
 - DART Daily blog page views increased 281.2%



DART to Vote Promotion (continued)

By the Numbers:

- Social media:
 - Posts: 97
 - Impressions: 215,753
 - Engagements: 3,852
- DART Daily blog:
 - Posts: 9
 - Page views: 446
- Print, digital:
 - Ads: 9
 - Market value: \$5,146
 - Impressions: 836,000
- DART assets (Bus exteriors, rail interiors & INFOtransit digital screens – English and Spanish):
 - Ads: 1,176
 - Market value: \$90,983
 - Impressions: 5.3 million



La edición del 2020 del World Stock Show rodeo

Rodeo de FW cancelado

El Rodeo del Fort Worth, Texas, que se celebró en el estadio de fútbol de los Cowboys, se cancela debido a la pandemia de COVID-19. El evento, que se celebró por primera vez en el estadio, se había anunciado para el 2020. El evento se celebró en el estadio de fútbol de los Cowboys, que se encuentra en el barrio de Fort Worth, Texas. El evento se celebró en el estadio de fútbol de los Cowboys, que se encuentra en el barrio de Fort Worth, Texas. El evento se celebró en el estadio de fútbol de los Cowboys, que se encuentra en el barrio de Fort Worth, Texas.

Este DOMINGO

La oración sobre la economía

LA CÁMARA 106.7FM

deportes

al día

VIAJE GRATIS PARA VOTAR

VOTACIÓN ANTICIPADA EL SÁBADO 17 Y 24 DE OCTUBRE

DÍA DE LAS ELECCIONES 3 DE NOVIEMBRE

DART.org/vote

DW I SPORTS

Student Athlete of the Week

Dorian Goodman

By Da Vince "Limo" Wright

standing of what I'm doing"

Da Vince "Limo" Wright

The Most Trusted Voice of the African Diaspora in North Texas

Bring yourself closer to the community. Advertise with us

DW I

CULTURE CURRENT

RIDE FREE TO VOTE

EARLY VOTING SATURDAYS OCT. 17 & OCT. 24

ELECTION DAY NOV. 3

DART.org/vote

3DataAnalytics

3WAY STAFFING

EMPLOYMENT AGENCY

SUCCESS STARTS HERE

Retirement Communications and Celebrations

Nov. 1-Dec. 20, 2020

Project Overview:

As DART prepared to say farewell to employees that accepted the Voluntary Retirement Incentive Package on Nov. 20 and Dec. 15, 2020, the Marketing & Communications (Mar-Comm) Department provided creative services support to DART's Human Resources team. Mar-Comm provided idea generation and planning on ways to ensure virtual celebrations and personalized touches were part of the celebration for retirees as they prepared to leave the agency.

Each retiree received a personalized retirement certificate, a glass coffee mug with the DART logo, and a "Thank you for the many years of service" card in mid-December.



Project Elements:

- Each DART retiree received a personalized send-off and set of mementos:
 - An official retirement certificate from DART
 - Custom coffee mug
 - Custom thank you card
- To facilitate celebrations by DART's various departments and teams, Mar-Comm created:
 - Custom backgrounds available for use on Microsoft Teams
 - Celebratory banners for DART divisions and locations where retirees were physically present



Highlights:

- The custom backgrounds were utilized during many virtual retirement celebrations, including a celebration hosted by Operations on Dec. 2, where Gary Thomas and many other executive leaders were recognized



By the Numbers:

- Distributed 376 retirement certificates and coffee mugs
- Distributed 12 divisional banners



Dec. 4, 2020

Project Overview:

Promote DART's annual holiday Stuff A Bus event and encourage employees and the public to donate gifts for families in need, and socks and blankets for senior citizens. New this year, staff were able to have donations shipped to DART Headquarters, along with on-site curbside donations. DART Serves, the agency's corporate social responsibility program, donated the toys to Jonathan's Place, food to Union Mission Gospel, and blankets and socks to Senior Source.

Due to reduced ridership, we shifted our marketing focus to target families in the community surrounding SMU/Mockingbird Station. We partnered with seven media partners that donated assets to promote the event. Media partners included Clear Channel Outdoor, K104, KRNB, Telemundo, NBC 5, Dallas Weekly, and Advocate Magazine.

To meet event safety restrictions in place due to the COVID-19 pandemic, the Special Events team developed a “Drive In – Drop Off” format for the annual Stuff A Bus event. Event operations were moved from the SMU/Mockingbird Station upper platform to the parking lot, which reduced in-person interaction and offered more visibility to passing motorists. The Special Events team also worked closely with the City of Dallas to ensure adherence to updated COVID-19 special event permit regulations.



Project Elements:

- DART employee donation stations at divisions
- Drop-off event held at SMU/Mockingbird Station on Dec. 4
- Print, social, and digital media, TV, radio, and digital outdoor
- GoPass events and offers
- Bus exteriors
- Banners

Help DART Stuff a Bus with a Curbside Donation



DONATE CURBSIDE
for your health and safety

*ITEMS NEEDED: ADULT SOCKS,
BLANKETS, TOYS & CANNED FOOD*

Friday, Dec. 4 | 8 a.m. – 3 p.m.
SMU/Mockingbird Station

DART
Serves
COMMUNITIES TO OUR COMMUNITIES

Help DART Stuff a Bus with a Curbside Donation

[f](#) [t](#) [i](#) [v](#) [e](#) [L](#) [e](#) [a](#) [v](#) [e](#) [a](#) [c](#) [o](#) [m](#) [m](#) [e](#) [n](#) [t](#)

Posted on Nov 18, 2020 by DART Daily

As communities grapple with the challenges from the coronavirus pandemic, DART is seeking your help to serve those in need this holiday season.

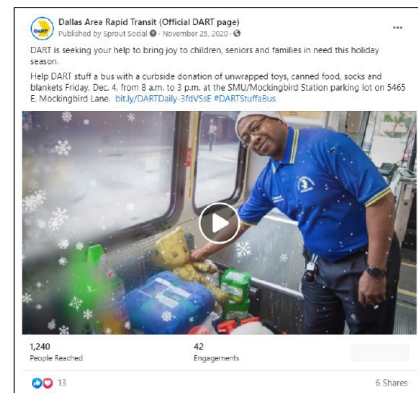
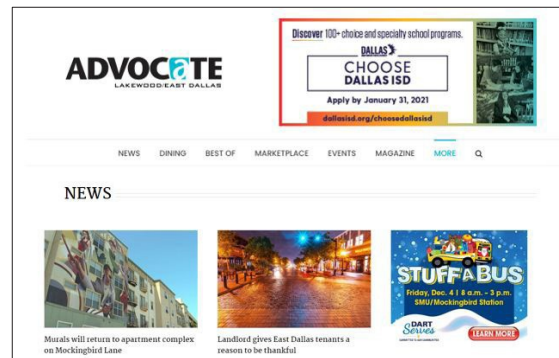
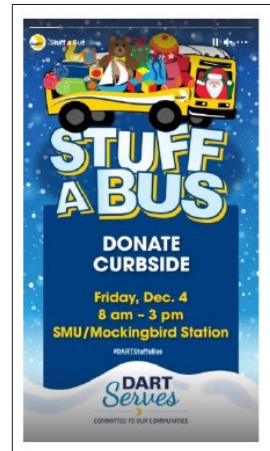
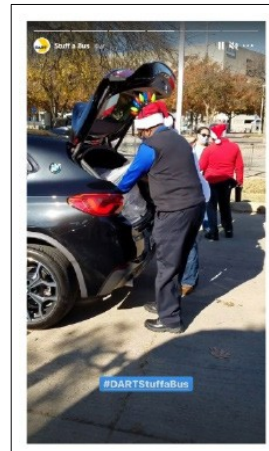
Stuff A Bus (continued)

Highlights:

- DART Serves:
 - Collected over 325 blankets and 635 pairs of socks for Senior Source
 - Donated over 150 toys to Jonathan's Place
 - Gave more than 13 boxes of food to Union Gospel Mission

By the Numbers:

- Social media:
 - Posts: 30
 - Impressions: 29,263
 - Engagements: 698
- Print, social, digital, TV, digital outdoor, and radio:
 - Ads: 62,157
 - Market value: \$76,850
 - Impressions: 6.2 million
- Bus exteriors, banners:
 - Ads: 8
 - Market value: \$5,750
 - Impressions: 458,400



Special Events Forum

Oct. 15, 2020

Project Overview:

In October, the Special Events team held the first of a series of virtual meetings for event professionals in DART's 13-city service area. The objective of the meeting was to strengthen relationships and brand regard with service-area cities, DARTable venues, and event organizers.

The virtual meeting was an opportunity to:

- Understand metrics/triggers for event cancellation/rescheduling decisions in North Texas.
- Discuss best practices for new event formats, such as virtual and drive-in/through events.
- Amplify the “DART Steps into Action” COVID-19 safety campaign.
- Collaborate for opportunities on how to best support our partner organizations during the pandemic and reinforce the “DART Serves” message.

Project Elements:

- Virtual event on Oct. 15

Highlights:

- The virtual meeting allowed attendees to learn about DART initiatives and share best practices
- A highlight for many participants was the open Roundtable Discussion, which provided a time to share event challenges and gain valuable insight into creative approaches to hosting events in new COVID-19 protocol-approved formats



Special Events Forum (continued)

By the Numbers:

- 12 attendees from the cities of Addison, Dallas, Garland, Glenn Heights, Irving, and Plano
- 4 presentations given by DART staff:
 - Special Event riders' numbers, economic impact, and demographics
 - Digital resource information to enhance consistent DART image on service-area city websites
 - DART "DART Steps into Action" COVID-19 safety campaign
 - Silver Line Regional Rail project design and construction update

SAFE AT HOME EMPLOYEE APPRECIATION December 2020



These are challenging times for our region, our country and our world. Everyone is doing their best to slow the spread of COVID-19 and stay healthy and safe.

I am humbled by your continued commitment to DART and the communities we serve. Day after day, you keep showing up for work – fulfilling the agency's commitment as an essential service provider. Without you, those who depend on our services would be forced to find other means of transportation. Many of these individuals who have continued to use our services serve on the front lines themselves.

Your can-do attitude, perseverance and dedication throughout the pandemic has been inspiring. I feel a tremendous sense of pride in the people representing our organization. People like you.

As we press forward, I thank you for your ongoing commitment to fulfilling our mission, and I encourage you to continue taking extra precautions to stay safe in your personal lives.



Sincerely,

Carol E. Wise
Carol E. Wise
Executive Vice President &
Chief Operating Officer

61-0000-1000 CW

Safe at Home Kits

Dec. 15-19, 2020

Project Overview

The Special Events team completed “Employee Appreciation” deliveries to support the “Safe at Home” initiative in mid-December. The deliveries, coordinated with the Operations executive office, were made to all Operations and Maintenance employees. The Special Events team designed the kits to help reinforce the stay “Safe at Home” message.

Project Elements:

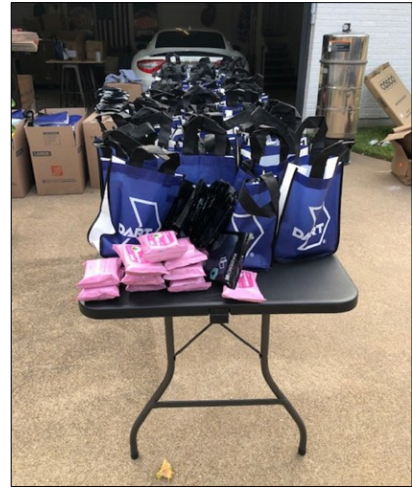
- DART reusable bag
- DART logo cloth face mask
- Portable hand sanitizer
- Sanitizing wipes
- KIND Bar sealed snacks

Highlights:

- Each kit included a branded, personal note of thanks from Carol Wise
- The Special Events team coordinated pick-up, delivery, storage, and hub operations with Pioneer Warehouse staff

By the Numbers:

- 2,800 kits delivered
- Kits delivered to 22 departments, including Rail, Bus, Maintenance, and Training



TRE Campaign

Nov. 8-Dec. 30, 2020

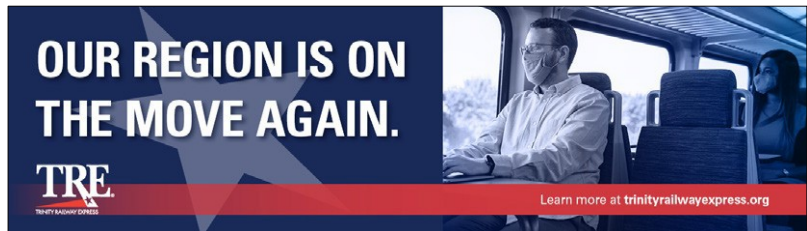
Project Overview:

TRE Ridership has declined from a pre-COVID average daily ridership of 6,000 to 2,000 riders during the pandemic. On Oct. 19, TRE service returned to its regular schedule and DART launched an eight-week marketing campaign targeting potential, current, and past TRE commuters who travel along the TRE service corridor.



Project Elements:

- Digital billboard
- Waze app ads
- Station banners
- Rail interiors



Highlights:

- Messaging focused on our region and the TRE's restored service hours

By the Numbers:

- Digital outdoor
 - Ads: 313,300
 - Market value: \$12,000
 - Impressions: 9.1 million
- Waze app
 - Ads: 325,874
 - Click-through rate: 358



Paid Media

Q1 FY 2021

Project Overview:

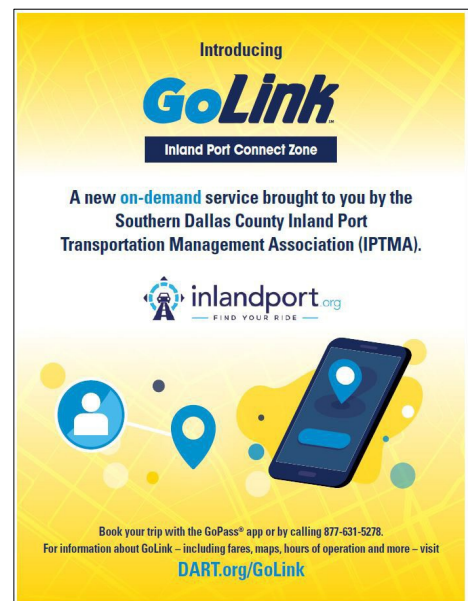
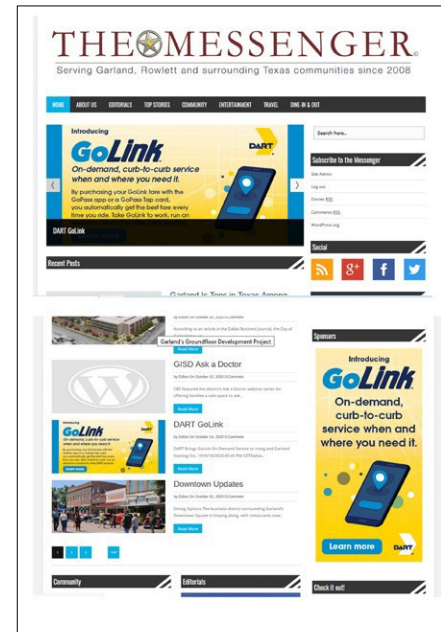
DART promoted 13 campaigns on DART assets, digital, social media, digital outdoor, print, radio, and TV in Q1 FY 2021.

Project Elements:

- Campaigns included:
 - 2021 DART Student Art Contest
 - Ask DART
 - Customer Survey – COVID-19
 - DART Access
 - DART to Vote
 - Discount GoPass Tap Card
 - EMV
 - GoLink Garland
 - GoLink Inland Port
 - GoLink Irving
 - October 2020 Service Change
 - Stuff A Bus
 - Trinity Railway Express

By the Numbers:

- Media (digital, social media, digital outdoor, print, radio, and TV):
 - Ads: 376,711
 - Market value: \$298,033
 - Impressions: 32.6 million
- DART assets (bus ultra-super king, bus exteriors, bus interiors, rail interiors, corner markers, INFOtransit digital screens, banners, and windscreens):
 - Ads: 3,713
 - Market value: \$631,117
 - Impressions: 35.6 million



Social and Digital Media Recap

Q1 FY 2021

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.

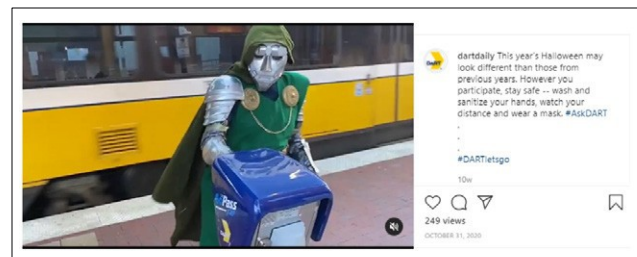
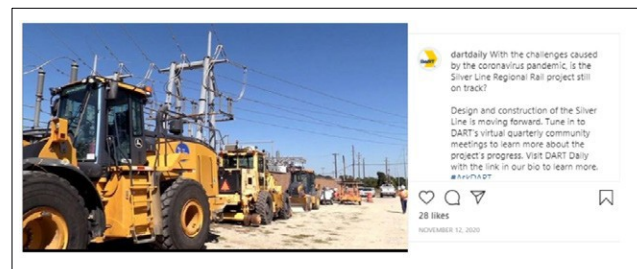
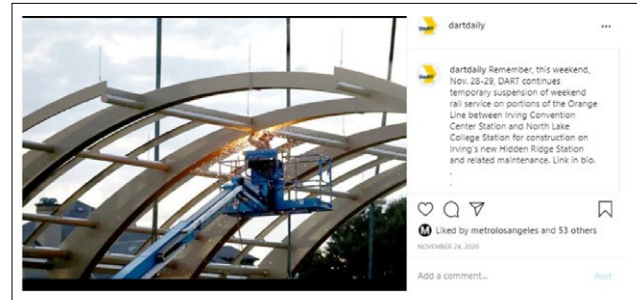
In Q1 FY 2021, we posted 505 messages on social media channels compared to 610 messages in Q4 FY 2021. Due to the holidays, we posted fewer Ask DART messages.

Project Elements:

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

Highlights:

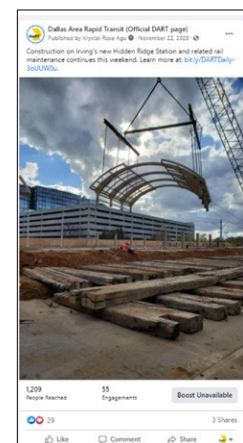
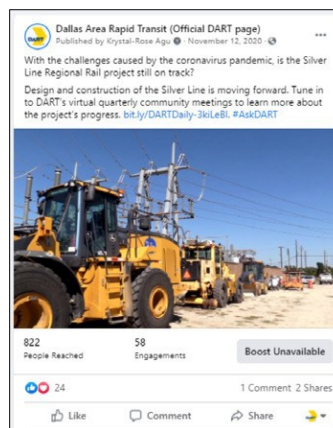
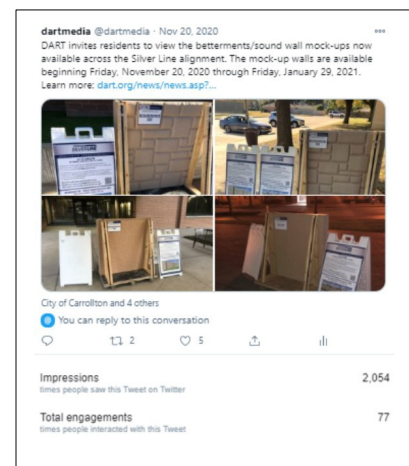
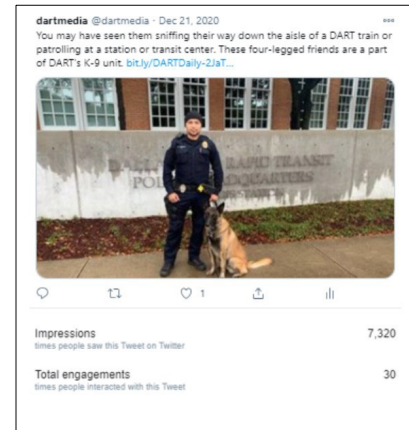
- In addition to Ask DART and Stuff A Bus content, Silver Line content performed well on social media in Q1 FY 2021
 - Posts: 20
 - Impressions: 26,450
 - Engagements: 863



Social and Digital Media Recap (continued)

By the Numbers:

- In Q1 FY 2021, 505 messages earned 7.5 million impressions and 42,464 engagements
 - This is a decrease from the 13.2 million impressions and 57,534 engagements earned in Q4 FY 2020
 - This decrease is largely attributed to the fact that we did not run Ask DART content on social media around Thanksgiving and Christmas
 - When compared with Q1 FY 2020, we experienced a 254% increase in impressions and a 3% increase in engagements
 - This increase is largely attributed to Ask DART content
- The number of followers increased from 40,530 in Q4 FY 2020 to 40,593 in Q1 FY 2021
 - When compared to Q1 FY 2020, followers increased from 39,120 to 40,593
- In Q1 FY 2021, 40 articles posted on the DART Daily blog earned 2,967 page views
 - 17 of these articles were Ask DART stories, and the DART.org/Ask page has earned 1,384 page views
 - Overall page views on DART Daily has increased 1.4% from Q4 FY 2020

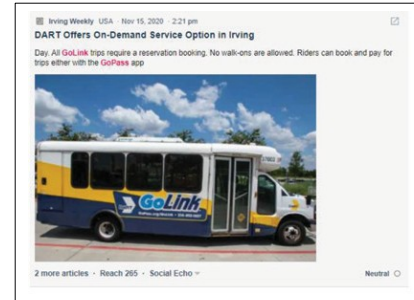


Media Relations – Earned Media

Q1 FY 2021

News Releases:

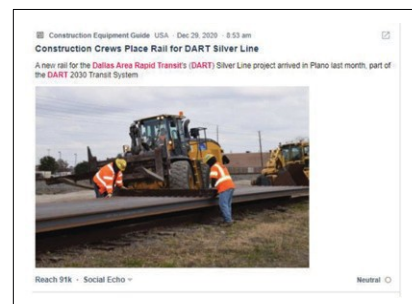
- 12/29/2020 - Best of 2020: DART Year in Review
- 12/23/2020 - DART and TRE Announce New Year's Schedule
- 12/18/2020 - New Rail Delivered for DART Silver Line in Plano
- 12/16/2020 - DART Celebrates Silver Line Construction with First Concrete Pour Ceremony
- 12/14/2020 - DART Announces Christmas Day Schedule
- 12/10/2020 - DART D2 Subway Project Named Global Light Rail Award "Vision of the Year"
- 11/30/2020 - DART's Annual Holiday Stuff A Bus Event Returns Dec. 4
- 11/20/2020 - DART Board of Directors Hires David Leininger as Interim President/Executive Director
- 11/20/2020 - DART Invites Residents to View Silver Line Betterment Wall Mock-ups
- 11/16/2020 - DART D2 Subway Reaches 30% Design Completion
- 11/16/2020 - DART Announces Thanksgiving Holiday Service Schedule
- 10/30/2020 - DART Announces Gary Thomas' Retirement as President/Executive Director
- 10/29/2020 - Southern Dallas County Inland Port Transportation Management Association Begins Service on Nov. 2
- 10/28/2020 - DART Recognized for Commitment to Conservation
- 10/19/2020 - DART and Dallas County Adding Free Shuttle for Early Voters
- 10/16/2020 - DART Brings GoLink On-Demand Service to Irving and Garland Starting Oct. 19
- 10/15/2020 - North Texas Public Transit Agencies Providing Free Rides for Election 2020
- 10/15/2020 - TRE Returns to Regular Weekday Service Starting Oct. 19



Media Relations – Earned Media (continued)

Highlights of Earned Media Coverage:

- Dec. 28 – The drive from downtown Fort Worth to Plano is about 50 miles, and when traffic is heavy – which is often – it can be a tedious trip. But soon, North Texans will be able to take a train. Dallas Area Rapid Transit – also known as DART – has begun construction on a project known as the Silver Line. The Silver Line will run along the old Cotton Belt freight rail line through Plano, Dallas, Carrollton, Richardson, Addison, and Coppell before arriving at DFW Airport. (Mass Transit, 110,000 impressions)
- Dec. 22 – New rail for the Dallas Area Rapid Transit Silver Line project arrived in Plano on Dec. 18. The 200 rail pieces – adding up to 16,000 feet of rail – were delivered east of Shiloh Road and unloaded near existing tracks, according to a Dec. 18 DART release. The 26-mile Silver Line project celebrated its first concrete pour and start of construction Dec. 16 in Dallas. The line aims to connect seven cities and four counties in the North Dallas area, including the city of Plano, and is expected to be in service by March 2023. (Community Impact Newspaper, 1 million impressions)
- Dec. 21 – Congratulations to David Leininger, who was recently selected as the Dallas Area Rapid Transit Transit's (DART) Interim President/Executive Director. The DART Board of Directors announced this new appointment at a special meeting called Nov. 20, which follows the retirement of Gary Thomas, who spent almost 20 years of leadership at the agency. (Addison Magazine, 4,000 impressions)
- Nov. 23 – The Dallas Area Rapid Transit (DART) Board of Directors has appointed David Leininger interim President/Executive Director, as a nationwide search for a new leader continues. He returns to the agency as it completes the 30% level of preliminary design for the D2 Subway project, proposing a second light rail alignment through the Dallas Central Business District. (Railway Age magazine, 73,000 impressions)



Media Relations – Earned Media (continued)

Highlights of Earned Media Coverage (continued):

- Nov. 19 – Dallas Area Rapid Transit (DART) invites residents to view the betterments/sound wall mock-ups now available across the Silver Line alignment. The mock-up walls began Friday and run through Jan. 29. The 26-mile Silver Line Regional Rail Project is under construction between D/FW International Airport, Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano. The betterments/sound wall color and finish for each neighborhood were voted on by residents and stakeholders through a robust and inclusive community engagement process. (Star Local Media, 169,000 impressions)
- Nov. 16 – The Dallas Area Rapid Transit D2 Subway project has reached another important milestone. According to DART, 30% of the preliminary design was completed on Oct. 30. DART said a Final Environmental Impact Statement is being prepared in cooperation with Federal Transit Administration. The Final Environmental Impact Statement will be issued in combination with a Record of Decision to environmentally clear the project so it can advance into the next stage of development. (NBC DFW, 1 million impressions)
- Oct. 30 – Texan by Nature named Dallas Area Rapid Transit (DART) an honoree of the second annual TxN 20, a ranking of Texas companies that have demonstrated a commitment to conservation. The second annual TxN 20 recognizes 20 Texas-based businesses and operations across 12 industries that are forging new, beneficial paths in conservation, DART officials said in a press release. DART was honored for its history of sustainable planning and project development, as well as operations and maintenance practices. (Progressive Railroading magazine, 55,000 impressions)
- Oct. 29 – Beginning on Nov. 2, two new transportation services will begin service in the Inland Port area of Southern Dallas County. An on-demand microtransit service provided by Dallas Area Rapid Transit (DART) and STAR Transit known as “GoLink,” as well as a new rider subsidy program provided by Uber called “Inland Port Rides.” These new services have been created and funded by the newly formed Inland Port Transportation Management Association (IPTMA). The IPTMA is a nonprofit, membership organization designed to connect workers and businesses to transportation solutions in the Inland Port area. (BUSRide magazine, 3,000 impressions)
- Oct. 19 – Dallas Area Rapid Transit and the Dallas County Elections Department partnered to offer the service to the Elections Department after record early voting turnout last week. The shuttles will run daily through Election Day, Nov. 3. On weekdays, voters can ride the DART Green or Orange line to Southwestern Medical District/Parkland Station or Burbank Station, then transfer to bus route 525. Passengers will pay the regular fare for these routes. (The Dallas Morning News, 6 million impressions)



Media Relations – Earned Media (continued)

By the Numbers:

| | | |
|---------------------------------------|--------------------|----------------------------------|
| • Broadcast – October Impressions | | |
| ○ | 1,161,976 | Positive |
| ○ | 13,548,939 | Neutral |
| ○ | 200,641 | Negative |
| <hr/> | | |
| | 14,911,556 | Total Viewers/Impressions |
| • Print/Online – October Impressions | | |
| ○ | 203,699,672 | Positive |
| ○ | 11,279,175 | Neutral |
| ○ | 143,778,642 | Negative |
| <hr/> | | |
| | 358,757,489 | Total Viewers/Impressions |
| • Broadcast – November Impressions | | |
| ○ | 2,172,846 | Positive |
| ○ | 720,981 | Neutral |
| ○ | 0 | Negative |
| <hr/> | | |
| | 2,893,827 | Total Viewers/Impressions |
| • Print/Online – November Impressions | | |
| ○ | 310,985,347 | Positive |
| ○ | 2,220,099 | Neutral |
| ○ | 0 | Negative |
| <hr/> | | |
| | 313,205,446 | Total Viewers/Impressions |
| • Broadcast – December Impressions | | |
| ○ | 2,731,537 | Positive |
| ○ | 3,236,878 | Neutral |
| ○ | 2,526,525 | Negative |
| <hr/> | | |
| | 8,494,940 | Total Viewers/Impressions |
| • Print/Online – December Impressions | | |
| ○ | 147,823,192 | Positive |
| ○ | 19,192,661 | Neutral |
| ○ | 78,437,54 | Negative |
| <hr/> | | |
| | 245,453,395 | Total Viewers/Impressions |

Customer Service

Q1 FY 2021

Project Overview

The Customer Service department continues to assist DART customers.

Project Elements:

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

Highlights:

- Received 91 customer commendations this quarter
- Some customer feedback received:
 - “I did not know anything about GoLink, but Leisa was so helpful and kind, it really made my day”
 - “I want to thank Jehu for going the extra mile (customer had an issue with his GoPass charge through DCTA) – Thank you DART for having a kind, considerate worker”
 - “Sharon was helpful, knowledgeable, professional, and went above and beyond to provide me with the information I need to share with my clients about riding DART”

By the Numbers:

- October
 - Received 34,150 calls (52.6% less than same time last year)
 - Customer Trip Planning in English handled 81.3% of received calls
 - Customer Trip Planning in Spanish handled 2.8% of received calls
 - Customer Feedback handled 13.2% of received calls
 - Lost & Found handled 2.7% of received calls
- November
 - Received 29,241 calls (47.3% less than the same time last year)
 - Customer Trip Planning in English handled 81.5% of received calls
 - Customer Trip Planning Spanish handled 2.7% of received calls
 - Customer Feedback handled 12.6% of received calls
 - Lost & Found handled 3.2% of received calls

Customer Service (continued)

By the Numbers (continued):

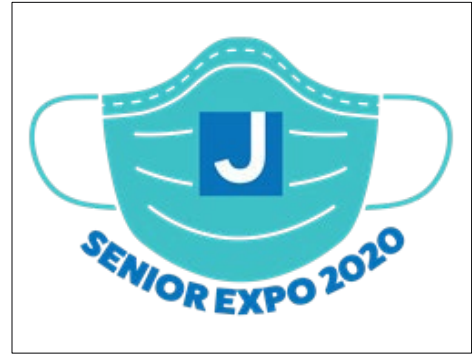
- December
 - Received 32,469 calls (37.4% less calls than the same time last year)
 - Customer Trip Planning English handled 80.2% of received calls
 - Customer Trip Planning Spanish handled 2.4% of received calls
 - Customer Feedback handled 14.5% of received calls
 - Lost & Found handled 2.9% of received calls

Transit Education

Q1 FY 2021

Project Overview:

The Transit Education program has a rich tradition of grassroots community outreach, and this continued during Q1 FY 2021. The Transit Education team engaged school districts and the community within the Dallas and Richardson area by providing virtual Safety/How to Ride and Career Day presentations (for students studying in the classroom and at home), as well as participated in community drive-thru events. Additionally, the team communicated with stakeholders, teachers, parents, students, organizations, cities, independent school districts, transit agencies, homeschool organizations, and others on a regular basis.



Project Elements:

- Transit Education program flyer
- Transit Education webpage
- Discount GoPass Tap Card flyer and webpage
- “Always Be Alert” video shared on YouTube
- “DART Responds to COVID-19” video on YouTube

Highlights:

- “Senior Expo 2020” – a Jewish Community Center virtual Senior Fair
- Dallas Police Northeast Division “Kids Health & Safety Fair” drive-thru event

By the Numbers:

- Participated in 16 education/community outreach programs
 - 7,256 people participated
- DART.org/transiteducation received 2,172-page views
- 16,000 email impressions for Senior Expo 2020

Community Affairs

Q1 FY 2021

Project Overview:

Community Affairs hosted a series of virtual quarterly community meetings in November for the Silver Line Regional Rail project, as well as installing on-site displays of betterments sound wall mock-ups at various city locations along the corridor.

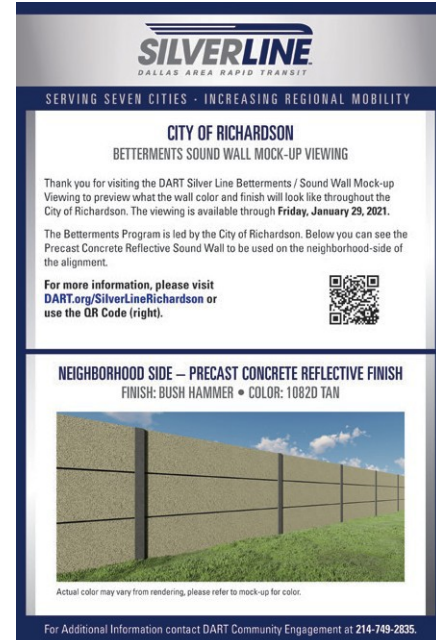
Community Affairs coordinated public communication and information for ongoing construction at Hidden Ridge Station and related Orange Line rail service impacts in Irving. The team also supported public involvement coordination for the D2 Subway 30% Design Submittal in October.

Project Elements:

- Virtual Silver Line quarterly community meetings in November
- Betterments Sound Wall Mock-up displays in Silver Line cities in November and December
- Public notifications of Hidden Ridge Station construction in Irving
- Public involvement coordination for D2 Subway 30% Design Submittal in October and FTA Review of Final Environmental Impact Statement

Highlights:

- 6 virtual Silver Line quarterly community update meetings conducted Nov. 9-18, 2020
 - These meetings were conducted for Cypress Waters (Nov. 9), Carrollton (Nov. 11), Addison (Nov. 12), Richardson (Nov. 16), Plano (Nov. 17), and Dallas (Nov. 18)
- 5 Betterments Sound Wall Mock-up displays were placed outside of public buildings in Carrollton, Coppell, Dallas, Richardson, and Plano for public viewing starting Nov. 20, 2020
- Public notifications required for 5 Orange Line weekend rail service shutdowns due to ongoing construction and installment of canopies at Hidden Ridge Station in October and November
- Public involvement/comment review coordination required for D2 Subway following Service Plan Amendment Public Hearing and 30% Design Submittal in late October



Community Affairs (continued)

By the Numbers:

- Approximately 350 people participated in the 6 Silver Line quarterly community update meetings in November
- Approximately 100 written questions were asked and answered from the 6 Silver Line quarterly community meetings in November
- Approximately 250 people have visited the 5 Betterments Sound Wall Mock-up displays in November and December
- 8 A-frame signs and digital rider alerts were provided to hundreds of Orange Line customers in Irving impacted by weekend rail service shutdowns for Hidden Ridge Station construction and canopy installment in October and November

SILVERLINE
DALLAS AREA RAPID TRANSIT

SERVING SEVEN CITIES • INCREASING REGIONAL MOBILITY

1ST QUARTER COMMUNITY MEETING SERIES
Notice of DART Silver Line Regional Rail Virtual Quarterly Community Meetings

You are invited to attend a virtual quarterly community meeting in your respective city to review the progress of the DART Silver Line Regional Rail Project. DART and the Design-Build Contractor will be on hand to outline the latest developments and answer your questions.

The project will provide regional rail service along the 26-mile long Silver Line Corridor from DFW International Airport to Plano.

Presentations during these meetings will include:

- Project Facts and Updates
- Design-Build Progress
- Betterments Program Progress
- Station Design Progress
- Construction Progress and Safety
- Identification of contacts for FAQs and community concerns

Quarterly Community Meeting Schedule

| Day | Date | Time | City | Phone # | Conference ID |
|-----------|-------------|-------------------|--------------------------|--------------|---------------|
| Monday | February 8 | 6:30 to 8:30 p.m. | Coppell / Cypress Waters | 405-391-6532 | 307 074 088 |
| Wednesday | February 10 | 6:30 to 8:30 p.m. | Carrollton | 405-391-6532 | 307 188 876 |
| Thursday | February 11 | 6:30 to 8:30 p.m. | Addicks | 405-391-6532 | 307 088 864 |
| Monday | February 15 | 6:30 to 8:30 p.m. | Richardson | 405-391-6532 | 307 275 088 |
| Tuesday | February 16 | 6:30 to 8:30 p.m. | Plano | 405-391-6532 | 307 242 138 |
| Wednesday | February 17 | 6:30 to 8:30 p.m. | Dallas | 405-391-6532 | 417 787 281 |

To find your virtual meeting link, go to DART.org/SilverLine.

Silver Line Regional Rail

Legend:

- DART Silver Line (Blue)
- DART Rail Line (Red)
- Light Green Line (Green)
- DART Orange Line (Orange)
- DART A Train (Black)
- DART Light Rail (Grey)

For additional information, contact DART Community Engagement at 214-760-2935, email SilverLine@DART.org or visit DART.org/SilverLine.

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Section 4 – Planning Progress

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| P&D 9 - 10 | Bicycle Pedestrian Program Development |
| P&D 11 | Construction and Installation of Standard Shelters |
| P&D 12 - 13 | Vanpool Program |
| P&D 14 | Bus Corridor Concept Development |
| P&D 15 - 16 | Five-Year Action Plan Score Card |

Executive Summary

The Service Planning and Scheduling Department consists of two divisions - 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 Park Station Shuttle, McKinney Avenue Streetcar, UTD, Baylor Scott & White, Parkland Hospital and the Amazon weekend shuttle (JJ Lemmon facility).
- The UTD Site-Specific Shuttle transitioned into a 10-year shuttle agreement (effective October 1, 2016) to correspond with the approval of a contract for operation of the UTD service. On February 12, 2019, the DART Board approved funding to increase the contract value to add three additional buses for the service demand. In May 2019, DART solicited and received bids for purchasing three additional buses to support the UTD shuttle service. The contract was awarded to Gillig. DART accepted bus delivery in July 2020 and the vehicles are now in service. Service with the new buses began during the 4Q20. A new schedule was implemented in 4Q20 which required fewer peak buses and reduced the annual cost for the service. The schedule eliminated the express service between CityLine/Bush Station and the north end of the UTD campus.
- Shuttle Service & Ridership:
 - ✓ Parkland Shuttles: Average weekday ridership for Route 704 was 367 in October; 335 in November, and 353 in December 2020. Average weekday ridership for Route 705 was 222 in October; 221 in November, and 195 in December. Service Planning staff

Executive Summary

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 170 in October, and 171 in November and 146 in December 2020. The ridership decline is due to the COVID-19 Pandemic.

- ✓ Park Cities: Average weekday ridership during 1Q21 was 5 passenger trips during October; 5 passenger trips during November; and 5 passenger trips during December. This showed a decrease over the same three months in FY20 (9, 10, 8) due to the COVID-19 Pandemic.
 - ✓ Amazon Shuttle: Average weekday ridership during 1Q21 was 28 passenger trips per day during October, 28 passenger trips during November, and 25 passenger trips during December. This showed a decrease over the same three months in FY20 (32, 34, 33).
 - ✓ 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 1Q21 stands 83.54%, which sits above the FY21 goal of 83.0% OTP. We would note that a substantial number of DART routes continue to operate on detours due to construction and/or development issues, and these detours are adversely impacting on time performance. Staff will continue to work to use new tools to improve on time performance.
 - Special Events:
 - ✓ Many special events that are normally held during October-December, including the State Fair of Texas, were either canceled or postponed due to the COVID-19 Pandemic. The Red River Showdown (October 10, 2020) proceeded with limited spectators and additional rail service provided between Victory and Lawnview Stations. 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

Executive Summary

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 was scheduled to begin in 1Q21. There was a delay due to late arrival of hardware needed for the camera. The pilot will begin 2Q21.

- Vanpool Program: At the end of 1Q21, there were 14 vanpool groups in operation because of the effects of the pandemic. These declines happened due to several factors as well. 1) The COVID-19 Pandemic and its associated restrictions made it impractical to commute in large groups. 2) Fuel prices are currently well below two dollars per gallon; and 3) The Commute with Enterprise program introduced competitive lease prices on vehicles to retain business. Large employers (Texas Instruments and AFEES) anticipate restarting their vanpool programs during the summer of FY21. 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. As a result, 54 vanpools are eligible to return to the DART vanpool program. Currently, most employees are 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: Regular service improvement activities have been impacted by the COVID-19 pandemic and work on the Bus Network Redesign. DART implemented an emergency service reduction effective April 6, 2020 due to the COVID-19 Pandemic, and we monitored ridership trends to determine where service needs to be restored or supplemented due to passenger loads. Decisions on restoration of many bus services were approved by the Board of Directors in 4Q20, and bus services were restored to approximately 89% of pre-pandemic levels in October 2020. We anticipate continuing October service levels until the bus network redesign is implemented in January 2022.
- Bus Service Plan: Jarrett Walker + Associates (JWA) began the Bus Network Redesign planning work in 1Q20, with the goal of having a draft plan complete by 1Q21, and all work on the project completed by 2Q21. During 3Q20, JWA and DART completed the first phase of the public engagement process. Because of the COVID-19 Pandemic, all Regional Transit forums and plans for in person meetings and interviews were cancelled. DART replaced these meetings with virtual meetings and on-line surveying. The summary report on the feedback on Ridership versus Coverage preferences was completed in the 3Q20, and the Board made a policy decision on the appropriate ridership/coverage mix during 1Q21. Using the new ridership/coverage policy, the team is developing a draft Bus Network Plan that we expect to present to the Board in 2Q21.
- Service Standards: The Board of Directors adopted the new revised Service Standards Policy at the October 9, 2019 meeting (1Q20). The revised Standards include several changes. Highlights include the definition and service category of Core Frequent Route Network, Route Restructuring (for more frequent service and wider service spans), Schedule Adjustments and the Realignment of Express Routes to Transit Centers and Stations. Accordingly, revisions to the Route performance measurement system occurred, and quarterly reports under the new system are now included with financial reports. A new

Executive Summary

point-based System for placement of amenities was also revised. The new standards have been the basis the support for a number of other service planning efforts in FY20 and beyond. Revisions to Service Standards are likely in FY22 after completion of the Bus Network Plan.

- Regional Service Policy and Operations: Allen, Wylie and Fairview maintain contracts with the DART Mobility Services LGC for FY21. As for other services in the region, Collin County Rides ridership declined significantly with the COVID-19 Pandemic, particularly in Fairview. During 1Q21, DART and DCTA began initial discussions about a possible joint proposal to operate McKinney Urban Transit District services. This arrangement would be subject to negotiation and approval by all of the entities involved.

Mobility Program Development

- 511DFW: The 511DFW website had 3,143,610 hits with 6,771 visits between October 1, 2020 through December 31, 2020. The Phone system received 17,427 calls during the same time. 11,249 incidents were reported citing road closures, detour information and additional traveler assistance information from the TxDOT center-to-center (C2C), and EcoTrafix user information was posted on the 511DFW website. 255,199 Waze events were also posted on the 511DFW website during this quarter. Special event information updates on the 511DFW system are also an on-going effort. North Central Texas Council of Governments (NCTCOG) approved a contract to operate 511DFW beginning mid-3Q17 for a period of three years. Enhancements and improvements to the 511DFW website with the Interactive Voice Response (IVR) system now includes bilingual (English and Spanish) support for all the components of the system. 511DFW has also introduced the following data elements to the website, Mobile App., additional Park and Ride facility locations, and EV Charging locations. The recent information and messages about the COVID-19 Pandemic is regularly posted on the Website Ticker and IVR floodgates. During this quarter the EcoTrafix platform was upgraded to a non-flash version using HTML5
- 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 in 4Q20 with the help from NTCOG 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 1Q21, the program continued to work well with no

Executive Summary

complaints from riders or Rowlett staff. Parking utilization has declined significantly due to the COVID-19 Pandemic during 1Q21.

- Transportation System Management (TSM): The Street Repair Program for repair of member city streets heavily used by DART buses is an ongoing effort. During 1Q21, invoices were received from Addison, Carrollton, Farmers Branch, Irving and Plano 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. Only Highland Park submitted and invoice during 1Q21.
 - Crewrooms Project: The DART Board approved a contract to construct up to 13 Crewroom buildings to address the deficiencies regarding the number of facilities supporting DART's bus operation. Contract ended at the end of 4Q20 and contractor has constructed 10 Crewrooms at the following locations: Dallas Convention Center Station, Parkland Hospital, 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. Project has been completed and DART has issued final acceptance for all 10 Crewrooms in 4Q20. Construction of the 2 remaining Crewrooms at Park Lane and Downtown Carrollton will be performed under an on-call construction contract and is expected to be completed by 1Q22.
 - 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 FY21 goal to install 20 shelters, 30 benches and 30 free standing lights.
 - Collin County Rides: Collin County Rides ridership declined significantly with the COVID-19 Pandemic, particularly in Fairview.
 - Mobility on Demand Pilot Test: What started as a pilot program has transitioned into a growing GoLink/UberPool program throughout the DART Service Area. The testing of various ways of increasing shared ride trip making is ongoing, though the Pandemic has had a significant impact on ridership. 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 Valwood Industrial Park in May 2020. DART has also modified the vehicle assignment plan for the dedicated fleet to allow vehicles to serve more than one GoLink Zone. This is envisioned as a temporary strategy during the low ridership time caused by the Pandemic. During 1Q21, DART began operation of expanded GoLink service to

Executive Summary

replace bus service in South Garland (Route 385) and in South Irving (Route 840) as well as an expanded GoLink Zone in the Non-DART Inland Port service area. A pilot test for GoLink service in South Dallas-Fair Park begins later in FY21.

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

- 1Q21: Medical City site specific shuttle continues to show higher ridership since introducing a new shuttle vendor, vehicles and expanded route.
- 4Q20: The Baylor Scott White Medical Center Site-Specific Shuttle Agreement was approved by the board.
- 3Q20: The SMU Site-Specific Shuttle Agreement was approved by the board.
- 2Q20: McKinney Avenue Transit Authority Site-Specific Shuttle Agreement was approved by the board.
- 1Q20: The Site-Specific Shuttle Agreements for Texas Instruments and the City of Richardson were approved by the board.
- 1Q19: Additional weekend services were added for Inland Port. GoLink is funded 50% by Amazon.

Issues

- 1Q21: In discussion with MATA to expand future trolley schedule (if funding permits) to meet light rail early morning and late evening commuters.
- 1Q21: SMU wishes to continue discussion on developing a future service similar to the UTD shuttle model.
- 1Q21: DFW Airport Site Specific Shuttle 3-party agreement expires at the end of this fiscal year. Trinity Metro notified this will require early discussion and budget forecasting.
- 4Q20: No issues to report at this time.
- 2Q20: DFW Airport will close its Remote South Parking Facility and its associated bus stops starting 3Q20.
- 2Q20: City of Richardson announced a reduced schedule on route 824 (Galatyn Park) until COVID-19 restrictions

- Schedule**
- 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.

- 2Q21: McKinney Avenue Transportation Authority (MATA) funding agreement scheduled for the board February 9, 2021.
- 2Q21: Short list for Requests for Qualification (RFQ) due to City of Dallas for the McKinney/Cole streetcar project
- McKinney Avenue Transportation Authority (MATA) is on a one-year term and is set to expire April 2021.
- Discussions with Paul Quinn College to extend the GoLink boundaries to support the campus. The Inland Port GoLink zone now includes Paul Quinn College effective August 12, 2019. A similar extension was made to the North Central Plano / Chase Oaks zone to serve Collin College Spring Creek Campus. NCTCOG has agreed to fund the DFW Site-Specific Shuttle until a permanent agreement between DART, Trinity Metro and DFW Airport can be negotiated. The new ILA was approved and signed in 3Q19.

Project Manager(s) 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

- 1Q21: Innovative Services met with Swiftmile to understand opportunities for infrastructure to charge and park micromobility vehicles.
- 1Q21: The bike/boarding islands on Abrams at Reiger were removed by the City of Dallas due to vehicle accidents. It is proposed to install dashed markings to identify passenger boarding/alighting locations. Thermo-marking plan for the whole corridor is under final development.
- 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.

Issues

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

Schedule

- 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
- 2Q21: Abrams schedule to be completed by mid-February
- 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.

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

- 1Q21: FY21 amenity installation locations identified. Staff are field checking proposed locations.
- 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.

Issues

- None at this time

Schedule

- 1Q21: Identify amenity installation locations.
- 2Q21: CCB approval for FY'21 task order.
- 4Q21: 30 benches, 20 shelters and 30 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

- 1Q21: The current vanpool vehicle fleet in operation is 14. NCTCOG will institute the Member City Rule that clearly defines the service area of the region including DART, DCTA, and Trinity Metro. DART is the main benefactor with regards to this new rule that specifies eligibility requirements to receive the federal subsidy based on point of origin.
- 4Q20: The current vanpool vehicle fleet in operation at the end of 4Q20 is 14. Innovative Services is working with NCTCOG to increase the federal subsidy up from 35 percent.
- 3Q20: Vanpool Contract was transitioned to AVR in 3Q20. However due to the COVID-19 Pandemic, the number of vans has declined to nine by the end of 3Q20.
- 2Q20: Met with new vanpool vendor (AVR Vanpool) that was awarded the vanpool contract (1Q20) to start transitioning vanpool groups in 3Q20. This is a five-year contract for an amount not to exceed \$17,047,800.
- 4Q19: The 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 many riders are working from home. Based on discussions with individual agencies, companies, and organizations it is anticipated that most vanpool riders will not return to their office until the summer of FY21.
- 3Q20: Vanpools declined to only nine vehicles due to the COVID-19 Pandemic. This will be a continuing issue in 4Q20 and FY21 as well.
- 2Q20: The Vanpool Fleet was reduced dramatically from 174 vanpools (1Q20) to 163 vanpool formations in March. We anticipate this number will again drop significantly due to several factors. 1) Enterprise Vanpool has introduced a competitive lease price on vans in an effort to retain business. 2) Fuel prices are currently well below two dollars per gallon. and 3) the COVID-19 Pandemic and its associated

restrictions made it impractical to commute in large groups for the time being.

- 2Q20: DCTA has expressed their desire to obtain Collin County as part of their vanpool service area. DART team is trying to resolve this in coordination with the NCTCOG. (Pending)

Schedule

- 1Q21: DART will meet monthly with NCTCOG, DCTA, and Trinity Metro to develop a unified regional vanpool program to be instituted at the end of the current contract with AVR (2025).
- 4Q20: A regional meeting facilitated by NCTCOG brought together DART, DCTA, and Trinity Metro to discuss the practice of shifting vanpool groups 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

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

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

Description

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

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

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

Accomplishments

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

Issues

- 1Q21: Installation of the camera upgrade was delayed due to the need for additional hardware. It has arrived and new camera will be installed in 2Q21.

Schedule

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

Project Manager(s)

Jennifer Jones

Service Planning and Scheduling



FY 2021 Score Card

Five-Year Action Plan

Service Planning and Scheduling

| | | |
|--|---------------------------------|---|
| | | of contactless payment via the GoPass App. |
| | Site-Specific Shuttles | <p>McKinney Avenue Transportation Authority (MATA) funding agreement is set for board review February 9, 2021.</p> <p>MATA McKinney/Cole Project goes into RFQ January/March 2021.</p> <p>Medical City Site Specific Shuttle continues to show high ridership due to new vendor, vehicles and route.</p> |
| | Vanpool Non-Traditional Service | <p>As employers initiate their return-to-work policies, DART will work with AVR to reestablish vanpools that were suspended due to COVID-19 and create new vanpools through a marketing campaign. The FY21 goal is to have 150 vanpools in operation by 4Q21.</p> <p>DART will continue the development of the regional vanpool program with DCTA, NCTCOG, and Trinity Metro to promote regional pricing and marketing.</p> |

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PDPR-076

TO: Distribution

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

This document is the First Quarter FY 2021 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through December 31, 2020, including Systems Integration and Real Estate.

/s/ J. Todd Plesko

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

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

JTP/ag

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ACRONYMS

AWP - Annual Work Plan/Program
BNSF - Burlington Northern Santa Fe Railway
CBD - Central Business District
CCTV - Closed-Circuit Television
CM/GC - Construction Manager/General Contractor
CROF - Central Rail Operating Facility
D2 - Dallas Central Business District Second Alignment
D-B – Design-Build
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DGNO - Dallas, Garland & Northeastern Railroad Company
EA - Environmental Assessment
EIS - Environmental Impact Statement
FAA - Federal Aviation Administration
FEIS - Final Environmental Impact Statement
FFGA - Full Funding Grant Agreement
FHWA - Federal Highway Administration
FRA - Federal Railroad Administration
FTA - Federal Transit Administration
FWTA - Fort Worth Transportation Authority (now known as Trinity Metro)
GPC - General Planning Consultant
HVAC - Heating/Ventilation/Air Conditioning
IFB - Invitation for Bid
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
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
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
SLRV - Super LRV (LRV with additional low-floor section)
SOC-3 - South Oak Cliff Extension
SP - Southern Pacific Railroad Company
TBD - To Be Determined
TPSS - Traction Power Substation
TRE - Trinity Railway Express
TVM - Ticket Vending Machine
TxDOT - Texas Department of Transportation
TXU - TXU Lone Star Pipeline
UPS - Uninterruptible Power Supply
VBS - Vehicle Business System
WSA - Ways, Structures, & Amenities

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

Medical District Drive Bridge

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

TRE Locomotive Purchase

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

F59-PHI Overhaul

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

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

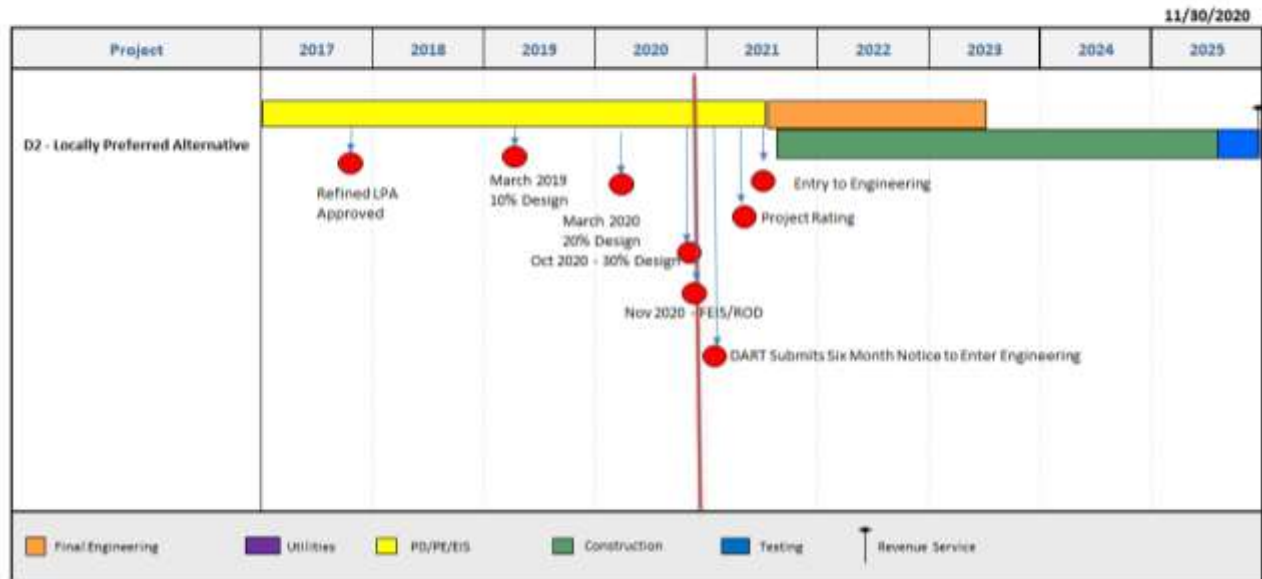
D2 Alignment



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 | \$19.3 | \$18.7 |

- 1) Committed values reflect activity 11/30/20.
- 2) Expended to Date values reflect activity in DART's General Ledger through 11/30/20.
- 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 11/30/20 after removal from CIG) - \$13,805,077.

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

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

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

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

Assumptions in the current FY 2021 Twenty-Year Financial Plan reflect a \$1.4 billion project cost and a conservative \$650 million external grant. The 20% project cost estimate 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 2025 (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, and the 30% design package was submitted on October 30, 2020. The Supplemental Draft Environmental Impact Statement (SDEIS) was made available to the public on May 15, 2020. A 45-day period for review and comment started on that day and concluded on June 29, 2020. The Final EIS is in final review by FTA and will be completed in January 2021.

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 monthly and quarterly meetings with FTA; and one-on-one Stakeholder meetings on an “as needed” basis. SDEIS public hearings were held on June 11, 2020 (virtually) and on June 25, 2020 (in person). A Public Hearing for the Service Plan Amendment was held September 22, 2021. Coordination continues to occur with Council, (approved Parkland easements on November 11, 2020), Park and Recreation Board, Texas Historic Commission (Programmatic Agreement in final review), Transportation and Infrastructure Committee (briefed on November 16, 2020), and Urban Design Peer Review Panel (UDPRP).

Issues Quarterly meetings will continue with TxDOT to review IH-345 design concepts and implementation details. TxDOT has stated in late 2020 that all options, including a below-grade IH 345 concept, still appear to work with the D2 Subway portal as designed. An agreement or deal points are being developed.

Timely approval by the City of Dallas of the Service Plan Amendment will allow the project to remain on schedule. DART has indicated to the city leadership that approval is desired by January 2021. Delays beyond this date may affect the ability to remain eligible for core capacity program.

Potential early ROW acquisition may be needed.

Six-Month Look Ahead

D2 Alignment

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

11/30/2020

| Project | 2020/2021 | | | | | |
|---|---|---------|----------|-------|-------|-----|
| | December | January | February | March | April | May |
| CBD - D2 | | | | | | |
| | <div>Engineering, Architecture, Environmental</div> <div><div><div>• Capital Cost Review</div><div>• Value Engineering</div><div>• Risk Assessment</div><div>• Third Party Technical Review</div></div><div><div>Submission of 30% PE</div><div>FEIS / ROD</div><div>DART Submits Six Month Notice to Enter Engineering</div></div></div> <div><div>Public & Agency Outreach</div><div>FTA Project Rating</div></div> <div><div>Oct 3 - FTA Comments on D2 Programmatic Agreement Recd</div><div>Oct 13 - City Council Meeting call for Public Hearing</div><div>Nov 11 - City Council holds Public Hearing / approves use</div><div>Nov 16 - City of Dallas Transportation and Infrastructure Committee briefing (pending City confirmation)</div></div> | | | | | |
| <div>Project Development (Preliminary Engineering/EIS, Public Outreach Activities)</div> <div>1: Notation of "A" adjacent to a date represents "Actual" date of occurrence of the event</div> | | | | | | |



Program of Interrelated Projects

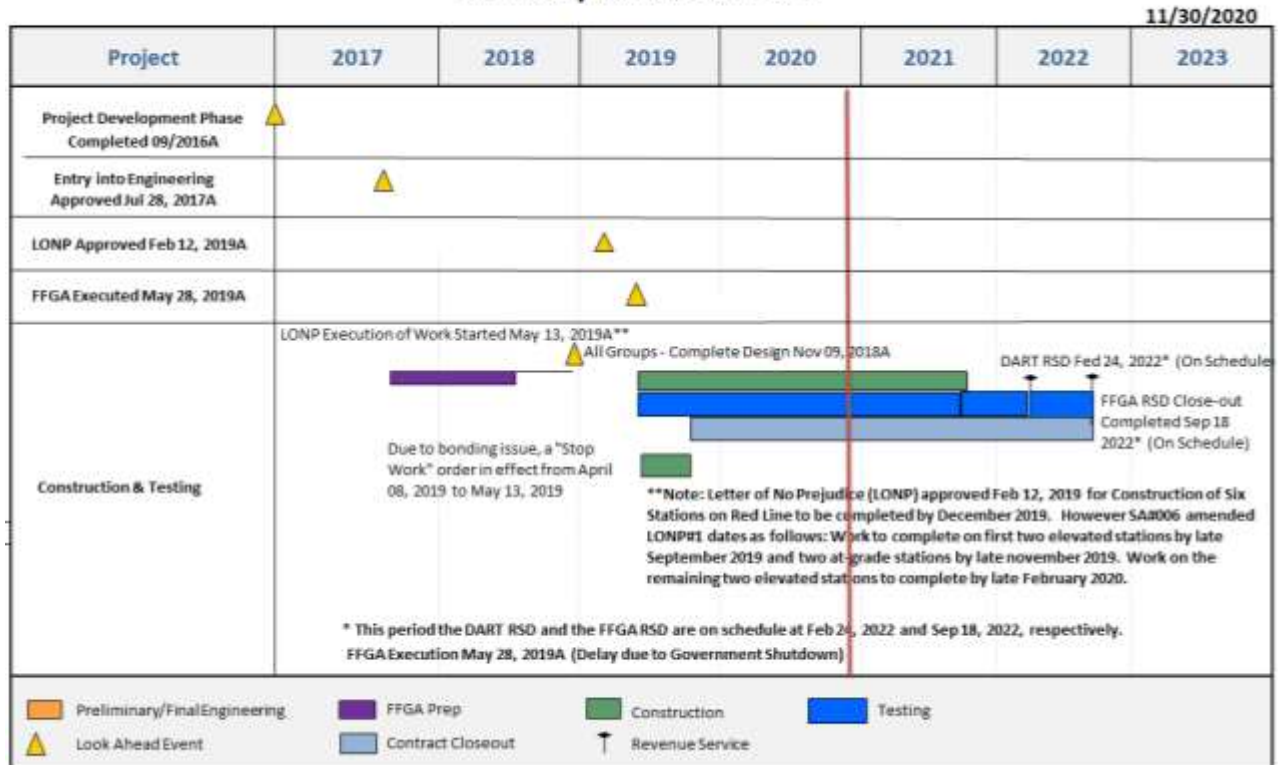
Red & Blue Line Platform Extensions

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Summary Control Schedule

Interrelated Projects Platform Extensions

Red and Blue Line Platform Extensions Summary Control Schedule



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 | \$ 104.8 | \$ 62.6 |

- 1) Committed values reflect activity through 11/30/20.
- 2) Expended to Date values reflect activity in DART's General Ledger through 11/30/20.
- 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 1: Enhance the safety and service experience through customer-focused initiatives
2: Provide stewardship of the transit system, agency assets and financial obligations

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

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

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

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

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

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

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

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

Issues None

Red & Blue Line Platform Extensions

Interrelated Projects Platform Extensions

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

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

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

Status Construction cost was negotiated with 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. Substantial completion was issued for Cityplace Station on October 7, 2020.

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

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.

Red & Blue Line Platform Extensions

Interrelated Projects Platform Extensions

Status (Continued)

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

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

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

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

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

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

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

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

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

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

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

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

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

Contractor continues with the closeout process.

Status (Continued)

Group C

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

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

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.

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

Group E

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

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

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

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

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

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

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

Red & Blue Line Platform Extensions

Interrelated Projects Platform Extensions

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

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

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

Description

The purpose of this project is to modify platforms at 28 stations along the Red and Blue Lines that were constructed before 2004, to accommodate three-car trains. Systems modifications include LRT systems that govern safe operations. The Systems Integration Group (SIG) work with Designers, Project Management, DART Maintenance and Operations staff as well as the Contractors to ensure systems modifications are verified and validated for continued LRT operations.

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

Status

The RBPE project has a total of 340 Integrated tests. There are 655 Safety and Security Certifiable items (SSCI).

The Systems Integration Group (SIG) activities are ongoing and will continue throughout the project. As of December 31, 2020, the SIG has performed a total of 132 integrated tests. Integrated testing continues 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 December 31, 2020, 390 of the 655 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

11/30/2020

| Project | 2020/2021 | | | | | |
|---|--|--|----------|--|------------------------------------|-----|
| | December | January | February | March | April | May |
| Red and Blue Line Platform Extensions - Pre-Construction/Force Account Systems Construction/Construction Related Activities | Continue Civil Construction on Forest/Jupiter, White Rock, Dallas Zoo, Hampton, Convention Center and Cedars Stations | | | | | |
| | | | | ▲ Complete Forest Jupiter, Dallas Zoo, Hampton, Cedars, and Convention Center Civil Construction | ▲ Complete White Rock Civil Const. | |
| | | | | ▲ Commence Civil Construction on Mockingbird, and 8th & Corinth | | |
| | | ▲ Commence Westmoreland Civil Construction | | ▲ Commence Tyler Vernon Civil Construction | | |
| | | | | Commence Civil Construction on LBJ/Skillman and Downtown Garland | ▲ | |
| 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 Predjudice (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 | | Contributor/ 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 (November 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 | \$15,441,696 | \$814,165 | \$16,255,861 | 0 | \$15,441,696 | \$814,165 | 0% | 10% | |
| Red & Blue Line Platform Extensions Group B | C-2030485-02 | Omega Contracting, Inc. | \$19,535,157 | \$1,094,593 | \$20,629,750 | 25,760 | \$19,558,916 | \$1,068,833 | 0% | 10% | |
| Red & Blue Line Platform Extensions Group C | C-2030485-03 | Omega Contracting, Inc. DEIS JV | \$8,508,796 | \$466,202 | \$8,974,998 | 0 | \$8,508,796 | \$466,202 | 0% | 10% | |
| Red & Blue Line Platform Extensions Group D | C-2030485-04 | Gilbert May, Inc. dba Phillips May Corporation | \$8,083,300 | \$453,603 | \$8,536,903 | 0 | \$8,083,300 | \$453,603 | 0% | 10% | |
| Red & Blue Line Platform Extensions Group E | C-2030485-05 | Gilbert May, Inc. dba Phillips May Corporation | \$9,205,141 | \$491,456 | \$9,696,597 | 0 | \$9,205,141 | \$491,456 | 0% | 10% | |
| Signal Equipment and Supplies | C-2049534-01 | Sinba 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: | | | \$60,969,096 | \$3,320,019 | \$64,289,115 | \$25,760 | \$60,994,816 | \$3,294,259 | | | |

Legend: % Contingency = 70%

Notes:

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

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

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Program of Interrelated Projects

Dallas Streetcar Central Link

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Cost Summary

Interrelated Projects Central Link

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

- 1) Control Budget reflects approved FY19 Financial Plan value (pending City of Dallas Streetcar Interlocal Agreement Execution).
- 2) Committed values reflect activity through 11/30/20.
- 3) Expended to Date values reflect activity in DART's General Ledger through 11/30/20.

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

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

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

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

Issues The following are needed for project progress:

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

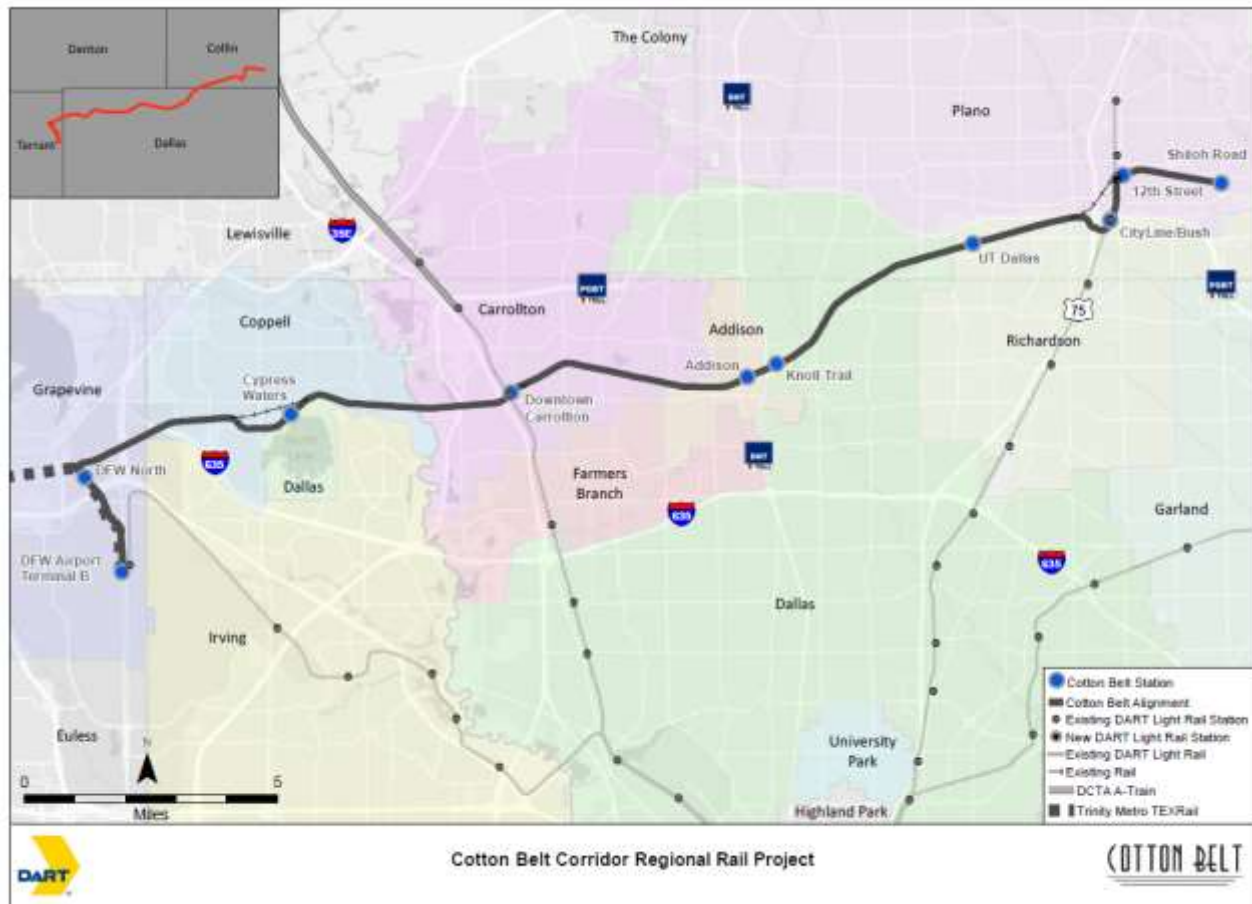


Commuter Rail

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Cotton Belt (Silver Line) Map

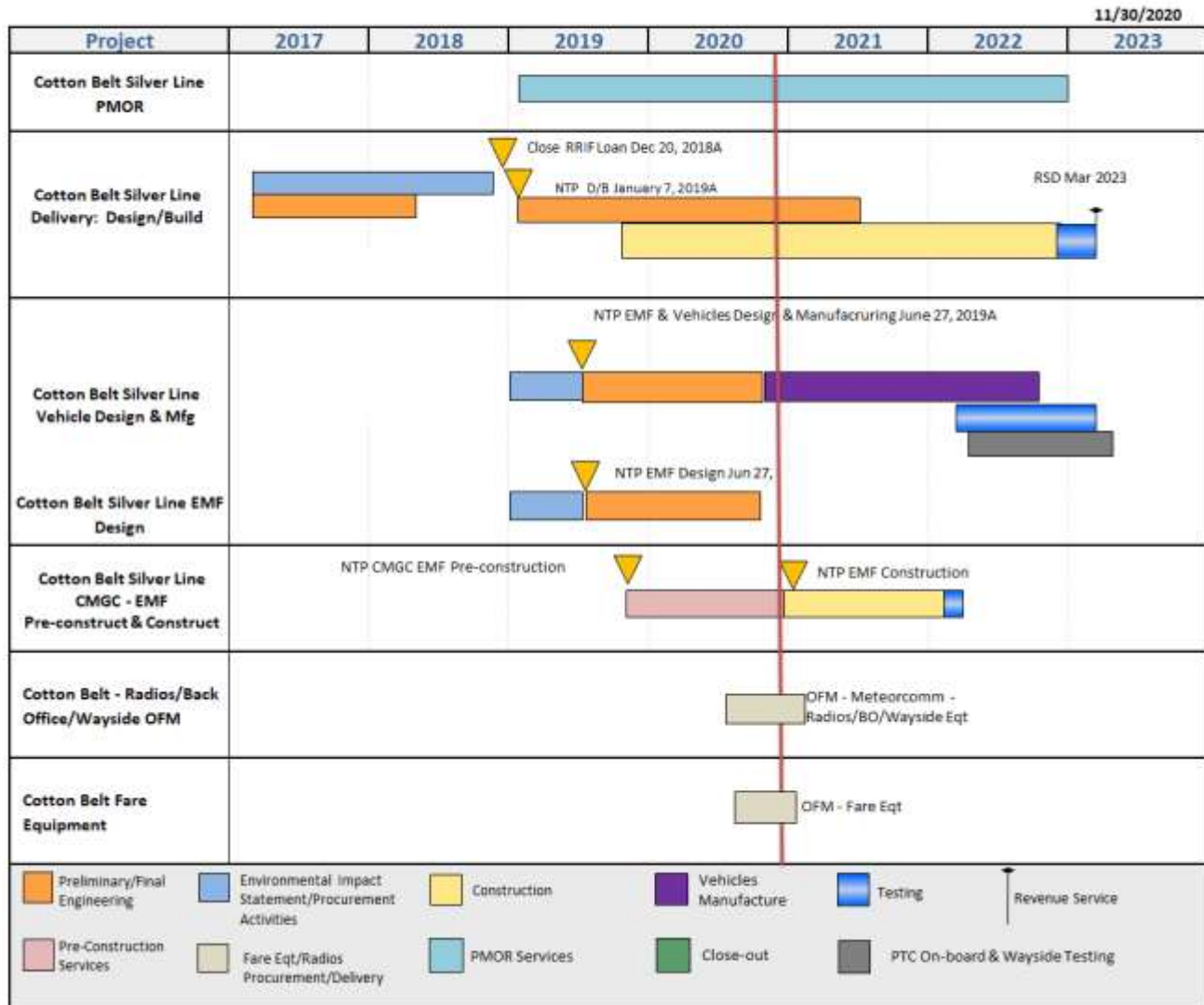
Commuter
Rail



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 | \$848.1 | \$688.5 | \$170. |
| OPS/ Maintenance Facility | 50.0 | 8.9 | 3.7 |
| Commuter Rail Cars | 90.1 | 117.2 | 26.5 |
| CB-1 | 14.5 | 14.5 | 14.5 |
| CB-2 | 23.6 | 23.6 | 23.6 |
| CB-3 | 18.6 | 18.6 | 18.6 |
| CB-3 Plano | 65.1 | 65.1 | 0.0 |
| CB-3 Plano TIF #2 | 2.5 | 2.5 | 0.0 |
| CB-3 Plano TIF #3 | 2.5 | 2.5 | 0.0 |
| CB-3 Richardson | 45.2 | 45.2 | 0.0 |
| CB-3 Richardson TIRZ #2 | 25.0 | 25.0 | 0.0 |
| CB-3 Richardson TIRZ #3 | 25.0 | 25.0 | 0.0 |
| CB-3 Plano Betterments | 1.5 | 1.5 | 0.0 |
| CB-3 Plano Betterments TIF-2 | .1 | .1 | 0.0 |
| CB-3 Plano Betterments TIF-3 | .1 | .1 | 0.0 |
| CB-3 Richardson Betterments | 8.1 | 8.1 | 0.0 |
| CB-3 Richardson Betterments TIRZ #2 | .1 | .1 | 0.0 |
| CB-3 Richardson Betterments TIRZ #3 | .1 | .1 | 0.0 |
| CB Addison Betterments | 0.5 | 0.5 | 0.0 |
| CB Carrollton Betterments | 7.5 | 7.5 | 0.0 |
| CB Dallas Betterments | 15.1 | 15.1 | 0.0 |
| CB Coppell Betterments | 4.6 | 4.6 | 0.0 |
| CB-Spare Parts-Vehicles | 4.0 | 4.0 | 0.0 |
| CB-3 Plano LRT Station TIF #2 | 15.0 | 15.0 | 0.0 |
| Cotton Belt Program | \$1,266.9 | \$1,093.3 | \$265.9 |

Cost Summary

Commuter Rail

- 1) Expended to date values reflect activity through 11/30/20, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 11/30/20.
- 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 – 11/30/20) - \$257,699,488
- 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 | 5: Enhance DART's role as a recognized local, regional and national transportation leader |
|---------------------------------|---|

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

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

Preliminary list includes:

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

ROW Acquisition Team mobilized in April 2019.

| | |
|---------------|------|
| Issues | None |
|---------------|------|

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

| | |
|--------------------|---|
| Description | <p>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.</p> |
|--------------------|---|

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 | <p>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.</p> |
|---------------|--|

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 surveying and data gathering activities were initiated. In March and

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

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 367 of 542 design packages, totaling to nearly 68% 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 along with other franchise utility relocations, including Atmos gas lines.

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. Design of the Coit and Hillcrest intersections are in progress.

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. Final decision is pending conclusion of alternative alignment evaluation.

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

Status (Continued) 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.

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

Negotiations for vehicle procurement were completed in April, and on May 28, 2019, the DART Board authorized award of the contract for procurement of the base vehicle design and EMF design. Negotiations for the vehicle options have been completed and a supplemental agreement was executed on January 3, 2020, for vehicle options including a 15-year Vehicle and EMF maintenance option. As of end of November 2020, the Vehicle manufacturer and EMF designer had submitted 164 of 164 vehicle design submittals, totaling to 100% of all vehicle design submittals due. The vehicle design was approved as noted and vehicle car body manufacturing was in progress in Hungary. A First Article Inspection (FAI) was conducted in December 2020 for the first three car bodies. As of end of November 2020, due to the significantly high Irving EMF construction cost estimates received from the CMGC, a decision had been made to stop efforts to construct a Silver Line EMF in Irving, Texas, and to work towards modifying the DCTA Operations Maintenance Facility (OMF) in Lewisville, Texas, for use as a temporary or permanent Silver Line EMF. Planning is in progress for the temporary and subsequently permanent use of the DCTA OMF as Silver Line EMF.

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

Issues **Contractor Right of Entry (CROE) at DFW Airport Property**
The contractor has been provided access to areas of the ROW for site information gathering. On March 31, 2020, DFW Airport granted access to DART for Survey, Boring and SUE investigations on airport property. Legal staff from DART and DFW are working on the final version of a License Agreement to allow DART's contractor to enter onto and begin construction work on DFW property.

Issues (continued) Agreements with Freight Railroads

Discussions are ongoing to develop agreements with railroad entities to address design review, access for construction and available work hours, and other transitional operations. DART is working with design-builder to align anticipated dates for agreements with the project schedule. DGNO and KCS agreements have been drafted and are under review by railroads and DART.

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. Issuance of a change to the design-build contract is pending issuance of the Letter of No Prejudice (LONP).

City of Dallas Design Review Issue

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

Six-Month Look Ahead

Commuter Rail

COTTON BELT SILVER LINE

Six Months Look Ahead

11/30/2020

| Project | 2020/2021 | | | | | |
|---|---|---------|----------|-------|-------|-----|
| | December | January | February | March | April | May |
| 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 and roadways, demo track, utility relocation design & construction activities, geotech, support Real Estate acquisitions. | | | | | |
| Cotton Belt - CMGC - EMF Pre-Construction & Construction | ⚠ DART Issues Stop Work Order Pre-Construction Services | | | | | |
| Cotton Belt - EMF Design | DCTA EMF Feasibility Study Review | | | | | |
| Cotton Belt - Vehicle Manufacturing | Vehicle CDR: Submittals Ongoing: Design & Performance Criteria/Carbody Exterior/Operator's Cab/Doors/Heating Ventilation & AC/Lighting/Auxiliary Electrical Equipment/Propulsion System/Friction Brake Systems/Communication/PTC System/Carbody Interior/Trainline and Local Signal Architecture/Monitoring & Diagnostics/Software Systems/Finalize Order of LL Items | | | | | |
| Cotton Belt - Owner Furnished Materials | ⚠ DART Begins Receipt of Ductbank OFM | | | | | |

Design/Utilities/ROW

Design, Build, Integrate

GMF / IFE

Ductbank/Fare Egt/Radios Procurement/Delivery

Construction

Vehicles Manufacture

LRV Acceptance/Testing

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 | Size (b) Executed Changes | Current Contract Value | Remaining Contingency Allowance | Percent Contingency Used | Percent Contract Comp. | Additional Comments (November 2020) |
|---|--------------|---------------------------------|--------------------------------|--------------------------------------|-----------------------------|---------------------------------|------------------------------|---------------------------------------|--------------------------------|------------------------------|---|
| | | | (A) | (B) | (D=A+B) | (b) | (E=A+D) | (F=B-D) | (G=D/B) | (H=A) | |
| Cotuit Regional Rail - Design Build | C-2019270-01 | Andon Western Heavy & JV | 892,488,838 | 31,348,038 | 923,836,876 | 848,318 | 843,337,137 | 10,506,721 | 3% | 5% | |
| Cotuit Regional Rail - PMOB | C-2019482-01 | WSP/PAZ&B Joint Venture | 31,821,517 | 1,434,925 | 33,256,442 | 0 | 31,821,517 | 1,434,925 | 0% | 5% | |
| Cotuit Regional Rail - Vehicles and EMF | C-2017170-01 | Stadler US, Inc. | 231,426,917 | 4,458,900 | 235,885,817 | 1,874,299 | 233,101,176 | 2,783,761 | 18% | 5% | |
| Cotuit Regional Rail EMF CMGC Pro Coast Services | C-2019451-01 | Andon Western Construction, LLC | 1,499,771 | 74,988 | 1,574,759 | 0 | 1,499,771 | 74,988 | 0% | 0% | |
| Noble Branch Bridge | Deferred | Deferred | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% | |
| TOTALS: | | | 924,308,336 | 32,782,064 | 957,090,400 | 848,318 | 825,150,654 | 31,934,746 | | | |

Legend: % Contingency >= 70%

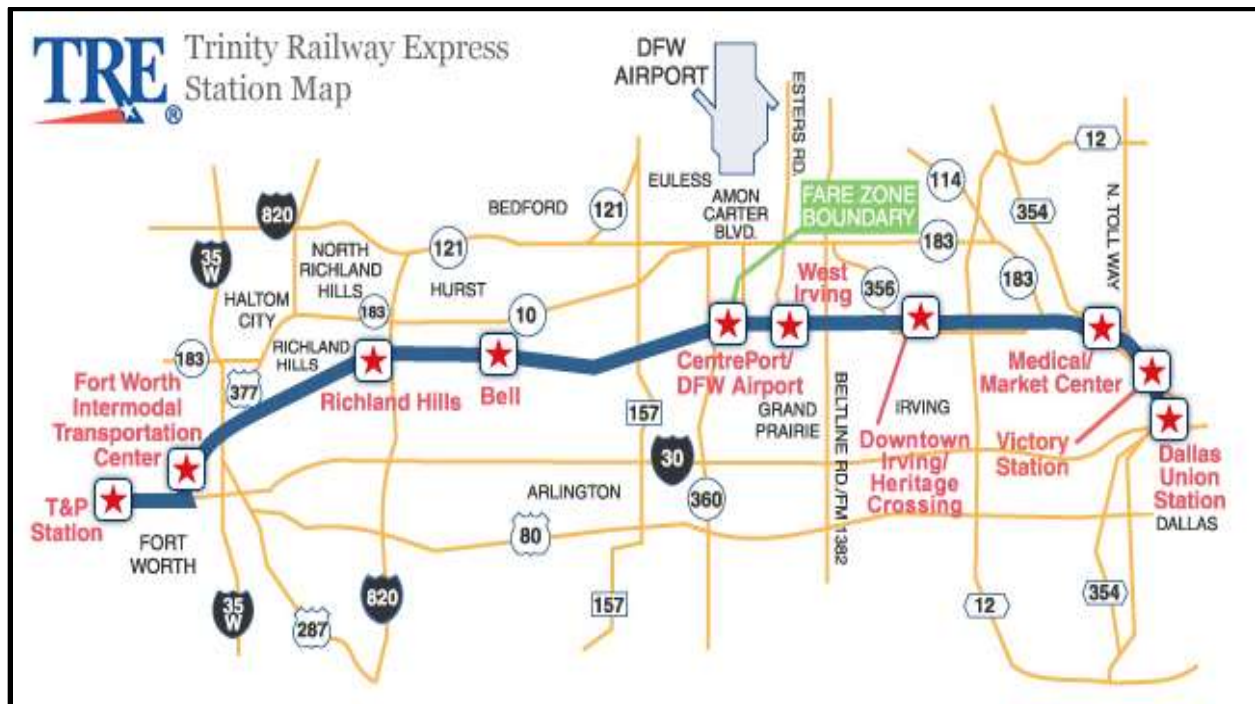
Notes:
a) Percent contract complete based on work in place value.
b) The dollars shown in executed contract modifications are based on Project Controls physical possession of a copy of the executed document.

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Trinity Railway Express (TRE) Projects

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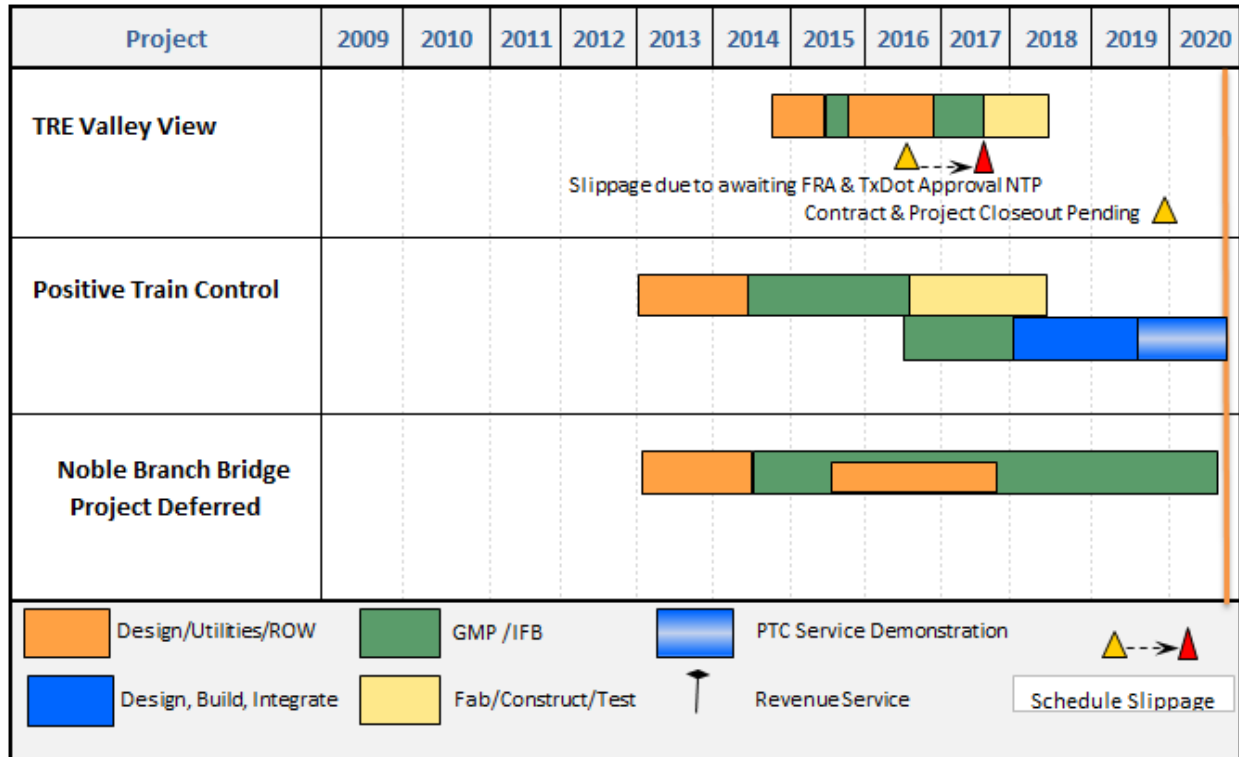


Summary Control Schedule

TRE Projects

TRE Projects Summary Control Schedules

11/30/2020



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 | 35.5 | 31.8 |
| Noble Branch Bridge | 10.7 | 0.5 | 0.5 |
| MP 640.41 Inwood Bridge | 1.6 | 0.2 | 0.2 |
| Medical District Drive | 2.1 | 0.2 | 0.1 |
| Locomotive Purchase | 5.8 | 4.9 | 1.0 |
| Mid-Life Overhaul of TRE's F59PHI Locomotives | 5.3 | 4.2 | 1.3 |
| Bi-Level Overhaul & Side Sill Repair | 16.2 | 16.1 | 2.0 |
| Paint TRE's Existing Fleet | 1.0 | 1.0 | 0.4 |

- 1) Expended to date values reflect activity through Expended to Date provided by DART Finance/Accounting through 11/30/20.
- 2) Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 11/30/20.
- 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: Enhance the safety and service experience through customer-focused initiatives
2: Provide stewardship of the transit system, agency assets and financial obligations

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

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

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

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

DART took the lead with PTC-220, LLC, for the spectrum and with

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

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

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

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

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

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

On March 28, 2019, the FRA sent notification of Conditional Approval of the TRE's request to conduct Revenue Service Demonstration (RSD) of its Interoperable Electronic Train Management System (I-ETMS). The installation of the new Penta radio and CAD merged database was completed on April 27, 2019,

Status (Continued) and RSD was initiated on May 2, 2019. TRE completed the requirements stated in the FRA Conditional Approval and entered Extended RSD on May 23, 2019.

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

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

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

On December 23, 2020, TRE received a letter of Conditional Approval from the FRA for the TRE PTC System.

Wabtec has reported the following status as of December 31, 2020:

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

Positive Train Control (PTC)

**TRE
Projects**

Issues None

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

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

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

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

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

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

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

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

Issues **Historical Value**

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

Coordination Efforts

This work will also require coordination with the Army Corp of Engineers and the Environmental Protection Agency. The 404 permit is expiring in March 2022. 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: Provide stewardship of the transit system, agency assets and financial obligations

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

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

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

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

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, cleanliness, 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: Provide stewardship of the transit system, agency assets and financial obligations

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

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

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

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

Status The project is currently under construction. The 100% plan, specification and estimate were submitted in May 2017. The notice to proceed for construction was in April 2018. The main #2 existing bridge and abutments have been removed. The main #2 bridge was installed during the weekend of November 6, 2020. The contractor is working on the track. The anticipated date of switching TRE to Track #2 is on February 6, 2021. The project is anticipated to be complete the end of 2021.

Issues **West Side Abutment**

The abutment wall and wingwall were completed with color concrete and formlinear. The contractor is working on backfill behind the abutment wall and anticipates completion, along with removal of the existing temporary shoring, during the week of January 4, 2021.

East Side Abutment

The abutment wall and wingwall were completed with color concrete and formlinear. The contractor is working on the waterproofing and backfill behind the wall and anticipates completion during the week of January 11, 2021.

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

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

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

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

Expected delivery dates are anticipated 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: Enhance the safety and service experience through customer-focused initiatives
 - 2: Provide stewardship of the transit system, agency assets and financial obligations

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

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

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

Expected return dates are anticipated mid-2021.

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

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

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

CAD Railways currently has 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 (3) TRE bi-level cars, removing them from revenue service. This has caused delays in providing CAD Railways the first unit for overhaul.

The first two (2) coach cars provided to CAD Railways were cars previously assigned to RELCO Locomotives, Inc for side sill repair. The RELCO contract was terminated and the cars were transported to CAD's maintenance shop in February 2020. On March 2, 2020, TRE provided Coach Car 1054 to CAD for overhaul and side sill repairs and on July 8, 2020, TRE provided CAD with Coach Car 1048 for side sill repair. 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: Enhance the safety and service experience through customer-focused initiatives
2: Provide stewardship of the transit system, agency assets and financial obligations

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

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

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 | | | | | 11/30/2020 |
|--|---|---------|----------|-------|-------|------------|
| | December | January | February | March | April | May |
| 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>GMP /IFB</div><div>PTC Service Demonstration</div><div>Construct/Test</div><div>System Integration Testing</div></div></div> | | | | | | |

Change Control Summary

TRE Projects

TRE Projects - Change Control Summary

| Facility/ Contract Package | | Contract/ 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 (November 2020) |
|--|---------------|--------------------------------------|--------------------------------|--------------------------------------|-----------------------------|---------------------------------|------------------------------|---------------------------------------|--------------------------------|------------------------------|--|
| | | | (A) | (B) | (C)=(A+B) | (D) | (E)=(A+D) | (F)=(B-D) | (G)=(D/B) | (Note a) | |
| 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% | Closed |
| TRE Valley View Bridge & Double Tracking Track Material | C-2005058-01 | Herring Transit Services, Inc. | \$4,660,392 | \$200,000 | \$4,860,392 | \$199,637 | \$4,660,529 | \$363 | 100% | 100% | Closed |
| Positive Train Control | C-1019272-01 | Stantec Consulting Services, Inc. | \$4,386,248 | \$219,312 | \$4,605,560 | \$0 | \$4,386,248 | \$219,312 | 0% | 100% | Closed |
| Positive Train Control (Regional PTC) | FWTA Contract | Waltec | NA | NA | NA | NA | NA | NA | NA | NA | |
| Positive Train Control (Regional PTC) | C-2032359-01 | Metcrossman | \$5,089,946 | \$0 | \$5,089,946 | \$0 | \$5,089,946 | \$0 | 0% | 100% | Closed |
| Noble Branch Bridge | Deferred | Deferred | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0% | 0% | |
| TOTALS: | | | \$18,770,828 | \$1,160,312 | \$19,931,140 | \$547,822 | \$19,318,659 | \$612,490 | | | |

Legend: % Contingency >= 50%

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

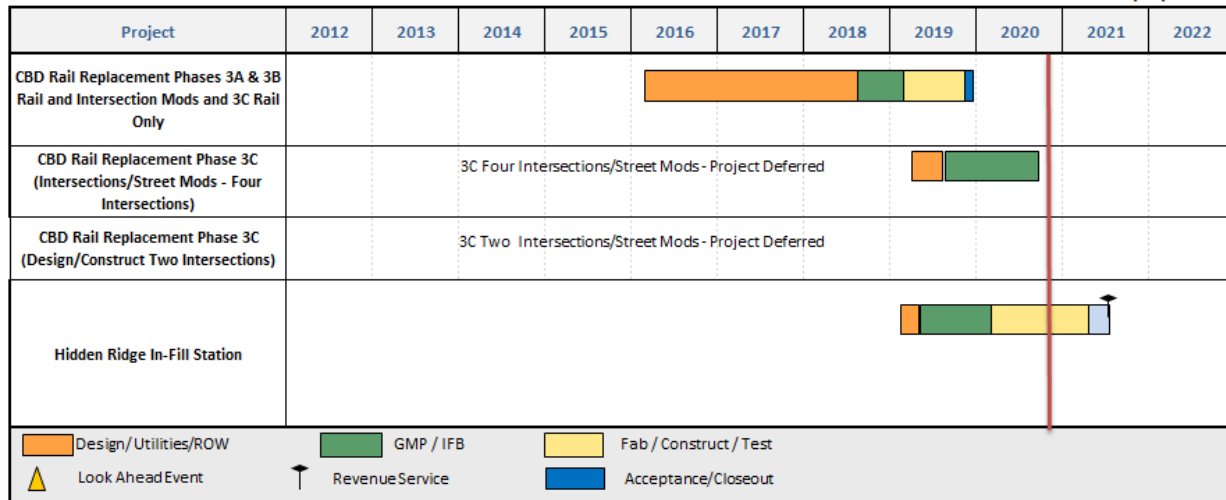
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Summary Control Schedule

Additional Capital Development

Additional Capital Development Projects Summary Control Schedules

11/30/2020



Cost Summary

Additional Capital Development

| ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars) | | | |
|---|--|--|--|
| | Control Budget ^(2,5) | Current Commitment ⁽²⁾ | Expended to Date ⁽¹⁾ |
| DART Police Facilities ⁽³⁾ | \$ 31.5 | \$ 27.4 | \$ 27.4 |
| CBD Rail Replacement ⁽⁶⁾ | 26.1 | 26.4 | 26.0 |
| Hidden Ridge Station | 13.6 | 13.8 | 6.8 |

- 1) Expended to Date values reflect activity through 11/30/20, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 11/30/20.
- 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: Enhance the safety and service experience through customer-focused initiatives
2: Provide stewardship of the transit system, agency assets and financial obligations

Description The DART Police Facilities project includes the Northeast Substation and the Northwest Substation.

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

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

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

Northwest Police Substation

On December 21, 2017, DART enlisted architectural services to define program requirements for the police facility and other DART functions at the existing building at Walnut Hill/Denton Station. An in-progress submittal featuring schematic design floor plans dated March 23, 2018, was received by DART. Final 5% interior design plans were received and approved by DART Police in May 2018. A capital project review was conducted in March 2019. A revised budget and schedule will be established pending completion of 30% design and cost estimates.

Issues None

CBD/Traffic Signal Priority (TSP) System

Additional Capital Development

| | |
|---------------------------------|--|
| Board Strategic Priority | <ol style="list-style-type: none">1: Enhance the safety and service experience through customer-focused initiatives2: Provide stewardship of the transit system, agency assets and financial obligations |
| Description | <p>The CBD/TSP System project provides traffic signaling priority to trains in the central business district to ensure schedule achievement. It has been developed jointly with the City of Dallas (COD) and comprises communication between trains, detection equipment, and traffic signals.</p> |
| Status | <p>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.</p> <p>The deployment of new Traffic Signal Controllers at CBD intersections has been completed. City of Dallas and DART will work together to move peer-to-peer (P2P) feature to the new Advanced Traffic Signal Controller (ATC) from external devices.</p> <p>DART will assist City of Dallas in moving the Modbus functionalities into COD new ATC.</p> <p>City of Dallas will add existing Modbus features inside the ATC controller to replace Modbus functionalities, and fine tune the ATC controller to at least meet 2009 baseline capabilities for Rail Operation. City of Dallas will use P2P network communication input from DART. City will manage the contract to add arterial street detection and countdown timers for pedestrians at LRT mall intersections.</p> <p>DART vendor has completed TSP P2P network upgrade. DART has hired a consultant to support P2P efforts and to provide training to City of Dallas staff on Advanced Traffic Signal Controller. 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.</p> |
| Issues | None |

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

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

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

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

Three proposals were submitted in June 2019. DART successfully negotiated with the highest qualified and responsive proposer. Board approval for the award of the construction contract was obtained on January 14, 2020. Notice of the award was issued to Archer Western Construction (AWC) on January 17, 2020. NTP for the construction contract was issued on February 4, 2020. Contractor has substantially completed the earth work and moisture conditioning in the parking lot. Contractor has completed the light pole foundation and conduits in the parking lot. Contractor is installing irrigation sleeves in the parking lot. Remedial work is yet to commence. The contractor has installed the canopy steel work and completed the concrete work at the station. Standing seam roof and stonework and art panels are in progress. Contractor is installing electrical conduits for CCTV, speakers, etc.

Contractor has submitted a schedule showing Revenue Service in May 2021, DART is working with contractor to complete in March 2021

Issues **Status of Project Schedule**

The project completion date is trending May 2021 and is later than the date identified in the Interlocal Agreement with the City of Irving. Per the Interlocal Agreement, DART is providing City of Irving monthly updates on cost and time.

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

11/30/2020

| Project | 2020/2021 | | | | | |
|--|---|---------|----------|-------|-------|-----|
| | December | January | February | March | April | May |
| 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, Finishes work on Station, Parking Lot, Bus Lanes | | | | | |
| Hidden Ridge-Testing & Close-out | Testing Activities Begin | | | | | |
| <div><div></div> Ping/Design/Utilities/ROW</div> <div><div></div> GMP /IFB</div> <div><div></div> Fab/Construct/Test</div> <div><div></div> Look Ahead Event</div> | | | | | | |

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

| Facility/ Contract Package | Contract Package | Consultant/ Contractor | Approved Contract Amount (A) | Approved Contingency Allowance (B) | Total Approved Amount (C=A+B) | Note (b) Executed Charges (D) | Current Contract Value (E=A-D) | Remaining Contingency Allowance (F=B-D) | Percent Contingency Used (G=D/B) | Percent Contract Comp. Note (a) | Additional Comments (November 2020) |
|---|--------------------------------------|-------------------------------------|---------------------------------------|---|--|--|---|--|---|--|--|
| DART Police Facilities Package 1 | C-1017045-01 | Phillips/May Corporation | \$3,797,333 | \$493,653 | \$4,290,986 | \$485,834 | \$4,282,167 | \$7,819 | 88% | 100% | Closed Expired 1/25/2010 |
| 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 | Jorneman | \$1,264,950 | \$103,196 | \$1,368,146 | \$66,342 | \$1,331,292 | \$34,854 | 66% | 100% | Closed Expired 1/11/2011 |
| DART Police Facilities NE Facility | NE Facility Construction Deferred | TBD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0% | 0% | |
| DART Police Facilities 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 Northak | \$795,252 | \$39,763 | \$835,015 | \$39,147 | \$814,399 | \$20,616 | 48% | 100% | Closed Expired 2/1/2016 |
| Central Business District (CBD) Rail Replacement | C-2042466-01 | Delta Peoples JV | \$13,318,756 | \$674,039 | \$13,992,795 | \$129,308 | \$13,448,064 | \$544,731 | 19% | 100% | Closed 8/25/2020 |
| Hidden Ridge Station | C-2046201-01 | Arthur Western Construction, LLC | \$11,067,000 | \$553,350 | \$11,620,350 | \$34,080 | \$11,103,080 | \$519,270 | 8% | 34% | |
| TOTAL | | | \$49,685,384 | \$4,140,792 | \$53,826,176 | \$1,868,334 | \$51,563,718 | \$2,242,458 | | | |

Legend: % Contingency used: 70%

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

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Safety & Security Projects

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Safety & Security Projects



Cost Summary

Safety & Security Projects

| 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 | 1.3 |
| 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 | 10.9 |
| 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 | \$ 12.9 |

1) Committed values reflect activity through 11/30/20.

2) Expended to Date values reflect general ledger activity posted through 11/30/20.

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

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

Status **Phase I – 48 LRVs**

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

Phase II – 115 SLRVs

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

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

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

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

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

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

Status The following improvements have been completed:

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

The following improvements are in the design phase:

- Preparation of construction documents for support structures for video monitors and additional lighting at West Transfer Center, Rosa Parks Plaza, 912 Commerce Bus Stop, and Union Station; and pedestrian controls at Union Station
- The 65% designs for the video monitors and additional lighting at these stations were received and reviewed- 100% designs in progress
- Installation of video monitors at West Transfer Center, Rosa Parks Plaza, Akard, Pearl, St. Paul, Union, and Convention Center stations
- Installation of blue light phones at West Transfer Center, Rosa Parks Plaza, Union, and Convention Center stations
- Installation of video monitors at 9 station platforms and blue light phones at 16 park-and-ride facilities outside of downtown

Other Safety & Security Projects

Safety & Security Projects

Status (Continued)

- Preparation of technical exhibits for equipment procurement to include video monitors and blue light phones
- Next steps will include preparation of a new solicitation for construction services and a new equipment procurement to include monitors and blue light phones







Issues None

Six-Month Look Ahead

Safety & Security Projects

Safety & Security Projects Six-Month Look Ahead

11/30/2020

| Project | 2020/2021 | | | | | |
|---|-----------|---------|----------|-------|-------|-----|
| | December | January | February | March | April | May |
| CCTV For 163 SLRVs (48 + 115)  CCTV Project Complete - October 22, 2019 Additional re-work on power supply is currently under review. | | | | | | |
| <div>  Design/Utilities/ROW  GMP /IFB  Material Delivery/Install/Construct/Test </div> <div>  Look Ahead Event  Acceptance/Closeout </div> | | | | | | |

Change Control Summary

Safety & Security Projects

Safety and Security Projects - Change Control Summary

| Rail Section/ Contract Package | Consulant/ 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 (November 2020) |
|--|--------------------------|--------------------------------|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|--|
| | | (A) | (B) | (C)=(A)+(B) | (D) | (E)=(A)+(D) | (F)=(B)-(D) | (G)=(D)/(F) | (H)=(C)/(E) | |
| Furnish and Install CCTV on 163 SERVs | C-2012794-01 | DTI Group LTD | | | | | | | | |
| | | \$,597,403 | 334,000 | 9,931,403 | \$132,449 | 9,729,853 | 201,551 | 40% | 88% | |
| TOTALS: | | \$9,597,403 | \$334,000 | \$9,931,403 | \$132,449 | \$9,729,853 | \$201,551 | | | |

Legend:

Notes:

% Contingency = 50%

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

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

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

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Streetcar Projects

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Streetcar Projects

11/30/2020



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 | 10.7 | 10.7 |
| Streetcar Projects Total | \$ 27.0 | \$ 20.3 | \$ 20.0 |

- 1) Committed values reflect activity through 11/30/20.
- 2) Expended to Date provided by DART Finance/Accounting through 11/30/20.
- 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 5: Enhance DART's role as a recognized local, regional and national transportation leader

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

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

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

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

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

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

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

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

Issues None

Six-Month Look Ahead

Streetcar Projects

Dallas Streetcar Projects Six-Month Look Ahead

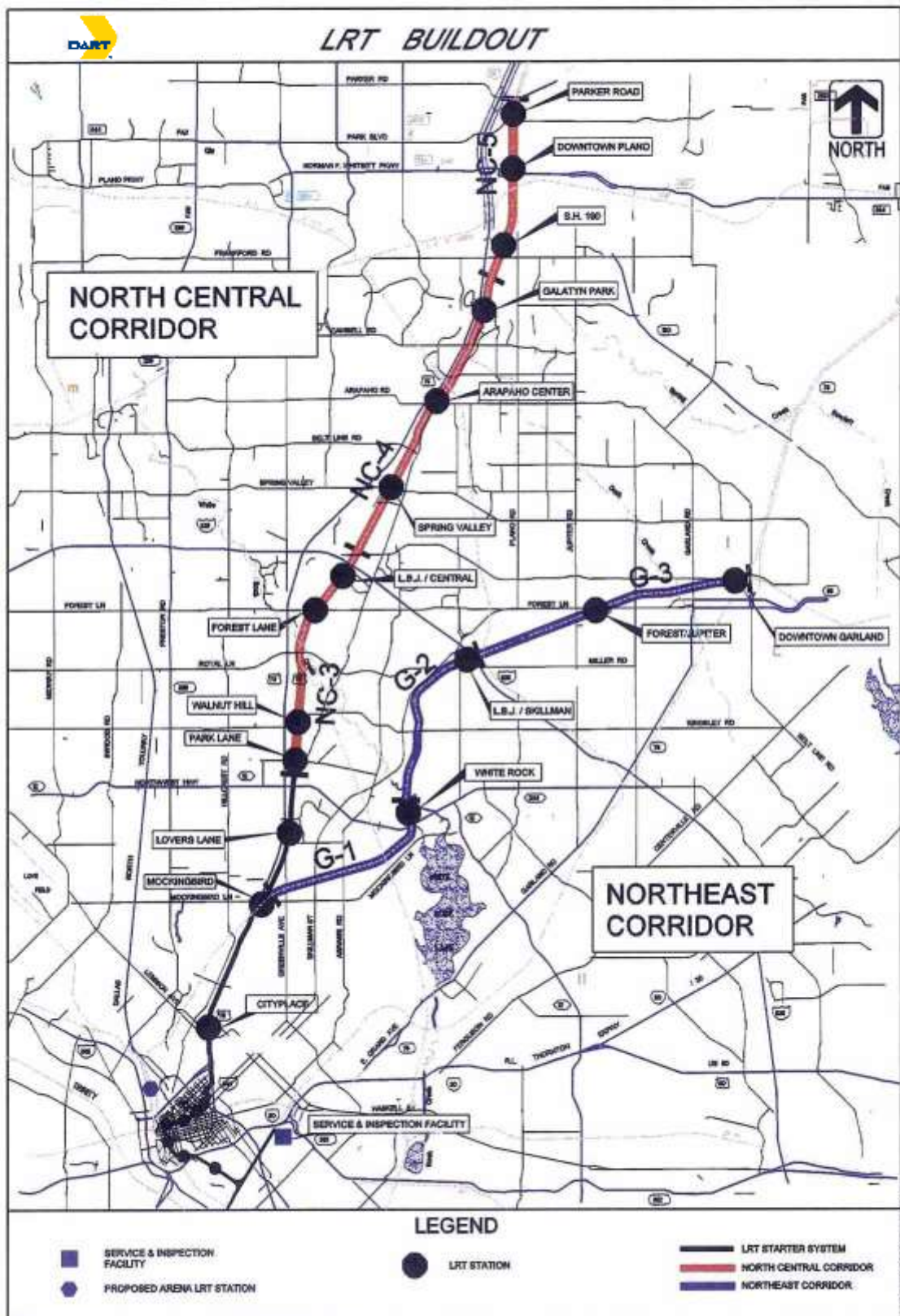
11/30/2020

| Project | 2020/2021 | | | | | |
|--|---|---------|----------|-------|-------|-----|
| | December | January | February | March | April | May |
| 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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North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

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

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

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

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

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

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

Quantum Hearing

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



LRT Buildout

Phases II & III

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LRT Buildout Phases II & III



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LRT Buildout

Phase IIB

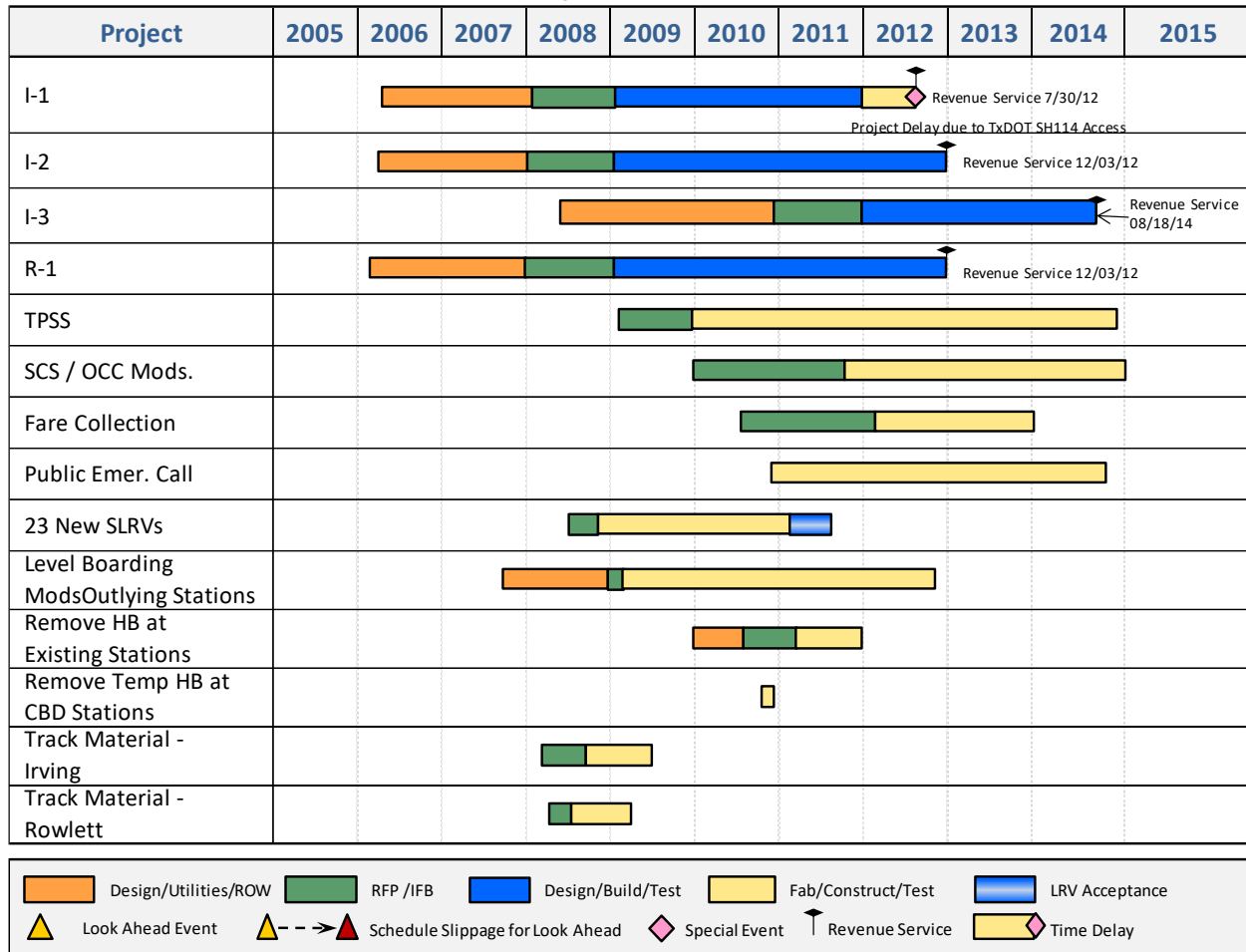
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Summary Control Schedule

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 11/30/20.
- 2) Expended to date values reflect activity through 11/30/20.
- 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 | \$ 20.8 |
| 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 11/30/20.
- 2) Expended to date values reflect activity through 11/30/20.
- 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

December 31, 2020

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

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

Joseph Costello

Joseph Costello, Chief Financial Officer

Dwight Burns

Dwight Burns, Treasurer

Wallace Waits

Wallace Waits, Senior Manager Cash and Debt Administration

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Quarterly Investment Report – December 2020

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Quarterly Investment Report - Summary

1st Qtr FY21

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

DART's Investment Policy and Strategy are approved on an annual basis by the Board of Directors. The policy requires the use of strategies that most effectively accomplish the following goals, in order of priority:

1. Preservation of capital;
2. Liquidity to meet all obligations in a timely manner; and
3. Maximization of earnings from the full investment of available funds.

The Federal Open Market Committee continues to maintain the target range for the Fed Funds Rate between zero and 1/4 percent on December 16th. Economic indicators released since December 16th Committee meeting pointed to continued concerns over a U.S. economy as a result of COVID-19. The U.S. labor market decrease by 140,000 in December. The unemployment rate held at 6.7 percent (6.7%). The long-term inflation is at 1.6 percent (1.6%) on a 12-month basis, and real gross domestic product (GDP) increased by 33.4 percent (33.4%) by September-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 | 3/31 | 1.460 |
| | 6/30 | 0.694 |
| | 9/30 | 0.319 |
| FY21 | 12/31 | 0.188 |

| Ending Amortized Book Value as of December 31, 2020 | | | | | | |
|---|----------------------|----------------------|---------------------|----------------------|---------------|-----------|
| Portfolio | Agencies | Pools | MMF's | Fund Totals | YTM | Compliant |
| Managed Funds | | | | | | |
| Operating | \$ 15,000,000 | \$305,410,142 | \$ - | \$320,410,142 | 0.155% | Yes |
| Financial Reserve | 27,795,000 | 22,205,093 | - | 50,000,093 | 0.611% | Yes |
| MAIF | 3,000,000 | 9,451,145 | - | 12,451,145 | 0.536% | Yes |
| Platform Extensions | - | 41,151,887 | - | 41,151,887 | 0.150% | Yes |
| Silver Line | - | 20,100,008 | - | 20,100,008 | 0.150% | Yes |
| Insurance | 12,200,000 | 62,749 | - | 12,262,749 | 0.611% | Yes |
| Bond SEAF | - | 45,316,786 | - | 45,316,786 | 0.150% | Yes |
| CP SEAF | - | 12,638,825 | - | 12,638,825 | 0.150% | Yes |
| | \$ 57,995,000 | \$456,336,636 | \$ - | \$514,331,636 | 0.192% | |
| Constrained Funds | | | | | | |
| Debt Service | \$ - | \$ 38,936,547 | \$ 170,154 | \$ 39,106,701 | 0.146% | Yes |
| City of Irving ILA | - | 4,119,040 | - | 4,119,040 | 0.150% | Yes |
| Regional Toll Road | - | - | 1,544,010 | 1,544,010 | 0.063% | Yes |
| COD Streetcar | - | - | 60,374 | 60,374 | 0.059% | Yes |
| Toyota | - | 371,364 | - | 371,364 | 0.150% | Yes |
| | \$ - | \$ 43,426,951 | \$ 1,774,537 | \$ 45,201,488 | 0.143% | |
| All Funds | \$ 57,995,000 | \$499,763,587 | \$ 1,774,537 | \$559,533,124 | 0.188% | |

The investment rating of each investment was reviewed on 12/31/20 and found to be in compliance with PFIA.

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

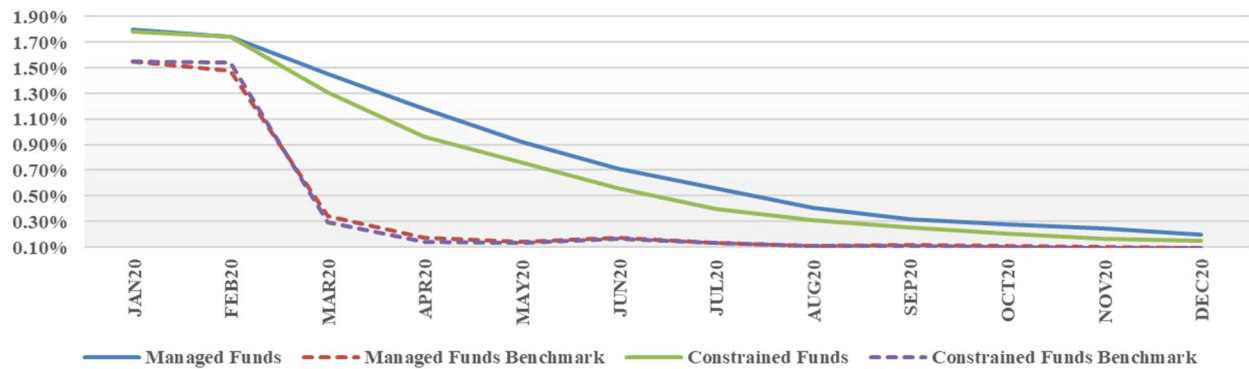
| | |
|---|---|
| Debt Service | 100% money-market funds and local government investment pools (LGIP) |
| Financial Reserve | LGIPs and laddered maturities |
| Insurance | LGIPs and laddered maturities |
| Mobility Assist. & Innovation Fnd (MAIF) | LGIPs, 1-6 months (10%), 6-12 months (10%), laddered 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

1st Qtr FY21

Historical Performance Against Benchmarks

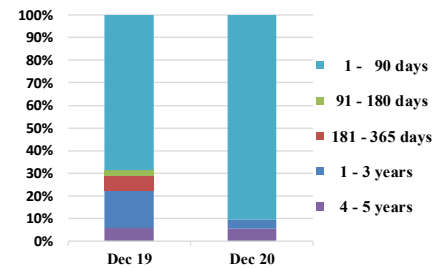


The benchmark rates are calculated at the end of each month as a weighted average of the 3 and 6-month Treasury bond yield curves, as well as the Treasury 1-3 year bond yield curves.

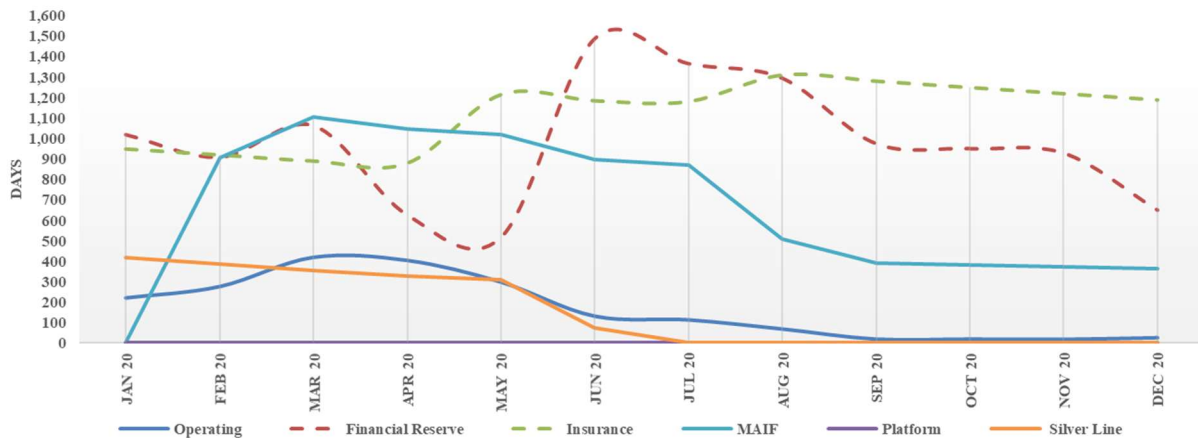
Average Yield to Worst All Funds

| | --- 12 months ending --- | | 3 months | |
|-----------|--------------------------|-------------|-------------|-------------|
| | FY18 | FY19 | FY20 | FY21 |
| Actual | 1.46% | 2.02% | 1.21% | 0.23% |
| Benchmark | 1.95% | 2.30% | 0.75% | 0.15% |

Investments by Maturity Range



Weighted Average Maturities



Security Transactions - Purchases

1st Qtr FY21

| Purchase Date | CUSIP | Security Description | Face Value | Maturity Date | Call Date | Yield to Worst | Cost Value | Investment Number |
|---------------------------------|-----------|-------------------------|----------------------|---------------|-----------|----------------|----------------------|-------------------|
| <u>FINANCIAL RESERVE</u> | | | | | | | | |
| 12/16/20 | 3133EMKH4 | FECB 0.16 12/15/2022-21 | \$ 5,000,000 | 12/15/22 | N/A | 0.180 | \$ 4,999,000 | 21-0002 |
| TOTAL | | | \$ 5,000,000 | | | 0.180 | \$ 4,999,000 | |
| <u>OPERATING FUND</u> | | | | | | | | |
| 12/15/20 | 3134GXGQ1 | FHLMC 0.2 12/15/2022-21 | \$ 10,000,000 | 12/15/22 | N/A | 0.200 | \$ 10,000,000 | 21-0001 |
| TOTAL | | | \$ 10,000,000 | | | 0.200 | \$ 10,000,000 | |
| GRAND TOTAL | | | \$ 15,000,000 | | | 0.190 | \$ 14,999,000 | |

Security Transactions - Maturities, Calls & Sales

1st Qtr FY21

| Sale Date | Action | Maturity Date | CUSIP | Security Description | Beg Cost Val & Accrued Int. | Int Received Current Qtr | Realized Gain/Loss | Original Disc/(Prem) |
|--|--------|---------------|-----------|-------------------------|-----------------------------|--------------------------|--------------------|----------------------|
| <u>OPERATING FUND</u> | | | | | | | | |
| 12/30/20 | Called | 12/30/21 | 3133ELFX7 | FFCB 1.65 12/30/2021-20 | \$ 13,000,000 | \$ 107,250 | \$ - | \$ - |
| TOTAL | | | | | \$ 13,000,000 | \$ 107,250 | \$ - | \$ - |
| <hr/> | | | | | | | | |
| <u>FINANCIAL RESERVE FUND</u> | | | | | | | | |
| 12/16/20 | Called | 06/16/23 | 3134GVST4 | FHLMC 0.52 6/16/2023-20 | \$ 5,000,000 | \$ 15,569 | \$ - | \$ - |
| 12/30/20 | Called | 03/25/24 | 3133ELPS7 | FFCB 0.59 3/25/2024-20 | 10,000,000 | - | - | - |
| TOTAL | | | | | \$ 15,000,000 | \$ 15,569 | \$ - | \$ - |
| <hr/> | | | | | | | | |
| <u>INSURANCE</u> | | | | | | | | |
| TOTAL | | | | | \$ - | \$ - | \$ - | \$ - |
| <hr/> | | | | | | | | |
| <u>SILVER LINE</u> | | | | | | | | |
| TOTAL | | | | | \$ - | \$ - | \$ - | \$ - |
| <hr/> | | | | | | | | |
| <u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u> | | | | | | | | |
| TOTAL | | | | | \$ - | \$ - | \$ - | \$ - |
| <hr/> | | | | | | | | |
| <u>PLATFORM EXTENSION FUND</u> | | | | | | | | |
| TOTAL | | | | | \$ - | \$ - | \$ - | \$ - |
| <hr/> | | | | | | | | |
| GRAND TOTAL | | | | | \$ 28,000,000 | \$ 122,819 | \$ - | \$ - |



Current Portfolio - Total

1st Qtr **FY21**

| 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 | \$ 5,007,410 | 2/10/2020 | 20-0019 |
| FFCB 0.16 12/15/2022-21 | 3133EMKH4 | 5,000,000 | 0.16 | 12/15/2022 | 0.17 | 0.17 | - | 4,999,021 | 4,999,778 | 12/16/2020 | 21-0002 |
| FHLMC 0.2 12/15/2022-21 | 3134GXGQ1 | 10,000,000 | 0.20 | 12/15/2022 | 0.20 | 0.20 | - | 10,000,000 | 10,008,884 | 12/15/2020 | 21-0001 |
| FFCB 1.65 12/30/2021-20 | 3133ELFX7 | 13,000,000 | 1.65 | 12/30/2021 | 1.65 | 1.65 | 13,000,000 | - | - | 12/30/2019 | 20-0013 |
| 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 | 3,005,070 | 4/6/2020 | 20-0048 |
| FHLMC 0.52 6/16/2023-20 | 3134GVST4 | 5,000,000 | 0.52 | 6/16/2023 | 0.52 | 0.52 | 5,000,000 | - | - | 6/17/2020 | 20-0051 |
| FHLMC 0.32 9/1/2023-21 | 3134GWH33 | 5,000,000 | 0.32 | 9/1/2023 | 0.32 | 0.32 | 5,000,000 | 5,000,000 | 4,995,836 | 9/1/2020 | 20-0059 |
| FFCB 0.59 3/25/2024-20 | 3133ELP57 | 10,000,000 | 0.59 | 3/25/2024 | 0.59 | 0.59 | 10,000,000 | - | - | 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 | 10,000,036 | 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 | 5,100,000 | 5,100,206 | 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 | 4,100,000 | 4,100,157 | 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 | 2,795,000 | 2,796,483 | 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 | 5,000,012 | 6/30/2020 | 20-0054 |
| FHLB 1.75 2/12/2025-21 | 3130AJSF2 | 3,000,000 | 1.75 | 2/12/2025 | 1.75 | 1.75 | 3,000,000 | 3,000,000 | 3,003,280 | 2/12/2020 | 20-0021 |
| LOGIC-Insurance LGIP | MM0040 | 62,723 | 0.26 | N/A | 0.26 | 0.26 | 62,723 | 62,749 | 62,749 | 8/29/2019 | MM-0040 |
| LOGIC - (T) Bond Prin LGIP | MM0071 | 56,385,800 | 0.26 | N/A | 0.26 | 0.26 | 56,385,800 | 10,311,636 | 10,311,636 | 2/7/2017 | MM-0071 |
| TexPool - Op LGIP | MM0051 | 112,806,151 | 0.26 | N/A | 0.26 | 0.26 | 112,806,151 | 86,668,159 | 86,668,159 | 9/6/2016 | MM-0051 |
| TexPool - (T) Bond Int LGIP | MM0072 | 66,526,612 | 0.26 | N/A | 0.26 | 0.26 | 66,526,612 | 28,624,911 | 28,624,911 | 1/26/2017 | MM-0072 |
| TexasDaily LGIP | MM0052 | 30,018,379 | 0.14 | N/A | 0.14 | 0.14 | 30,018,379 | 30,026,119 | 30,026,119 | 8/9/2019 | MM-0052 |
| LOGIC - Platform LGIP | MM0044 | 45,846,100 | 0.26 | N/A | 0.26 | 0.26 | 45,846,100 | 41,151,887 | 41,151,887 | 9/7/2016 | MM-0044 |
| LOGIC - Irving ILA LGIP | MM0046 | 4,426,729 | 0.26 | N/A | 0.26 | 0.26 | 4,426,729 | 4,119,040 | 4,119,040 | 7/10/2018 | MM-0046 |
| LOGIC - Bond SEAF LGIP | MM0053 | 45,297,804 | 0.26 | N/A | 0.26 | 0.26 | 45,297,804 | 45,316,786 | 45,316,786 | 3/26/2020 | MM-0053 |
| TexasCLASS LGIP | MM0050 | 105,824,274 | 0.24 | N/A | 0.24 | 0.24 | 105,824,274 | 83,962,862 | 83,962,862 | 8/6/2019 | MM-0050 |
| LOGIC - Op LGIP | MM0041 | 112,843,278 | 0.26 | N/A | 0.26 | 0.26 | 112,843,278 | 84,733,162 | 84,733,162 | 9/2/2016 | MM-0041 |
| Wells RTR Plano MM | MM0019 | 1,543,902 | 0.01 | N/A | 0.01 | 0.01 | 1,543,902 | 1,544,010 | 1,544,010 | 9/30/2011 | MM-0019 |
| LOGIC - CP SEAF LGIP | MM0049 | 12,633,531 | 0.26 | N/A | 0.26 | 0.26 | 12,633,531 | 12,638,825 | 12,638,825 | 5/7/2019 | MM-0049 |
| LOGIC - Fin Res LGIP | MM0042 | 12,205,003 | 0.22 | N/A | 0.22 | 0.22 | 12,205,003 | 22,205,093 | 22,205,093 | 9/7/2016 | MM-0042 |
| LOGIC - Silver Line LGIP | MM0047 | 20,100,004 | 0.25 | N/A | 0.25 | 0.25 | 20,100,004 | 20,100,008 | 20,100,008 | 7/2/2018 | MM-0047 |
| LOGIC - MAIF LGIP | MM0043 | 9,355,216 | 0.26 | N/A | 0.26 | 0.26 | 9,355,216 | 9,451,145 | 9,451,145 | 9/7/2016 | MM-0043 |
| Wells Streetcar MM | MM0022 | 16,682 | 0.01 | N/A | 0.01 | 0.01 | 16,682 | 60,374 | 60,374 | 9/30/2011 | MM-0022 |
| Amegy Debt Serv MM | MM0002 | 198,338 | 0.04 | N/A | 0.04 | 0.04 | 198,338 | 170,154 | 170,154 | 9/30/2011 | MM-0002 |
| FICA - CD Operating Pool Cash | MM0054 | 20,015,048 | 0.15 | N/A | 0.15 | 0.15 | 20,015,048 | 20,019,841 | 20,019,841 | 4/1/2020 | MM-0054 |
| LOGIC - Toyota LGIP | MM0045 | 371,208 | 0.26 | N/A | 0.26 | 0.26 | 371,208 | 371,364 | 371,364 | 9/29/2016 | MM-0045 |
| GRAND TOTALS | | | | | 0.19 | 0.19 | 727,471,782 | 559,532,144 | 559,555,275 | | |

Portfolio Analysis by Fund

1st Qtr

FY21

(\$ = 000s)

| | Oper. | Financial Reserve | MAIF | Ins. | Platform | Silver Line | CP SEAF | Bond SEAF | Irving ILA | RTR | Streeter | Toyota | Debt Service | TOTAL |
|---------------------------------------|------------|-------------------|-----------|-----------|-----------|-------------|-----------|-----------|------------|----------|----------|--------|--------------|------------|
| Face Value | \$ 320,410 | \$ 50,000 | \$ 12,451 | \$ 12,263 | \$ 41,152 | \$ 20,100 | \$ 12,639 | \$ 45,317 | \$ 4,119 | \$ 1,544 | \$ 60 | \$ 371 | \$ 39,107 | \$ 559,533 |
| Market Value | 320,426 | 49,997 | 12,454 | 12,268 | 41,152 | 20,100 | 12,639 | 45,317 | 4,119 | 1,544 | 60 | 371 | 39,107 | 559,555 |
| Unrealized Gain (Loss) | 16 | (2) | 3 | 5 | - | - | - | - | - | - | - | - | - | 23 |
| Ending Amort. Book Value | 320,410 | 49,999 | 12,451 | 12,263 | 41,152 | 20,100 | 12,639 | 45,317 | 4,119 | 1,544 | 60 | 371 | 39,107 | 559,532 |
| Cash Balance in dda accounts | 825 | - | - | - | - | - | - | - | - | - | - | - | - | 825 |
| Amortized Value Plus Cash | 321,235 | 49,999 | 12,451 | 12,263 | 41,152 | 20,100 | 12,639 | 45,317 | 4,119 | 1,544 | 60 | 371 | 39,107 | 560,357 |
| Accrued Interest | 30 | 12 | 20 | 26 | - | - | - | - | - | - | - | - | - | 88 |
| TOTAL FUND VALUE | \$ 321,266 | \$ 50,011 | \$ 12,471 | \$ 12,288 | \$ 41,152 | \$ 20,100 | \$ 12,639 | \$ 45,317 | \$ 4,119 | \$ 1,544 | \$ 60 | \$ 371 | \$ 39,107 | \$ 560,445 |
| KEY COMPLIANCE TARGETS | | | | | | | | | | | | | | |
| Minimum Fund Requirement ¹ | \$ 137,600 | | | \$ 12,068 | | | | | | | | | | |
| Excess / (Shortfall) in Fund | \$ 183,666 | | | \$ 220 | | | | | | | | | | |
| 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) | 24 | 649 | 363 | 1,188 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 106 |
| Max. Individual Maturity (days) | 1,825 | 3,650 | 3,650 | 3,650 | 1,095 | 1,095 | 180 | 180 | 1 | 1 | 1 | 1 | 365 | |
| Actual Max. Invest. Maturity (days) | 714 | 1,460 | 1,504 | 1,334 | 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 | 0.155% | 0.342% | 0.536% | 0.611% | 0.150% | 0.150% | 0.150% | 0.150% | 0.150% | 0.063% | 0.059% | 0.150% | 0.146% | 0.188% |
| 6-Month T-Bill | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% | 0.093% |
| Wgt. Average Fund Variance | 0.062% | 0.249% | 0.443% | 0.518% | 0.057% | 0.057% | 0.057% | 0.057% | 0.057% | -0.030% | -0.034% | 0.057% | 0.053% | 0.095% |

Notes:

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

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

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



Change in Market Value of Investments

1st Qtr FY21

| Fund | Security Description | Rate | Maturity | Call Date | Face Value | 09/30/20 Market Value | 12/31/20 Market Value | Change from Prior Quarter |
|--|-------------------------------|------|----------|-------------|--------------|--------------------------|--------------------------|------------------------------|
| Operating | FHLB 1.5 2/10/2021 | 1.50 | 02/10/21 | Anytime | \$ 5,000,000 | \$ 5,025,208 | \$ 5,007,410 | \$ (17,798) |
| Financial Reserve | FFCB 0.16 12/15/2022-21 | 0.16 | 12/15/22 | Quarterly | 5,000,000 | - | 4,999,778 | 4,999,778 |
| Operating | FHLMC 0.2 12/15/2022-21 | 0.20 | 12/15/22 | Quarterly | 10,000,000 | - | 10,008,884 | 10,008,884 |
| Operating | FFCB 1.65 12/30/2021-20 | 1.65 | 12/30/21 | One Time | 13,000,000 | 13,041,273 | - | (13,041,273) |
| Insurance | FHLB 0.875 4/6/2023-21 | 0.88 | 04/06/23 | Quarterly | 3,000,000 | 2,980,909 | 3,005,070 | 24,161 |
| Financial Reserve | FHLMC 0.52 6/16/2023-20 | 0.52 | 06/16/23 | Continuous | 5,000,000 | 5,001,607 | - | (5,001,607) |
| Financial Reserve | FHLMC 0.32 9/1/2023-21 | 0.32 | 09/01/23 | Quarterly | 5,000,000 | 4,994,832 | 4,995,836 | 1,004 |
| Financial Reserve | FFCB 0.59 3/25/2024-20 | 0.59 | 03/25/24 | Quarterly | 10,000,000 | 10,000,191 | - | (10,000,191) |
| Financial Reserve | FHLB 0.62 6/24/2024-20 | 0.62 | 06/24/24 | Anytime | 10,000,000 | 9,906,402 | 10,000,036 | 93,634 |
| Insurance | FHLMC 0.55 7/22/2024-21 | 0.55 | 07/22/24 | Continuous | 5,100,000 | 5,083,610 | 5,100,206 | 16,596 |
| Insurance | FHLMC 0.5 8/26/2024-21 | 0.50 | 08/26/24 | One Time | 4,100,000 | 4,099,737 | 4,100,157 | 420 |
| Financial Reserve | FHLMC 0.5 11/27/2024-21 | 0.50 | 11/27/24 | Continuous | 2,795,000 | 2,793,076 | 2,796,483 | 3,408 |
| Financial Reserve | FHLB 0.72 12/30/2024-20 | 0.72 | 12/30/24 | Continuous | 5,000,000 | 4,955,074 | 5,000,012 | 44,938 |
| MAIF | FHLB 1.75 2/12/2025-21 | 1.75 | 02/12/25 | Continuous | 3,000,000 | 2,975,527 | 3,003,280 | 27,753 |
| Insurance | LOGIC-Insurance LGIP | 0.26 | N/A | Quarterly | 62,723 | 62,723 | 62,749 | 26 |
| Debt Service | LOGIC - (T) Bond Prin LGIP | 0.26 | N/A | One Time | 56,385,800 | 56,385,800 | 10,311,636 | (46,074,164) |
| Operating | TexPool - Op LGIP | 0.26 | N/A | Semi-Annual | 112,806,151 | 112,806,151 | 86,668,159 | (26,137,992) |
| Debt Service | TexPool - (T) Bond Int LGIP | 0.26 | N/A | One Time | 66,526,612 | 66,526,612 | 28,624,911 | (37,901,701) |
| Operating | TexasDaily LGIP | 0.14 | N/A | Continuous | 30,018,379 | 30,018,379 | 30,026,119 | 7,740 |
| Platform | LOGIC - Platform LGIP | 0.26 | N/A | Continuous | 45,846,100 | 45,846,100 | 41,151,887 | (4,694,213) |
| Irving ILA | LOGIC - Irving ILA LGIP | 0.26 | N/A | Continuous | 4,426,729 | 4,426,729 | 4,119,040 | (307,689) |
| Bond SEAF | LOGIC - Bond SEAF LGIP | 0.26 | N/A | Quarterly | 45,297,804 | 45,297,804 | 45,316,786 | 18,982 |
| Operating | TexasCLASS LGIP | 0.24 | N/A | Quarterly | 105,824,274 | 105,824,274 | 83,962,862 | (21,861,412) |
| Operating | LOGIC - Op LGIP | 0.26 | N/A | Continuous | 112,843,278 | 112,843,278 | 84,733,162 | (28,110,117) |
| RTR Funding | Wells RTR Plano MM | 0.01 | N/A | Continuous | 1,543,902 | 1,543,902 | 1,544,010 | 108 |
| CP SEAF | LOGIC - SEAF LGIP | 0.26 | N/A | Quarterly | 12,633,531 | 12,633,531 | 12,638,825 | 5,294 |
| Financial Reserve | LOGIC - Fin Res LGIP | 0.22 | N/A | Quarterly | 12,205,003 | 12,205,003 | 22,205,093 | 10,000,091 |
| Silver Line | LOGIC - Cotton Belt LGIP | 0.25 | N/A | Annual | 20,100,004 | 20,100,004 | 20,100,008 | 4 |
| MAIF | LOGIC - Cap Res LGIP | 0.26 | N/A | Quarterly | 9,355,216 | 9,355,216 | 9,451,145 | 95,929 |
| Streetcar | Wells Streetcar MM | 0.01 | N/A | One Time | 16,682 | 16,682 | 60,374 | 43,692 |
| Debt Service | Amegy Debt Serv MM | 0.04 | N/A | Continuous | 198,338 | 198,338 | 170,154 | (28,184) |
| Operating | FICA - CD Operating Pool Cash | 0.15 | N/A | N/A | 20,015,048 | 20,015,048 | 20,019,841 | 4,793 |
| Toyota | LOGIC - Toyota LGIP | 0.26 | N/A | N/A | 371,208 | 371,208 | 371,364 | 156 |
| Sub-total for Securities held at the end of both periods | | | | | \$ | 42,734,626 | \$ 58,017,151 | \$ 15,282,525 |
| % Change as a result of market movement | | | | | | | | 35.76% |
| Holdings at 9/30/20 maturing during Q1, FY21 | | | | | | - | | - |
| Holdings at 9/30/20 called during Q1, FY21 | | | | | | 28,122,819 | | (28,122,819) |
| Holdings at 9/30/20 sold during Q1, FY21 | | | | | | - | | - |
| Values of Money Market Mutual Funds (All) | | | | | | 656,476,782 | 501,538,124 | (154,938,658) |
| Holdings purchased during Q1, FY21 | | | | | | | - | - |
| Securities and/or cash held in DDA | | | | | | 513,742 | 825,123 | 311,381 |
| TOTAL PORTFOLIO VALUE | | | | | \$ | 727,847,970 | \$ 560,380,398 | \$ (167,467,572) |

Callable Securities Analysis

1st Qtr FY21

| Invest # | Fund | Maturity | Security Description | CUSIP | Next Call | Face Value | Rate | Treasury Curve | Call Probability |
|----------|-------------------|----------|-------------------------|-----------|-----------|-------------|------|----------------|------------------|
| 21-0002 | Financial Reserve | 12/15/22 | FFCB 0.16 12/15/2022-21 | 3133EMKH4 | 12/15/21 | \$5,000,000 | 0.16 | 0.09 | High |
| 21-0001 | Operating | 12/15/22 | FHLMC 0.2 12/15/2022-21 | 3134GXGQ1 | 12/15/21 | 10,000,000 | 0.20 | 0.09 | High |
| 20-0048 | Insurance | 4/6/23 | FHLB 0.875 4/6/2023-21 | 3130AJG94 | 4/6/21 | 3,000,000 | 0.88 | 0.09 | High |
| 20-0059 | Financial Reserve | 9/1/23 | FHLMC 0.32 9/1/2023-21 | 3134GWH33 | 9/1/21 | 5,000,000 | 0.32 | 0.09 | High |
| 20-0052 | Financial Reserve | 6/24/24 | FHLB 0.62 6/24/2024-20 | 3130AJRD3 | 1/1/21 | 10,000,000 | 0.62 | 0.09 | High |
| 20-0056 | Insurance | 7/22/24 | FHLMC 0.55 7/22/2024-21 | 3134GWAS5 | 1/22/21 | 5,100,000 | 0.55 | 0.09 | High |
| 20-0057 | Insurance | 8/26/24 | FHLMC 0.5 8/26/2024-21 | 3134GWKT2 | 2/26/21 | 4,100,000 | 0.50 | 0.09 | High |
| 20-0058 | Financial Reserve | 11/27/24 | FHLMC 0.5 11/27/2024-21 | 3134GWLF1 | 8/27/21 | 2,795,000 | 0.50 | 0.10 | High |
| 20-0054 | Financial Reserve | 12/30/24 | FHLB 0.72 12/30/2024-20 | 3130AJQP7 | 1/1/21 | 5,000,000 | 0.72 | 0.10 | High |
| 20-0021 | MAIF | 2/12/25 | FHLB 1.75 2/12/2025-21 | 3130AJ5F2 | 2/21/21 | 3,000,000 | 1.75 | 0.10 | 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: January 29, 2021
TO: DART Board
THROUGH: David Leininger
FROM: Gabriel J. Beltran
SUBJECT: First Quarter 2021 D/M/WBE Participation

This memorandum provides a summary of contracts, board approved contract modifications and small purchases awarded during the first quarter of Fiscal Year 2021. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 29 new contracts (eligible for goal setting) were awarded in the first quarter of FY 2021. These contract awards have a total dollar value of \$15,414,696 which represents 24% of eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, Board-approved contract modifications and small purchases during the first quarter FY 2021. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the first quarter of 2021. The total amount awarded was \$64,107,067. Of the foregoing amount, \$23,991,345 was committed to D/M/WBEs during the first quarter (37%).

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

Should you have any questions, do not hesitate to contact David Leininger at 214-749-3148 or by email at Dleininger@dart.org

A handwritten signature in blue ink, appearing to read "G. Beltran", is positioned above a horizontal line.

Gabriel J. Beltran
Interim Vice President, Diversity & Inclusion

PROCUREMENT DOLLARS BY AGREEMENT TYPE FIRST QUARTER FOR FISCAL YEAR 2021

| TOTAL AWARD ACTIVITY | | | | | |
|--------------------------|---------------------------|------------|--------------------------------|-------------------------|-----------------------------|
| Agreement Type | Total Procurement Dollars | Awards | % of Total Procurement Dollars | D/M/WBE Dollars Awarded | D/M/WBE % By Agreement Type |
| New DART Contract Awards | \$15,414,696 | 29 | | \$5,218,093 | 34% |
| Contract Mods/Options | \$42,704,464 | 6 | 67% | \$16,812,473 | 39% |
| Small Purchases | \$5,987,907 | 927 | 9% | \$1,960,779 | 33% |
| Total Awards | \$64,107,067 | 962 | 76% | \$23,991,345 | 37% |

| | | | | | |
|----------------------------|-----------|---|------|-----------------|-----------------|
| *New State Contract Awards | \$955,382 | 6 | 1.5% | State Monitored | State Monitored |
|----------------------------|-----------|---|------|-----------------|-----------------|

**Monitored by State*

Procurement Dollars Percentage of All Procurement Dollars

| | | |
|--|---------------------|------------|
| D/M/WBE Procurement Dollars Awarded | \$23,991,345 | 37% |
| Non D/M/WBE Procurement Dollars | \$40,115,722 | 39% |
| TOTAL PROCUREMENT DOLLARS AWARDED | \$64,107,067 | 76% |

Non D/M/WBE Procurement Dollars Awarded
63%



D/M/WBE Procurement Dollars Awarded
37%



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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 |
| P21 | Active Requirements Contracts Expiring Within 12 Months |
| P23 | Upcoming Procurements |



INTEROFFICE MEMORANDUM

DATE: January 19, 2021

TO: DART Board

THROUGH: David Leininger /s/ DL *
Nicole Fontayne-Bardowell /s/ NFB *

FROM: Adam W. Nicholas, CSCP, Interim Vice President, Procurement

SUBJECT: **Quarterly Procurement Report - First Quarter Fiscal Year 2021**

The following is a report of DART'S procurement activities for the First Quarter of Fiscal Year 2021. Included in this quarterly report are the following components:

- Summary Report
- Contracts Awarded
- Board Approved Contract Modifications
- Special Procurements:
 - Emergency Procurements
 - Unauthorized Procurement Actions (UPAs)
 - Sole Source (Noncompetitive)
 - Revenue Generating
 - Deviations to the DART Procurement Regulations
 - **SPECIAL ADDENDUM:** COVID-19 Procurements
- Active Requirements Contracts Expiring Within 12 Months
- Upcoming Procurements

Adam Nicholas

Adam W. Nicholas, CSCP
Interim Vice President, Procurement

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



Data Summary Sheet

Fiscal Year 2021 - First Quarter

Includes a summary of total award activity and special procurement actions

| <u>Summary Type</u> | <u>Count</u> | <u>Amount</u> |
|---------------------------------|--------------|------------------------|
| Contracts Awarded | 38 | \$21,034,387.02 |
| Approved Modifications | 7 | \$42,849,433.00 |
| Purchase Orders* | 866 | \$4,274,802.49 |
| Blanket Purchase Orders (BPOs)* | 61 | \$1,713,105.50 |
| Totals | 972 | \$69,871,728.01 |

(*) Details provided upon request.

Contracts Awarded

Fiscal Year 2021 - First Quarter

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

| Contract Number | (LM) | Vendor Name | Award Date | Award Amount |
|-----------------|--------|--|---|----------------|
| 2051931-01 | (1901) | TEXAS GENERAL LAND OFFICE | 10/01/2020 | \$4,122,082.00 |
| | | Contract Name: Natural Gas FY2021-2022 | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2057998-01 | (1907) | SHI GOVERNMENT SOLUTIONS | 10/01/2020 | \$249,000.00 |
| | | Contract Name: Microsoft Azure Services | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-SOFT/HARDWARE MAINT | |
| 2058310-01 | (1899) | DeSpain and Associates | 10/01/2020 | \$200,764.00 |
| | | Contract Name: IBM Annual Maintenance | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-SOFT/HARDWARE MAINT | |
| 2058725-01 | (1916) | SHI GOVERNMENT SOLUTIONS | 10/01/2020 | \$90,022.00 |
| | | Contract Name: Tableau Software Maintenance FY21 | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2059177-01 | (1917) | NF Consulting Services | 10/01/2020 | \$85,000.00 |
| | | Contract Name: Maximo- IT Testing Lead | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2054963-01 | (1921) | Galls Incorporated | 10/05/2020 | \$149,078.00 |
| | | Contract Name: DART Police Uniforms, Supply and Alterations | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2055994-01 | (1922) | RAILQUIP INC | 10/06/2020 | \$152,600.00 |
| | | Contract Name: 50 ton portable electric jacks | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2055250-01 | (1924) | SHERWIN WILLIAMS AUTOMOTIVE | 10/09/2020 | \$74,869.00 |
| | | Contract Name: Paint Products for DART's Bus Fleets | | |
| | | Classification: COMMODITIES | Sub-Classification: SUP/EQUIP-PAINT/RELATED PRODUCTS | |
| 2055100-01 | (1926) | LONE STAR AUCTIONEERS INC | 10/14/2020 | \$100,000.00 |
| | | Contract Name: Auctioneering Services | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-DISPOSAL | |
| 2055461-01 | (1927) | Video Surveillance & Access Sy | 10/15/2020 | \$74,348.00 |
| | | Contract Name: | Classification: CCTV Currency Rooms | |



Contracts Awarded

Fiscal Year 2021 - First Quarter

SERVICES

Sub-Classification: SVSC-SOFT/HARDWARE MAINT

| | | | | |
|------------|--------|--|---|--------------|
| 2050179-01 | (1930) | BOMBARDIER TRANSPORTATION | 10/18/2020 | \$221,602.00 |
| | | Contract Name: Bombardier Parts | | |
| | | Classification: COMMODITIES | Sub-Classification: SUP/EQUIP-OTHER VEHICLES-REV | |
| 2052468-01 | (1929) | REPROGRAPHIC CONSULTANTS INC | 10/19/2020 | \$54,659.00 |
| | | Contract Name: Customer Information Signage | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |



Contracts Awarded

Fiscal Year 2021 - First Quarter

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

| Contract Number | (LM) | Vendor Name | Award Date | Award Amount |
|-----------------|--------|---|---|--------------|
| 2052817-01 | (1928) | AC PRINTING | 10/19/2020 | \$159,745.00 |
| | | Contract Name: Customer Timetable Printing | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2054364-01 | (1931) | BEST PRESS | 10/19/2020 | \$211,883.00 |
| | | Contract Name: Large Format Offset Print | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2054542-01 | (1932) | AC PRINTING | 10/19/2020 | \$88,604.00 |
| | | Contract Name: Small Format Offset | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2054542-02 | (1933) | BEST PRESS | 10/19/2020 | \$113,790.00 |
| | | Contract Name: Small Format Offset | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2057608-01 | (1935) | DH Pace Company Inc | 10/29/2020 | \$178,126.08 |
| | | Contract Name: Interior Roll-up Doors | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2059237-01 | (1936) | IMAGINE SOLUTIONS LLC | 10/30/2020 | \$102,305.24 |
| | | Contract Name: FileNet & Encapture Maintenance | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-SOFT/HARDWARE MAINT | |
| 2059731-01 | (1937) | Info-Tech Research Group | 10/30/2020 | \$164,976.30 |
| | | Contract Name: INFO-TECH Research Services | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2057535-01 | (1938) | Schaffner MTC | 11/02/2020 | \$79,700.00 |
| | | Contract Name: Repair of 2500 KW Transformer | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-REPAIRS | |
| 2059178-01 | (1940) | Lincoln Leadership Advisors | 11/04/2020 | \$29,248.00 |
| | | Contract Name: Executive Recruitment Services | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2059178-02 | (1941) | Pearson Partners International | 11/04/2020 | \$52,592.00 |
| | | Contract Name: Executive Recruitment Services | | |



Contracts Awarded

Fiscal Year 2021 - First Quarter

| Classification: | | PROFESSIONAL SERVICES | Sub-Classification: | PROF-SVCS-OTHER | |
|------------------------|--------|--------------------------------|----------------------------|--------------------|--------------|
| 2059178-03 | (1942) | TransPro Consulting, LLC | | 11/04/2020 | \$31,975.00 |
| Contract Name: | | Executive Recruitment Services | | | |
| Classification: | | PROFESSIONAL SERVICES | Sub-Classification: | PROF-SVCS-OTHER | |
| 2057640-01 | (1943) | BERGER ENGINEERING COMPANY | | 11/09/2020 | \$145,000.00 |
| Contract Name: | | SOCBOF HVAC Replacement | | | |
| Classification: | | SERVICES | Sub-Classification: | SVSC-BUS OPERATION | |

Contracts Awarded

Fiscal Year 2021 - First Quarter

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

| Contract Number | (LM) | Vendor Name | Award Date | Award Amount |
|-----------------|--------|--|---|---|
| 2057094-01 | (1944) | BERGER ENGINEERING COMPANY | 11/20/2020 | \$165,065.00 |
| | | Contract Name: HVAC Repair Services | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2060142-01 | (1945) | SHI GOVERNMENT SOLUTIONS | 11/24/2020 | \$87,837.37 |
| | | Contract Name: VMWare Support | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2053306-01 | (1960) | HDR ENGINEERING INC | 12/01/2020 | \$9,225,000.00 |
| | | Contract Name: General Planning Consultant Services VII (GPC VII) | | |
| | | Classification: PROFESSIONAL SERVICES | Sub-Classification: PROF-SVCS-ARCHETECT/ENGINEER | |
| 2053808-01 | (1946) | TRAPEZE SOFTWARE GROUP | 12/01/2020 | \$2,866,102.00 |
| | | Contract Name: Trapeze Software and Maintenance | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-SOFT/HARDWARE MAINT | |
| 2058787-01 | (1948) | Allied Plastic Supply LLC | 12/02/2020 | \$234,555.00 |
| | | Contract Name: Sneeze Guard Barriers | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OFFICE CONFIGURATION | |
| 2059238-01 | (1951) | Oracle America Inc. | 12/03/2020 | \$170,193.99 |
| | | Contract Name: Oracle Core Maintenance 2021 | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2060411-01 | (1953) | SHI GOVERNMENT SOLUTIONS | 12/07/2020 | \$234,077.00 |
| | | Contract Name: Citrix Support | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-SOFT/HARDWARE MAINT | |
| 2060616-01 | (1952) | SEQUEL DATA SYSTEMS | 12/07/2020 | \$191,482.97 |
| | | Contract Name: Blade Infrastructure Updates | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2058191-01 | (1959) | Tubbesing Solutions, LLC | 12/09/2020 | \$120,136.50 |
| | | Contract Name: SDC In-Row Cooling Unit Replacement | | |
| | | Classification: SERVICES | Sub-Classification: SVSC-OTHER | |
| 2056963-01 | (1949) | Huffines Chevrolet | 12/10/2020 | \$173,940.00 |
| | | Contract Name: | Classification: | General Motors Engine for DARTs Arboc Bus Fleet |



Contracts Awarded

Fiscal Year 2021 - First Quarter

COMMODITIES

SUP/EQUIP-BUS PARTS

Sub-Classification:

| | | | | | |
|------------|--------|-------------------------------|-----------|------------|--------------|
| 2058505-01 | (1955) | DAIKIN APPLIED AMERICANS INC. | Emergency | 12/10/2020 | \$235,869.00 |
|------------|--------|-------------------------------|-----------|------------|--------------|

Contract Name: Chiller 1 Compressor Rebuild

Classification: SERVICES

Sub-Classification: SVSC-REPAIRS

| | | | | | |
|------------|--------|-------|--|------------|-------------|
| 2059198-01 | (1957) | CDW-G | | 12/14/2020 | \$91,080.00 |
|------------|--------|-------|--|------------|-------------|

Contract Name: Logitech Headset and Webcam

Classification: COMMODITIES

Sub-Classification: SUP/EQUIP-OTHER



Contracts Awarded

Fiscal Year 2021 - First Quarter

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

| Contract Number | (LM) | Vendor Name | Award Date | Award Amount |
|---|--------|-------------------|------------|--------------|
| 2060614-01 | (1958) | MICROSOFT TECHNET | 12/15/2020 | \$200,000.00 |
| Contract Name: MS Premier Support Classification: SERVICES Sub-Classification: SVSC-OTHER | | | | |

| | | | | |
|---|--------|---------------------|------------|--------------|
| 2059684-01 | (1966) | Oracle America Inc. | 12/28/2020 | \$107,079.57 |
| Contract Name: ODA Maintenance 2021 Classification: SERVICES Sub-Classification: SVSC-OTHER | | | | |

| | | |
|-----------------------|-----------------------------|------------------------|
| Report Totals: | 38 Contracts Awarded | \$21,034,387.02 |
|-----------------------|-----------------------------|------------------------|

SPECIAL TYPE TOTAL

| | |
|--------------|----------|
| Emergency | 1 |
| TOTAL | 1 |

Contracts Awarded Summary

| | TOTAL |
|----------------------------------|------------------------|
| COMMODITIES | |
| SUP/EQUIP-BUS PARTS | \$173,940.00 |
| SUP/EQUIP-OTHER | \$91,080.00 |
| SUP/EQUIP-OTHER VEHICLES-REV | \$221,602.00 |
| SUP/EQUIP-PAINT/RELATED PRODUCTS | \$74,869.00 |
| Total | \$561,491.00 |
| PROFESSIONAL SERVICES | |
| PROF-SVCS-ARCHETECT/ENGINEER | \$9,225,000.00 |
| PROF-SVCS-OTHER | \$84,567.00 |
| Total | \$9,309,567.00 |
| SERVICES | |
| SVSC-BUS OPERATION | \$145,000.00 |
| SVSC-DISPOSAL | \$100,000.00 |
| SVSC-OFFICE CONFIGURATION | \$234,555.00 |
| SVSC-OTHER | \$6,641,608.78 |
| SVSC-REPAIRS | \$315,569.00 |
| SVSC-SOFT/HARDWARE MAINT | \$3,726,596.24 |
| Total | \$11,163,329.02 |
| Grand Total | \$21,034,387.02 |



Board Approved Contract Modifications
Fiscal Year 2021 - First Quarter

| VENDOR NAME | AMOUNT | DESCRIPTION | MOD DATE |
|---|------------------------|---|------------|
| Valero Marketing and Supply Company | \$1,367,184 | Exercise remaining one-year option for Non-Revenue Vehicle (NRV) Fuel Mgmt System [Resolution No.200110] | 10/20/2020 |
| Progress Rail Services Group | \$144,969 | Increase funding for the purchase of Positive Train Control (PTC) equipment for two locomotives [Resolution No.200111] | 10/20/2020 |
| Bellphi Environmental, LLC RNDI Companies, Inc. Ponce Contractors, Inc. | \$0 | Exercise first One-year contract options for Asbestos and Demolition Services (no additional funding required) [Resolution No. 200112] | 10/20/2020 |
| Edens Touch Diversified, LLC | \$0 | Exercise the first One-year contract option for Grounds Maintenance and Vegetation Control (no additional funding required) [Resolution No. 200113] | 10/20/2020 |
| Uber Technologies, Inc | \$249,000 | Contract Modification to increase funding for Uber Technologies, Inc., to support GoLink services in Garland, Irving and the Expanded Inland Port [Resolution No. 200117] | 10/20/2020 |
| Herzog Transit Services, Inc. | \$7,118,138 | Increase funding for TRE Operations and Maintenance contract for Positive Train Control (PTC) support [Resolution No. 200130] | 12/8/2020 |
| Archer Western Herzog 4.0 Joint Venture | \$33,970,142 | Increase contract value for the Design-Build contract for Silver Line Regional Rail Project to include franchise utility allowance [Resolution No. 200131] | 12/8/2020 |
| TOTAL MODIFICATION AWARDED DOLLARS: | \$42,849,433.00 | TOTAL MODIFICATIONS AWARDED: 7 | |

Special Procurements

Fiscal Year 2021 - First Quarter

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

| Purchase Order Type | Count | Amount |
|--|------------|------------------------|
| Emergency [a] | 3 | \$246,434.17 |
| Unauthorized Procurement Actions (UPAs) [b] | 1 | \$3,298.50 |
| Sole Source (Noncompetitive) [c] | 13 | \$264,935.34 |
| Revenue Generating [d] | 0 | \$0.00 |
| Deviations to the DART Procurement Regulations [e] | 0 | \$0.00 |
| Totals | 17 | \$514,668.01 |
| SPECIAL ADDENDUM: COVID-19 Related Procurements to Date [f] | 202 | \$15,998,331.47 |

[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 2021 - First Quarter

Emergency

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

There are 3 "Emergency" Procurements in this Quarter.

| PO / Contract # and Date | | PO Item Description / Contract Name | Vendor Name | Total Amt |
|--------------------------|------------|-------------------------------------|-------------------------------|---------------------|
| 1362677 | 10/07/2020 | SERVICE TO DIAG. AND REPAIR | SPAETH MACHINE SHOP INC. | \$3,684.54 |
| 1363150 | 11/18/2020 | EMER BRIDGE INSPECTION SERVICE | TRANSYSTEMS CORP. CONSULTANT | \$6,880.63 |
| 2058505-01 | 12/10/2020 | Chiller 1 Compressor Rebuild | DAIKIN APPLIED AMERICANS INC. | \$235,869.00 |
| PO Count = 2 | | Contract Count = 1 | | \$246,434.17 |

Special Procurements

Fiscal Year 2021 - First 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 is 1 "Unauthorized Procurement Actions (UPAs)" Procurement in this Quarter.

| PO / Contract # and Date | | PO Item Description / Contract Name | Vendor Name | Total Amt |
|--------------------------|------------|-------------------------------------|----------------------|-------------------|
| 1362636 | 10/02/2020 | UPA | BLAGG TIRE & SVC INC | \$3,298.50 |
| PO Count = 1 | | Contract Count = 0 | | \$3,298.50 |



Special Procurements

Fiscal Year 2021 - First Quarter

Sole Source (Noncompetitive)

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

There are 13 "Sole Source (Noncompetitive)" Procurements in this Quarter.

| PO / Contract # and Date | PO Item Description / Contract Name | Vendor Name | Total Amt |
|--------------------------|---|-------------------------------|---------------------|
| 1362634 | 10/01/2020 SOUTHERN SOFTWARE MAINTENANCE | Southern Software Inc. | \$49,438.00 |
| 1362674 | 10/06/2020 STORSERVER MAINT CONTRACT | Backup International | \$12,908.00 |
| 1362731 | 10/14/2020 REBUILT,BOARD,PC,DRIVER,AC LAM | Hitachi Rail STS USA, Inc | \$5,928.00 |
| 1362755 | 10/15/2020 TURNTABLE, ASSEMBLY, FLOOR PAN | KINKISHARYO INTERNATIONAL LLC | \$14,850.00 |
| 1362757 | 10/15/2020 SPRING SUB-ASSY,RH,CHA,PANTOGR | TRANSTECH OF SC INC | \$25,276.30 |
| 1362768 | 10/16/2020 HPRE GROUT | Delta/Peoples JV | \$75,000.00 |
| 1362837 | 10/21/2020 REBUILT,TRIM, TVM-3 TALL, S/A, | SPX CORPORATION | \$27,580.00 |
| 1362984 | 11/03/2020 SKIRT, LEFT FRONT, HINGED, FLT | KINKISHARYO INTERNATIONAL LLC | \$9,435.00 |
| 1362985 | 11/03/2020 BUTTON-PUSH,EXT PASS ASSY | VAPOR STONE RAIL SYSTEMS | \$11,979.00 |
| 1363179 | 11/23/2020 SUPPORT,ROLLER, OPERATOR CAB | KINKISHARYO INTERNATIONAL LLC | \$3,696.00 |
| 1363270 | 12/02/2020 UNION, 3/8OD X 3/8 NPT | KINKISHARYO INTERNATIONAL LLC | \$2,800.00 |
| 1363341 | 12/09/2020 PCB, CONTROL, TT1694-2 | POWERTECH CONVERTER CORP. | \$18,327.35 |
| 1363394 | 12/16/2020 CARBON,SUPPORT,CAST,PANTOGRAPH | TRANSTECH OF SC INC | \$7,717.69 |
| PO Count = 13 | BPO Count = 0 | Contract Count = 0 | \$264,935.34 |



Special Procurements

Fiscal Year 2021 - First Quarter

Revenue Generating

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

There are no Revenue Generating procurements in this Quarter.

Special Procurements

Fiscal Year 2021 - First 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 2021 - First Quarter

SPECIAL ADDENDUM
COVID-19 Related Procurements to Date

| DESCRIPTION | QUANTITY | AMOUNT |
|--|----------|-------------|
| PURCHASE ORDERS | | |
| TOWELETTE, DISINFECTING,6 X 6.75",CANISTER/160 SHEETS | 1,400 | \$24,500.00 |
| NEC SOFT PHONE LICENSES | 1 | \$2,628.00 |
| SOAP,HAND CLEANING | 500 | \$11,375.00 |
| SANITIZER,FOAM,NON-ALCOHOL,HAND,INSTANT (1000ML) | 100 | \$5,600.00 |
| SPRAY NINE DISINFECTANT,32 OZ | 864 | \$6,480.00 |
| WIPES,GERMICIDAL, 5" X 8" | 500 | \$12,050.00 |
| CARTRIDGE , FOAM HAND SANITIZER | 50 | \$589.97 |
| ASTM F2100-11 APPROVED PROCEDURAL SAFETY MASK | 600 | \$38,334.00 |
| MULTI-SURFACE , GLASS, CLEANER& SURFACE, SCENT,FORMULA"409" | 400 | \$1,220.00 |
| SPRAY NINE DISINFECTANT,32 OZ | 420 | \$7,650.00 |
| WIPE, DISPOSABLE, BLEACHED WHITE | 400 | \$24,800.00 |
| DISINFECTANT, BRUTAB 6S 1 GALLON TABLETS | 10 | \$2,280.00 |
| DISINFECTANT, BRUTAB 6S 1 QUART TABLETS | 10 | \$2,442.10 |
| SPRAY NINE DISINFECTANT,32 OZ | 1,020 | \$7,599.00 |
| FOGGER SOLUTION, HALOSIL (4 Per case) | 36 | \$3,560.00 |
| Halo Portable H202 Detector | 4 | \$6,200.00 |
| Nozzle Assy Kit | 20 | \$3,500.00 |
| Power Cord, 8", 110VPC | 10 | \$350.00 |
| Hose, Halo Fogger, 12" | 10 | \$7,500.00 |
| Tripod, Extra Nozzle Mounting | 6 | \$450.00 |
| Power Module | 4 | \$1,180.00 |
| H202 Strip Test Kit | 50 | \$2,500.00 |
| Suction Cup, Mount, Ex-Nozzle | 50 | \$2,500.00 |
| Tripod Mounting Ball | 6 | \$90.00 |
| 2019 Lenovo IdeaPad S145-15API | 100 | \$36,300.00 |
| HEX NUT, STAINLESS STEEL #10-3 | 1500 | \$86.40 |
| PPE Safety Protection Kits | 2000 | \$30,000.00 |
| 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 LABE | 1,000 | \$2,610.40 |
| HAND SANITIZER GEL 5 OZ - BOSTON ROUND BLACK CAP - CLEAR LABE | 1,000 | \$3,750.00 |
| HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL | 6 | \$277.50 |
| 55 Gallon Drum Hand Sanitizer | 1 | \$962.50 |
| Hand Sanitizer Dispenser 1000 Mil | 90 | \$735.00 |
| VP200ESK-EA | 10 | \$7,775.00 |
| Pumps for Drums | 2 | \$186.62 |
| Antibacterial Pen | 6,000 | \$3,538.54 |
| Stay Safe Floor Decals OTS Square Cut, 12 x 14 | 125 | \$610.50 |
| Drums of Hand Sanitizers | 5 | \$6,495.00 |
| KN95 Microgien Mask | 4,000 | \$15,800.00 |
| BlueJean Subscription | 100 | \$24,944.40 |

Special Procurements
Fiscal Year 2021 - First Quarter

SPECIAL ADDENDUM
COVID-19 Related Procurements to Date

| DESCRIPTION | QUANTITY | AMOUNT |
|--|----------|-------------|
| CREDIT CARD PURCHASES (continued) | | |
| Hand Sanitizer - 55 Gal | 4 | \$11,578.96 |
| Hand Sanitizer - Liquid foam - 4/cs | 72 | \$15,157.44 |
| Infrared Camera Inc Thermometer | 100 | \$8,225.00 |
| Spare Part - Ball mount | 5 | \$75.00 |
| Test Strips plus shipping | 10 | \$448.94 |
| Shipping | 1 | \$255.48 |
| Triple AAA batteries | 144 | \$117.44 |
| Shower Curtains | 600 | \$6,010.99 |
| Shower Curtains | 100 | \$1,008.51 |
| MASK | 5,000 | \$6,250.00 |
| KN 95 SAFETY MASK, NON MEDICA | 2,300 | \$9,315.00 |
| Imperial HDPE Bottles - White 32oz + Trigger Sprays | 100 | \$635.00 |
| SAFETY MASK, 3 PLY, LIGHT BLUE | 10,000 | \$7,900.00 |
| Table Caps for PVC Pipe | 230 | \$348.17 |
| BACKPACK ELECTROSTATIC SPRAYER | 1 | \$1,775.00 |
| Wire Rope Clip, 3/16 In, Malleable Iron | 1,200 | \$1,056.00 |
| Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl | 3 | \$663.57 |
| Shower Curtains | 200 | \$2,010.99 |
| Wire Rope Clip, 3/16 In, Malleable Iron | 100 | \$88.00 |
| Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl | 5 | \$1,105.95 |
| PVC Pipe 1 Inch | 125 | \$270.00 |
| Shower Hooks | 125 | \$1,591.25 |
| N95 Mask | 4,000 | \$11,520.00 |
| Hand sanitizer 70% | 133 | \$15,221.85 |
| 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 |

Special Procurements
Fiscal Year 2021 - First Quarter

SPECIAL ADDENDUM
COVID-19 Related Procurements to Date

| DESCRIPTION | QUANTITY | AMOUNT |
|--|----------|-------------|
| CREDIT CARD PURCHASES (continued) | | |
| DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS | 360 | \$11,520.00 |
| Antibacterial Pouches | 1,000 | \$15,851.50 |
| DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS | 720 | \$23,040.00 |
| Stay Safe Floor Decals OTS Square Cut, 12 x 14 | 500 | \$1,350.00 |
| DISINFECTANT WIPES, | 500 | \$32,000.00 |
| DISINFECTANT WIPES, | 500 | \$32,000.00 |
| Hand Sanitizer 55 Gallon Drum | 5 | \$6,495.00 |
| Hand sanitizer - 1000 Mil 6pk | 43 | \$4,063.19 |
| Steel Square Tube A500/A513 (Welded) 1.250 X 1.250 X 0.083 | 259 | \$2,867.75 |
| Aluminum Angle 6063T52 2.000 X 2.000 X 0.125 | 53 | \$1,380.24 |
| Hot Rolled Flat Bar 0.125 X 5.000 | 20 | \$658.44 |
| <i>Tactical Gas Mask</i> | 24 | \$4,505.76 |
| P100 Cans | 30 | \$1,258.20 |
| Tactical / Riot Helmet w/ Integral Visor Plus Ear & Neck Protector | 30 | \$5,940.00 |
| Pepperball Launchers | 4 | \$1,998.98 |
| Hand sanitizer - 1000 Mil 6pk | 4 | \$373.32 |
| Seat Covers | 10,000 | \$5,668.00 |
| Hand sanitizer - 1000 Mil 6pk | 7 | \$668.31 |
| Hand sanitizer - 1000 Mil 6pk | 57 | \$5,334.81 |
| Hand Sanaitizer Dispensers | 75 | \$615.00 |
| Hand sanitizer 2 oz | 5,000 | \$10,000.00 |
| Sneeze Gaurd | 50 | \$5,540.99 |
| Pipe Brackets | 800 | \$40,973.07 |
| Sneeze Gaurd | 25 | \$2,826.49 |
| Hand Sanitizer Foaming | 375 | \$34,998.75 |
| Sneeze Gaurd | 4 | \$2,962.50 |
| Hand Sanitizer Refill | 103 | \$12,669.00 |
| Hand Sanitizer Refill | 86 | \$12,470.00 |
| <i>Hand Sanitizer Refill</i> | 20 | \$2,900.00 |
| <i>Dispenser for Hand Sanitizer</i> | 216 | \$1,296.00 |
| Face Mask | 100 | \$359.97 |
| Empty Bottles for Hand Sanitizer | 12 | \$177.00 |
| Empty Bottles for Hand Sanitizer | 36 | \$239.00 |
| <i>8 oz clear PET Cosmo Round Bottle 24-410 with Flip Top Cap</i> | 5200 | \$1,346.80 |
| <i>Thermometers</i> | 50 | \$2,516.99 |
| <i>Covid-19 Social Distancing Bus Seat Signs</i> | 10000 | \$5,668.00 |

Special Procurements
Fiscal Year 2021 - First 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 |
| 3 PLY MASK INDIVIDUALLY WRAPPED | 500000 | \$250,000.00 |
| 3 PLY MASK INDIVIDUALLY WRAPPED | 500000 | \$250,000.00 |

Special Procurements
Fiscal Year 2021 - First Quarter

SPECIAL ADDENDUM
COVID-19 Related Procurements to Date

| DESCRIPTION | QUANTITY | AMOUNT |
|---|----------|-----------------------|
| CONTRACTS | | |
| C-2055710-01--Halosil Contract | | |
| 0753-110FLX Halofogger, FLX, 12ft. Extended Nozzle, 110V, with Digital Timer & Suction Cup Mounts | 28 | \$296,800.00 |
| 0753-EXHA12 12FT Hose Assembly for Extended Nozzle with Suction Cup Mounts | 56 | \$40,320.00 |
| HSH202 HaloSense--Portable H202 Detector with Low Range Sensor and Battery Charger | 5 | \$7,000.00 |
| 0753-TRIPOD Extra Nozzle Mounting Tripod | 13 | \$780.00 |
| HM10N0G4 HaloMist Disinfectant Case, x4 1-Gallon (3.8) Bottles | 108 | \$41,040.00 |
| H202STPS-50 Halosil Chemical Indicator Strip | 6 | \$243.00 |
| LTL Freight Charges | LOT | \$10,000.00 |
| Contract Amount | | \$396,183.00 |
| C-2055600-01 Microsoft Laptops | | |
| Microsoft Laptops | 128 | \$206,462.00 |
| Contract Amount | | \$206,462.00 |
| C-2051412-01 Staff Augmentation | | |
| Servicers for Cleaning of Buses | 30 | \$172,896.00 |
| Servicers for Cleaning of Rail | 20 | \$350,000.00 |
| Contract Amount | | \$522,896.00 |
| C-2051412-02 Staff Augmentation | | |
| Servicers required for cleaning Buses | 35 | \$1,979,300.00 |
| Supervisors to supervise Servicers | 6 | \$349,690.00 |
| Contract Amount | | \$2,328,990.00 |
| C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-130) | | |
| Gloves,Safety, MED ,5 MIL | 1200 | \$16,944.00 |
| Gloves,Safety, LARGE ,5 MIL | 1200 | \$16,944.00 |
| Fitting,Barb, 1/4" MNPT,3/8" | 80 | \$79.20 |
| Cloth,Tack,Gold Size 18 X 36, | 15 | \$20.43 |
| Silicone,Sealant,Black, 11 OZ | 96 | \$247.10 |
| Lens, Faceshield, Universal HO | 24 | \$144.41 |
| Contract Amount | | \$34,379.14 |
| Barrier Shield Project | | |
| Aluminum Sheet, 48" x 144" | 12 | \$284.20 |
| Washer, Fender, 5/16 x 1 1/2 (BOX of 100) | 65 | \$652.47 |
| Contract Amount | | \$936.67 |
| C-2057095-01 Driver Barrier Shield | | |
| NABI Driver Shield | 500 | \$175,000.00 |
| New Flyer Transit | 50 | \$17,500.00 |
| Proterra Driver Shield | 10 | \$3,500.00 |
| ARBOC Driver Shield | 125 | \$40,625.00 |
| New Flyer Suburban Driver Shield | 52 | \$27,040.00 |
| Contract Amount | | \$263,665.00 |

Special Procurements
Fiscal Year 2021 - First Quarter

SPECIAL ADDENDUM
COVID-19 Related Procurements to Date

| DESCRIPTION | QUANTITY | AMOUNT |
|---|------------------|------------------------|
| CONTRACTS (continued) | | |
| C-2057970-01 Mask Dispenser & Bracket | | |
| Face Mask Dispenser | 1,200 | \$341,268.00 |
| Face Mask Dispenser Bracket for C-Car | 200 | \$73,000.00 |
| Hand Sanitizer Brackets with Hardware | 1,200 | \$22,128.00 |
| 90 Degree Arm | 630 | \$78,750.00 |
| Backing Plate (A/B Car) Fleet 50-54 | 361 | \$131,765.00 |
| 90 Degree Arm with 10 Degree Offset | 120 | \$15,000.00 |
| Contract Amount | | \$661,911.00 |
| C-2058307-01 Service for Mask Dispensers | | |
| Installation of Mask Dispensers, Mask Dispenser Brackets, and Hand Sanitizer Dispensers with Hardware | 2,356 | \$136,648.00 |
| Contract Amount | | \$136,648.00 |
| C-2058787-01 Sneeze Guard Barriers | | |
| 16" Tall Guard (62" Cubicle Height) 18" W, 1/4" thick CL PC Plastic | 155 | \$3,224.00 |
| 16" Tall Guard (62" Cubicle Height) 24" W, 1/4" thick CL PC Plastic | 585 | \$15,210.00 |
| 16" Tall Guard (62" Cubicle Height) 30" W, 1/4" thick CL PC Plastic | 107 | \$3,718.25 |
| 16" Tall Guard (62" Cubicle Height) 36" W, 1/4" thick CL PC Plastic | 1,011 | \$39,327.90 |
| 16" Tall Guard (62" Cubicle Height) 42" W, 1/4" thick CL PC Plastic | 72 | \$3,117.60 |
| 16" Tall Guard (62" Cubicle Height) 48" W, 1/4" thick CL PC Plastic | 915 | \$39,619.50 |
| 16" Tall Guard (62" Cubicle Height) 60" W, 1/4" thick CL PC Plastic | 347 | \$18,738.00 |
| 16" Tall Guard (62" Cubicle Height) 72" W, 1/4" thick CL PC Plastic | 1 | \$65.00 |
| 36" Tall Guard w/slot (42" Desktop) 18" W, 1/4" thick CL PC Plastic | 1 | \$66.50 |
| 36" Tall Guard w/slot (42" Desktop) 24" W, 1/4" thick CL PC Plastic | 70 | \$3,115.00 |
| 36" Tall Guard w/slot (42" Desktop) 30" W, 1/4" thick CL PC Plastic | 1 | \$60.00 |
| 36" Tall Guard w/slot (42" Desktop) 36" W, 1/4" thick CL PC Plastic | 33 | \$1,980.00 |
| 36" Tall Guard w/slot (42" Desktop) 48" W, 1/4" thick CL PC Plastic | 75 | \$5,906.25 |
| 36" Tall Guard w/slot (42" Desktop) 60" W, 1/4" thick CL PC Plastic | 31 | \$3,022.50 |
| 36" Tall Guard w/slot (42" Desktop) 72" W, 1/4" thick CL PC Plastic | 1 | \$115.00 |
| 12" Tall Guard (75" Cubicle Height) 30" W, 1/4" thick CL PC Plastic | 7 | \$232.75 |
| 12" Tall Guard (75" Cubicle Height) 42" W, 1/4" thick CL PC Plastic | 49 | \$1,898.75 |
| 24" Tall Guard (52" Cubicle Height) 24" W, 1/4" thick CL PC Plastic | 8 | \$286.00 |
| 24" Tall Guard (52" Cubicle Height) 36" W, 1/4" thick CL PC Plastic | 12 | \$798.00 |
| 24" Tall Guard (52" Cubicle Height) 48" W, 1/4" thick CL PC Plastic | 13 | \$1,010.75 |
| 24" Tall Guard (52" Cubicle Height) 60" W, 1/4" thick CL PC Plastic | 6 | \$585.00 |
| 16" Tall Guard (48.75" Cubicle Height) 18" W, 1/4" thick CL PC Plastic | 230 | \$4,772.50 |
| 16" Tall Guard (48.75" Cubicle Height) 24" W, 1/4" thick CL PC Plastic | 226 | \$5,876.00 |
| 16" Tall Guard (48.75" Cubicle Height) 60" W, 1/4" thick CL PC Plastic | 65 | \$3,510.00 |
| Miscellaneous-End Cap 24" x 36" with Tapered Edge | 67 | \$4,455.50 |
| Miscellaneous-Corner Station 2" x 2" (16 Tall Guard) | 307 | \$3,070.00 |
| Miscellaneous-Clips 2" x 2-1/2" with Tapered Edge | 10,000 | \$70,000.00 |
| Miscellaneous-Shipping & Delivery | 1 | \$750.00 |
| Contract Amount | | \$234,530.75 |
| C-2032257-01 LRV Cleaning | | |
| Mod #4-Option to Extend Services Per Exhibit D | 1 | \$3,017,360.00 |
| Mod #5-Option to Extend Services Per Exhibit D | 1 | \$2,175,000.00 |
| Contract Amount | | \$5,192,360.00 |
| TOTAL COVID-19 RELATED PROCUREMENTS TO DATE: 202 Total | 3,745,598 | \$15,998,331.47 |

Active Requirements Contracts

\$250,000+ Only and Expiring between 01/01/2021 and 12/31/2021

| Contract | Vendor Name | Contract Name | Exp Date | Max Amt |
|---|--------------------------------|---|------------|--------------|
| Contracts Expiring Within 6 Months | | | | |
| 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 |
| 2048532-01 | Chavez Concrete Cutting | FTA Required ADA Station Compliance | 02/11/2021 | \$755,319 |
| 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 |
| 2025812-01 | Belmont Icehouse | Agency Advertising | 03/04/2021 | \$3,900,625 |
| 2035656-01 | GTS Technology Solutions | Gateway Upgrade - Fleet install | 03/21/2021 | \$2,727,296 |
| 2029795-02 | AT&T | AT&T Cellular Services and Equipment | 04/06/2021 | \$1,174,916 |
| 2027459-01 | Progress Rail Locomotive, Inc | TRE Locomotive Purchase | 04/24/2021 | \$4,881,700 |
| 2027459-02 | Progress Rail Services | TRE Locomotive Purchase | 04/24/2021 | \$5,026,669 |
| 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 |
| 2046180-01 | Cloud Consulting Services Inc | Project Lead 1 | 05/31/2021 | \$274,900 |
| 2015284-01 | Creative Software SolutionsLLC | Taxi Voucher Debit Card Services | 06/30/2021 | \$259,490 |
| 2032257-01 | HALLCON CORPORATION | Light Rail Vehicle Cleaning Services | 06/30/2021 | \$10,447,713 |



Active Requirements Contracts

\$250,000+ Only and Expiring between 01/01/2021 and 12/31/2021

| Contract | Vendor Name | Contract Name | Exp Date | Max Amt |
|---|--------------------------------|---|------------|--------------|
| Contracts Expiring Over 6 Months To 1 Year | | | | |
| 2036916-01 | INIT Innovations in Transport | LRV APC Retrofit Fleet 52 | 07/02/2021 | \$878,533 |
| 2057095-01 | Allied Plastic Supply LLC | Operator Barrier Shields | 07/02/2021 | \$263,665 |
| 2024026-01 | Triad Commercial Services, Ltd | Bus Stop Amenity Cleaning | 08/05/2021 | \$2,303,168 |
| 2055710-01 | Halosil International, Inc. | HaloFoggers Disinfecting Equipment | 08/17/2021 | \$396,183 |
| 2054634-01 | Orgo-Thermit, Inc. | Rail Grinding | 08/17/2021 | \$539,595 |
| 2046091-01 | WABTEC | Pneumatic Door Components Five Year Overhaul Kits | 08/19/2021 | \$600,215 |
| 2057970-01 | AG Industries LLC | Mask Dispensers & Hand Sanitizer Brackets | 08/20/2021 | \$661,900 |
| 2047617-01 | Creative Bus Sales, Inc. | Miscellaneous ARBOC Parts for DART's Smart Bus | 08/25/2021 | \$1,389,432 |
| 2047617-02 | Kirk's Automotive Inc. | Miscellaneous ARBOC Parts for DART's Smart Bus | 08/25/2021 | \$387,400 |
| 2052270-01 | Texas Elite Facility Services | Janitorial and Custodial Services | 08/25/2021 | \$509,100 |
| 2039318-01 | Stellar Services, Inc. | Spear Software Maintenance | 09/03/2021 | \$519,876 |
| 2055065-01 | Mackenzie Laboratories, Inc | TRE Automatic Train Announcement System (ATAS) | 09/18/2021 | \$1,201,944 |
| 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 |
| 2048280-01 | Jarrett Walker+Associates, LLC | Updated Bus Transit Plan | 10/01/2021 | \$494,594 |
| 2043785-01 | Carahsoft Technology Corp | ServiceNow Software Subscription Services | 10/31/2021 | \$1,225,460 |
| 2026141-01 | Metropolitan Security Services | Armed Security Guard Services | 11/21/2021 | \$19,611,699 |
| 2047827-01 | Penn Machine Company | LRV Tire Installation Kit | 12/10/2021 | \$2,622,183 |
| 2041904-01 | Tolar Manufacturing Co., Inc | Bus Stop Amenities | 12/12/2021 | \$4,028,620 |
| 2048627-01 | WABTEC | Light Rail Vehicle HVAC and Door Sys Replacement | 12/13/2021 | \$528,200 |
| 2048535-01 | Neopart Transit LLC | Front and Rear Disc Brake Pad Kits | 12/13/2021 | \$318,775 |
| 2049160-01 | Railroad Friction Products Cor | Light Rail Vehicle (LRV) Disc Brake Shoe Kits | 12/13/2021 | \$346,402 |
| 2035314-01 | Stewart & Stevenson LLC | Allison Transmission Kits for NABI Bus Fleet | 12/15/2021 | \$1,089,740 |
| 2002836-01 | Clean Energy | CNG Fuel Station Maintenance | 12/31/2021 | \$13,576,772 |
| 2032036-01 | Unum Insurance Company | Life and AD&D Insurance | 12/31/2021 | \$9,602,514 |
| 2030591-01 | Baylor Scott & White Quality | ACO Medical Plan Services | 12/31/2021 | \$2,200,000 |
| 2043783-01 | MedWatch, LLC | Concierge Service Medical Plan | 12/31/2021 | \$304,809 |
| 2053265-01 | UnitedHealthcare | Retiree Medical Coverage | 12/31/2021 | \$1,022,824 |

Total Contracts = 56

Total Value of All Contracts Above:

\$139,245,445



Upcoming Procurement Opportunities

As of January 1, 2021

Miscellaneous Cooling Parts

Upcoming Item: **B-2060979**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Miscellaneous Cooling Parts

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories And Parts

Rebuilt B400R Allison Transmissions

Upcoming Item: **B-2060993**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Rebuilt B400R Allison Transmissions

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

Kit 21 Disc and Hardware for DART's Light Rail Vehicle Fleet

Upcoming Item: **B-2060992**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase - Kit 21 Disc and Hardware for DART's Light Rail Vehicle Fleet

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts and Accessories

Bus Lift Repairs

Upcoming Item: **B-2060753**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to complete the upgrading and repairs of six (6) two-post mechanical in-ground bus lifts located at the South Oak Cliff Bus Operating Facility.

The NIGP code associated with this event is:

928 Equipment Maintenance And Repair Services For Automobiles

Upcoming Procurement Opportunities

As of January 1, 2021

Thermal Imaging Scanners

Upcoming Item: **B-2060548**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Thermal Imaging Cameras for Personnel Temperature Readings

The NIGP code associated with this event is:
312 Environmental Protective Equipment

Organic Acid Technology (OAT) Engine Coolant

Upcoming Item: **B-2060154**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Organic Acid Technology (OAT) Engine Coolant

The NIGP code associated with this event is:
405 Fuel, Oil, Grease and Lubricants

HVAC Filter and Cable Parts

Upcoming Item: **B-2059903**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase HVAC Filter and Cable Parts.

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

North American Bus Industries (NABI) Miscellaneous Parts Exhaust Pipe

Upcoming Item: **B-2060381**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase North American Bus Industries (NABI) Miscellaneous Parts Exhaust Pipe.

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

Upcoming Procurement Opportunities

As of January 1, 2021

North American Bus Industries (NABI) Miscellaneous Transmission Parts

Upcoming Item: **B-2060270**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase North American Bus Industries (NABI) Miscellaneous Transmission Parts.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Calipers Misc. NABI Parts

Upcoming Item: **B-2059500**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Calipers Misc. NABI Parts.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Propulsion System Capacitor for DART's Light Rail

Upcoming Item: **B-2059979**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Propulsion System Capacitor for DART's Light Rail Vehicles Fleets 50 & 51

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts and Accessories

North American Bus Industries (NABI) Transmission Oil Cooler

Upcoming Item: **B-206024**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase North American Bus Industries (NABI) Transmission Oil Cooler

The NIGP code associated with this event is:

557 Mass Transportation-Rail Vehicle Parts and Accessories

Upcoming Procurement Opportunities

As of January 1, 2021

Safety Glass Station Shelter

Upcoming Item: **B-2058373**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Safety Glass Station Shelter

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

HVAC Parts

Upcoming Item: **B-2059562**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for HVAC Parts

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

NABI CNG Wheelchair Ramp Parts

Upcoming Item: **B-2059738**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for NABI CNG Wheelchair Ramp Parts

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

Meritor Rotors

Upcoming Item: **B-2059665**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Meritor Rotors for DART's Bus Fleets

The NIGP code associated with this event is:

557 Mass Transportation- Transit Bus Accessories and Parts

Upcoming Procurement Opportunities

As of January 1, 2021

HVAC Parts - Inverter

Upcoming Item: **B-2059683**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase HVAC Parts - Inverter for NABI bus fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Bus Stop Amenity Cleaning

Upcoming Item: **B-2057995**

Type of Posting: Invitation for Bid (IFB)

Description:

Dallas Area Rapid Transit is seeking a contractor to clean bus stop shelters, benches and Dallas Streetcar stations in the 13 member cities that DART serves.

The NIGP code associated with this event is:

910 Building Maintenance, Installation and Repair 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

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

Upcoming Procurement Opportunities

As of January 1, 2021

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

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

Upcoming Procurement Opportunities

As of January 1, 2021

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

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

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

Upcoming Procurement Opportunities

As of January 1, 2021

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

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

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

[illegible]

Blue Line

Red Line

Green Line

Orange Line

Orange Line
Weekdays Peak Only

Trinity Railway Express
(No Sunday Service)

TEXRail (Trinity Metro)

A-Train (DCTA)

M-Line Trolley

Dallas Streetcar

Transit Center or Park & Ride





let's go.

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