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





# 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

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**Jon-Bertrell Killen** 

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**Michele Wong Krause** 

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**Amanda Moreno-Lake** 

Dallas

Eliseo Ruiz III

Dallas, Cockrell Hill

**Rodney Schlosser** 

Dallas

**Gary Slagel** 

Richardson, University Park, Addison, Highland Park

**Rick Stopfer** 

Irving

**Dominique P. Torres** 

Dallas

Paul N. Wageman

Plano

DART's Financial Information is located online at:

**DART.org/financialinformation** 



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#### Who We Are

We are Dallas Area Rapid Transit – DART. Your preferred choice of transportation for now and in the future.

#### Dallas Area Rapid Transit - What's Next?

Our region is constantly growing and evolving, and DART is evolving too. As we look towards what's next, we are focusing on a new approach to mobility. We understand that people expect more from public transit than just trains and buses. DART is becoming a true mobility integrator for North Texas – bringing together traditional DART services with newer forms of transportation like ride-sharing, bike-sharing, carsharing and taxis. As much as DART evolves, our mission stays the same: To improve mobility, quality of life and enhance economic development in our Service Area and in the region.

#### **Organization**

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

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

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



Page 1 Second Quarter FY 2021 <u>Mission Statement</u> – 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.

<u>Vision Statement</u> – 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.





<u>Board Strategic Priorities</u> – 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

<u>DART Organizational Values</u> – 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.



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#### **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.



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# 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

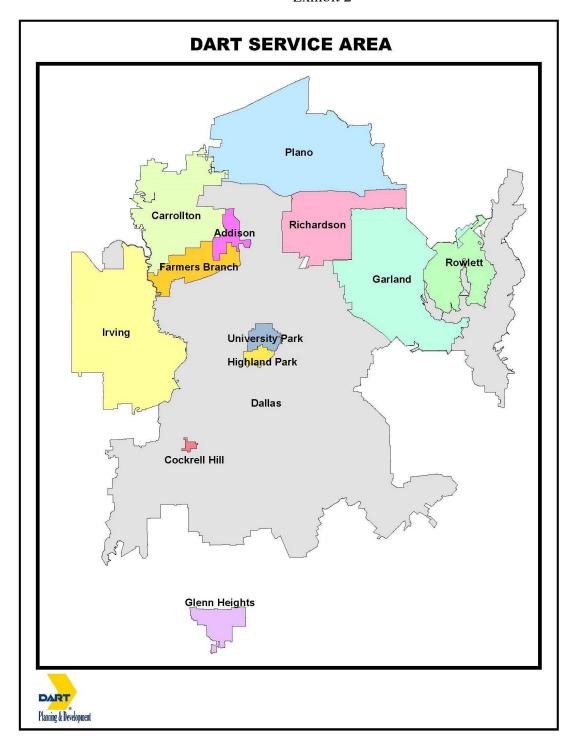


**Dominique P. Torres**Dallas



Paul N. Wageman Chair Plano

Exhibit 2





#### **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.



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

# Exhibit 4 Dallas Area Rapid Transit Functional Organization Chart

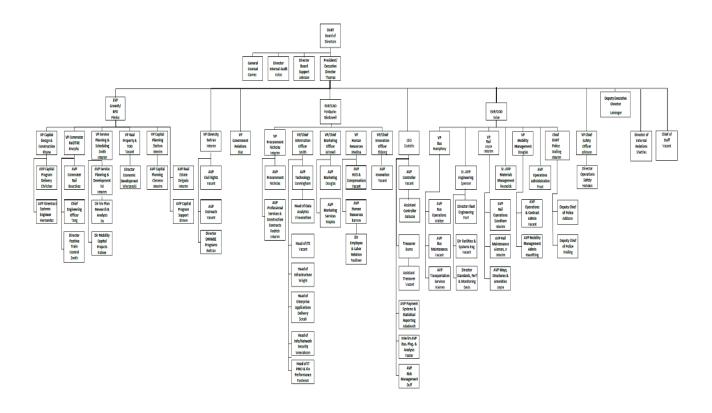
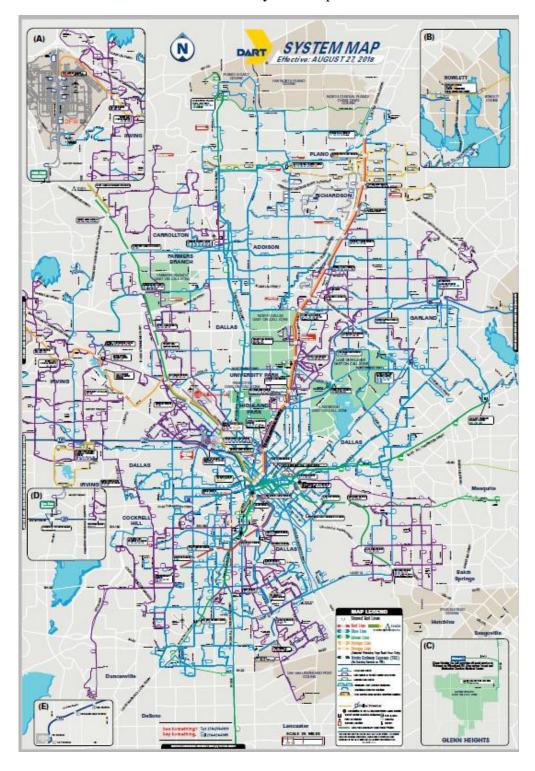




Exhibit 5 DART System Map





#### DART in the Industry

DART is an established leader within the transit industry. Board members and staff continue to be involved in many significant ways in key transit industry associations. President/Executive Director Gary Thomas has served as the Chair of the American Public Transportation Association (APTA) and, along with other DART staff, continues to serve on APTA's Board of Directors. APTA is a nonprofit international association of more than 1,500 public and private organizations involved in transit. Mr. Thomas is also a past chair of 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 second quarter of FY 2021 ending March 31, 2021.

#### Exhibit 1 KPI Summary

				Current Quarter			Year To Date		
FY18A	FY19A	FY20A	Indicators	Actuals	Target	Status	Actuals	Target	Status
Customer/C	Quality Indi	cators							
62.69	70.79	50.25	Total Agency Ridership (M)	8.00	7.59	<b>1</b> 05.31%	16.74	15.37	<b>1</b> 08.94%
61.33	69.27	49.30	Fixed-Route Ridership (M)	7.87	7.36	<b>1</b> 06.91%	16.48	14.90	<b>1</b> 10.60%
\$6.94	\$6.41	\$9.91	Subsidy Per Passenger - Total System	\$15.04	\$15.47	<b>√</b> 97.22%	\$15.49	\$16.07	<b>9</b> 6.37%
\$6.52	\$5.97	\$9.28	Subsidy Per Passenger - Fixed-Route	\$14.17	\$14.43	<b>√</b> 98.20%	\$14.58	\$15.01	<b>9</b> 7.16%
90.7%	89.6%	90.7%	On-Time Performance - Fixed Route	91.13%	89.67%	<b>1</b> 01.63%	91.29%	89.67%	<b>1</b> 01.81%
34.62	28.88	36.07	Complaints Per 100,000 Passengers - Fixed-Route	60.93	36.05	<b>X</b> 169.04%	51.97	36.05	<b>X</b> 144.19%
1.87	1.82	1.57	Accidents Per 100,000 Miles - Fixed-Route	1.73	1.99	<b>√</b> 86.84%	1.85	1.99	<b>9</b> 2.93%

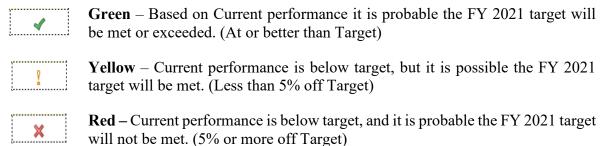
#### **General Information**

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 32 on Page 20, with a Green, Yellow, or Red status indicator for each measurement:





## Ridership

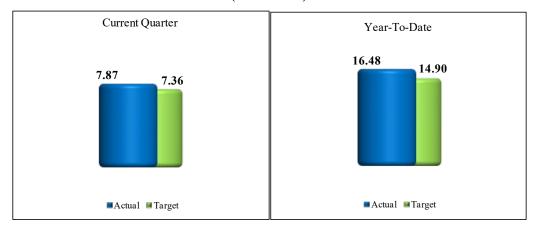
Ridership over the next few years will continue to be affected by the effects of COVID-19 and service changes. DART is now using Automatic Passenger Counter (APC) to report bus, streetcar, and TRE ridership. Light Rail (LRT) Ridership is determined by statistically factoring APC sample data collected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

Exhibit 2
Total Agency Ridership
(in Millions)



<u>Total Agency Ridership:</u> Year-to-Date as of March 31, 2021 is 16.74 million, 1.37 million above (better than) the target of 15.37 million. Current quarter ended March 31, 2021 is 8.00 million, 0.40 million above (better than) the target of 7.59 million.

Exhibit 3
Fixed Route Ridership
(in Millions)



<u>Fixed-Route Ridership:</u> Year-to-Date as of March 31, 2021 is 16.48 million, 1.58 million above (better than) the target of 14.90 million. Current quarter ended March 31, 2021 is 7.87 million, 0.51 million above (better than) the target of 7.36 million.



# Exhibit 4 Agency Ridership Scorecard

				FY 2021 Quarter 2								
				Cu	rrent Quar	ter	Year To Date					
FY18A	FY19A	FY20A	Indicators	Actuals	Target	Status	Actuals	Target	Status			
Ridership												
62.69	70.79	50.25	Total Agency(M)	8.00	7.59	<b>1</b> 05.31%	16.74	15.37	<b>√</b> 108.94%			
61.33	69.27	49.30	Fixed-Route (M)	7.87	7.36	<b>1</b> 06.91%	16.48	14.90	<b>4</b> 110.60%			
30.26	38.70	27.76	Bus (M) <sup>[1]</sup>	4.45	4.29	<b>1</b> 03.63%	9.29	8.62	<b>v</b> 107.69%			
29.03	28.56	20.27	LRT (M)	3.24	2.93	<b>1</b> 10.73%	6.85	6.00	<b>114.10%</b>			
2.04	2.01	1.27	TRE $(M)^{[1]}$	0.17	0.14	<b>128.28%</b>	0.35	0.28	<b>1</b> 25.37%			
771.01	906.15	643.85	Paratransit (000s)	122.95	214.45	<b>×</b> 57.33%	250.55	429.25	<b>×</b> 58.37%			
596.00	611.48	309.75	Vanpool (000s)	7.92	21.64	<b>3</b> 6.61%	15.89	42.36	<b>37.51%</b>			

<sup>[1]</sup> 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** 



<u>Total System Subsidy Per Passenger:</u> Year-to-Date as of March 31, 2021 is \$15.49, \$0.58 below (better than) the target of \$16.07. Current quarter ended March 31, 2021 is \$15.04, \$0.43 below (better than) the target of \$15.47.



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

			Modally A			Subsidy Per			
		Expenses 1		-	Revenues 2		= Net Subsidy	/ Ridership	Passenger
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$279,694,035	\$1,445,980	\$281,140,015	\$21,522,789	\$255,808	\$21,778,597	\$259,361,418	16,743,617	\$15.49
Budget	\$276,197,490	\$1,218,451	\$277,415,941	\$29,453,897	\$928,960	\$30,382,857	\$247,033,084	15,369,293	\$16.07
Variance	\$3,496,545	\$227,529	\$3,724,075	(\$7,931,108)	(\$673,152)	(\$8,604,259)	\$12,328,334	1,374,324	(\$0.58)
% to Target	101.27%	118.67%	101.34%	73.07%	27.54%	71.68%	104.99%	108.94%	96.37%

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

**Exhibit 7 Fixed Route Subsidy Per Passenger** 



<u>Fixed Route Subsidy Per Passenger:</u> Year-to-Date as of March 31, 2021 is \$14.58, \$0.43 below (better than) the target of \$15.01. Current quarter ended March 31, 2021 is \$14.17, \$0.26 below (better than) the target of \$14.43.

Exhibit 8
Fixed Route
Subsidy Per Passenger Calculation

			Modally A				C-1					
		Expenses 1		ŀ		Revenues 2		=	Net Subsidy	/ Ridership	Subsidy Per Passenger	
	DART	Trinity Metro	Total		DART	Trinity Metro	Total				rassenger	
Actual	\$259,897,611	\$1,445,980	\$261,343,591		\$20,853,964	\$255,808	\$21,109,772		\$240,233,818	16,477,177	\$14.58	
Budget	\$250,855,363	\$1,218,451	\$252,073,814		\$27,590,346	\$928,960	\$28,519,306		\$223,554,508	14,897,678	\$15.01	
Variance	\$9,042,248	\$227,529	\$9,269,777		(\$6,736,382)	(\$673,152)	(\$7,409,533)		\$16,679,310	1,579,499	(\$0.43)	
% to Target	103.60%	118.67%	103.68%		75.58%	27.54%	74.02%		107.46%	110.60%	97.16%	

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

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



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

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

## **Farebox Recovery Ratio**

Farebox Recovery Ratio represents the proportion of operating cost that is generated by passenger fares. Year-to-Date as of March 31, 2021 the Farebox Recovery Ratio is 5.14%, 1.79% below (worse than) the target of 6.92%. Current quarter ended March 31, 2021 is 4.99%, 2.01% below (worse than) the target of 7.00%.

Exhibit 9
Fixed Route
Farebox Recovery Ratio Calculation

	Fixed Route Farebox Revenues		/	Modally Allocated Expenses			Recovery Ratio
Actual	\$	13,421,309		\$	261,343,591		5.14%
Budget	\$	17,446,944		\$	252,073,814		6.92%
Variance	\$	(4,025,635)		\$	9,269,777		(1.79%)
% to Target		76.93%			103.68%		74.20%

The primary factor contributing to the decrease in Fixed Route Farebox Recovery Ratio is the decline in farebox revenues. While Farebox Revenues are below target, \$4.02 million (23.07%), Modally Allocated Expenses are \$9.27 million (3.68%) above target. The 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 March 31, 2021 is 10.46%, 0.72% above (worse than) the target of 9.73%. The Administrative Ratio for the Current quarter ended March 31, 2021 is 10.90%, 1.34% above (worse than) the target of 9.56%.

Exhibit 10
Administrative Ratio Calculation

	Administrative Costs	- Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$27,192,313	\$784,888		\$252,501,722		\$0.00		10.46%
Budget	\$26,330,122	\$2,008,326		\$249,867,368		\$0.00		9.73%
Variance	\$862,192	(\$1,223,438)	)	\$2,634,353		\$0.00		0.72%
% to Target	103.27%	39.08%		101.05%		0.00%		107.44%



## Modal Update Bus

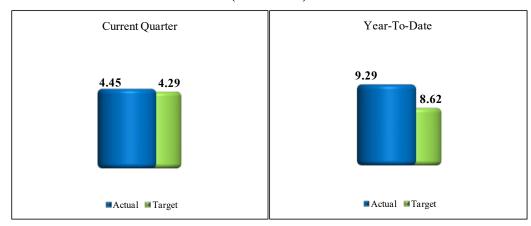
(55.5% of total system ridership in Fiscal Year 2021)



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 16 zones.

Exhibit 11 Bus Ridership (in Millions)



**<u>Bus Ridership:</u>** Year-to-Date as of March 31, 2021 is 9.29 million, 0.67 million above (better than) the target of 8.62 million. Current quarter ended March 31, 2021 is 4.45 million, 0.16 million above (better than) the target of 4.29 million.

COVID-19 has continued to have a noticeable impact on FY 2021 Q2 ridership. With the severe declines in ridership at the outset of the pandemic, DART implemented emergency service for rail and bus in April 2020 and restored the service in October 2020 to 89% pre pandemic miles and hours. Service restoration resulted in immediate noticeable ridership improvements in DART bus system. However, in February 2021, snowstorm hit Texas and in response to this severe weather, DART operated winter weather plan from Sunday, February 14 to Thursday, February 18. This severe weather had a significant impact on ridership compared to last year.



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Exhibit 12 Bus Subsidy Per Passenger



**Bus Subsidy Per Passenger:** Year-to-Date as of March 31, 2021 is \$15.10, \$0.04 above (worse than) the target of \$15.06. Current quarter ended March 31, 2021 is \$14.47, \$0.08 above (worse than) the target of \$14.39.

**Exhibit 13 Bus Subsidy Per Passenger Calculation** 

	Modally A						Subsidy Per	
	Expenses	- Revenues	=	Net Subsidy	/	Ridership	=	Passenger
Actual	\$147,161,357	\$6,985,949	-	\$140,175,407		9,285,001	-	\$15.10
Budget	\$140,199,427	\$10,345,592		\$129,853,836		8,621,680		\$15.06
Variance	\$6,961,929	(\$3,359,643)		\$10,321,572		663,321		\$0.04
% to Target	104.97%	67.53%		107.95%		107.69%		100.25%

The primary factor contributing to elevated Bus Subsidy Per Passenger is Revenues. With Allocated Revenues below target, \$3.36 million (32.47%) and Modally Allocated Expenses above target \$6.96 million (4.97%), Net Subsidy was above target \$10.32 million (7.95%). Higher Net Subsidy spread over a few more passengers, 663,321 (7.69%), resulted in higher Subsidy Per Passenger \$0.04 (0.25%).

Bus Farebox Recovery Ratio: Year-to-Date as of March 31, 2021 is 3.70%, 1.17% below (worse than) the target of 4.88%. Current quarter ended March 31, 2021 is 3.63%, 1.31% below (worse than) the target of 4.94%.

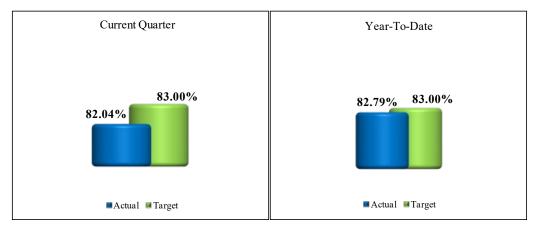
**Exhibit 14 Bus Farebox Recovery Ratio Calculation** 

	Bus Farebox Revenues		/	M	Modally Allocated Expenses		Recovery Ratio
Actual	\$	5,448,186		\$	147,161,357		3.70%
Budget	\$	6,835,521		\$	140,199,427		4.88%
Variance	\$	(1,387,335)		\$	6,961,929		(1.17%)
% to Target		79.70%			104.97%		75.93%



The primary factor contributing to the decrease in Bus Farebox Recovery Ratio is Farebox Revenues. While Farebox Revenues are below target \$1.39 million (20.30%) and Modally Allocated Expenses are above target \$6.96 million (4.97%), 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 March 31, 2021 is 82.79%, 0.21% below (worse than) the target of 83.00%. Current quarter ended March 31, 2021 is 82.04%, 0.96% below (worse than) the target of 83.00%.

Bus On-Time Performance has not reached its target. There seemingly is an increase of traffic in the area and more routes are on detour than the previous period. 37.31% of the routes were on detour during this quarter. We also experienced a historical winter weather event that negatively impacted our ability to deliver more timely service.

**Bus Mean Distance Between Service Calls:** Year-to-Date as of March 31, 2021 is 9,258 miles, 2,258 miles above (better than) the target of 7,000 miles. Current quarter ended March 31, 2021 is 9,795 miles, 2,795 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 – 10,629 miles

Proterra – 6,600 miles

ARBOC - 6,421 miles

Bus Accidents Per 100,000 Miles: Year-to-Date as of March 31, 2021 is 2.20, 0.10 below (better than) the target of 2.30. Current quarter ended March 31, 2021 is 2.06, 0.24 below (better than) the target of 2.30.



## Modal Update Light Rail Transit (LRT)

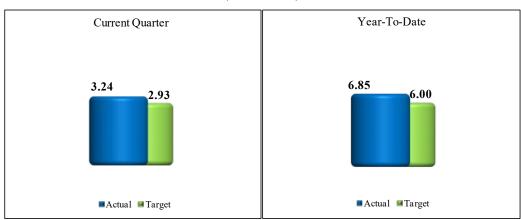
(40.9% of total system ridership in Fiscal Year 2021)



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)

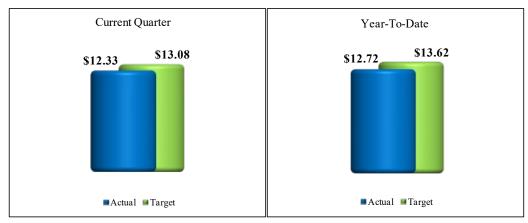


**LRT Ridership:** Year-to-Date as of March 31, 2021 is 6.85 million, 0.85 million above (better than) the target of 6.00 million. Current quarter ended March 31, 2021 is 3.24 million, 0.31 million above (better than) the target of 2.93 million.

Aside from the impact of COVID-19, the lack of a physical State Fair of Texas in October 2020 made a big impact on LRT ridership compared to last year. The decline in mid-February is mostly due to the snowstorm during which service was suspended from February 15 to February 19. Ridership is starting to bounce back with warmer weather and more people feel comfortable to use the system.



Exhibit 17
Light Rail Subsidy Per Passenger



**LRT Subsidy Per Passenger:** Year-to-Date as of March 31, 2021 is \$12.72, \$0.90 below (better than) the target of \$13.62. Current quarter ended March 31, 2021 is \$12.33, \$0.75 below (better than) the target of \$13.08.

**Exhibit 18 Light Rail Subsidy Per Passenger Calculation** 

	Modally						Subsidy Per	
	Expenses	- Revenues	=	Net Subsidy	/	Ridership	=	Passenger
Actual	\$96,601,765	\$9,512,678		\$87,089,087		6,846,716		\$12.72
Budget	\$93,148,495	\$11,437,864		\$81,710,631		6,000,444		\$13.62
Variance	\$3,453,271	(\$1,925,185)		\$5,378,456		846,272		(\$0.90)
% to Target	103.71%	83.17%		106.58%		114.10%		93.41%

<u>LRT Farebox Recovery Ratio:</u> Year-to-Date as of March 31, 2021 is 6.56%, 1.98% below (worse than) the target of 8.54%. Current quarter ended March 31, 2021 is 6.38%, 2.31% below (worse than) the target of 8.70%.

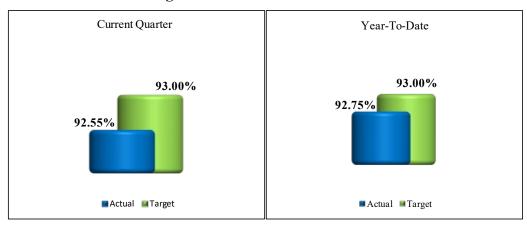
Exhibit 19
Light Rail Farebox Recovery Ratio Calculation

	LRT Farebox Revenues		/	M	Modally Allocated Expenses		Recovery Ratio
Actual	\$	6,341,642		\$	96,601,765		6.56%
Budget	\$	7,956,488		\$	93,148,495		8.54%
Variance	\$	(1,614,846)		\$	3,453,271		(1.98%)
% to Target		79.70%			103.71%		76.85%

The primary factor contributing to the decrease in LRT Farebox Recovery Ratio is Farebox Revenues. Farebox Revenues are below target, \$1.61 million (20.30%) and Modally Allocated Expenses are above target, \$3.45 million (3.71%). The 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 March 31, 2021 is 92.75%, 0.25% below (worse than) the target of 93.0%. Current quarter ended March 31, 2021 is 92.55%, 0.75% 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 Q2, the collaborative effort to merge individual data silos (e.g., INIT VBS, OCC Log, Spear) produced the ability for the Vice President of Rail Operations to exclude specific incidents or events that are deemed "uncontrollable" from impacting OTP reporting.
- Work continued during Q2 to draft a formal scope of work to enhance the functionality of Rail's existing timekeeping tool, INIT VBS. 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.).
- Pilot programs planned by Rail Operations for Q2 include: a) testing of Train Intelligence Detection System which employs artificial intelligence to identify hazards and unsafe operation, b) efficiency testing utilizing onboard video equipment, starting with 'audible' procedure compliance, c) a video-based ROW maintenance program, and d) 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.
- Rail Operations established practice of conducting in-depth examination of major service disruptions (After Action Review) has dramatically increased the quantity and quality of the information needed to satisfy State and Federal reporting requirements.

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 March 31, 2021 is 21,067 miles, 67 miles above (better than) the target of 21,000 miles. Current quarter ended March 31, 2021 is 19,932 miles, 1,068 miles below (worse 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 (Q1 FY21: 153/Q2 FY21: 104)
- In FY 2020 Q1 Rail Operations began an effort to reduce friction brake system failures. Fleet reasoned that, in many cases, the root cause of friction brake system failures is a poorly operating air compressor. As a result, Fleet began replacing defective pistons found in some air compressors and took steps to increase the available air flow around the compressors to improve their performance. 111 friction brake faults were experienced Q2 FY21 compared to 146 friction brake faults for FY20 Q2. 50 air compressor faults were experienced in Q2 FY21 compared to 54 air compressor faults evidenced in FY20 Q2.
- Rail Operations moved forward with mainline testing of a new destination sign system which
  was designed and constructed by Fleet Maintenance employees. The new design passed all
  mainline tests with flying colors and work began during Q2 to develop a solicitation package
  to contract out the manufacture and assembly of the new signs. Meanwhile, Marketing is
  working on its plans to introduce the improved destination signs to the riding public.
- At the beginning of Q2, Rail Operations and Fleet Engineering undertook a study to determine if modifying the frequency and scope of the LRV's Preventive Maintenance Inspection Program would improve, decrease, or maintain vehicle reliability. Ten active duty LRV's were selected to determine if the cars performed better, worse, or the same running more miles between preventive maintenance inspections. Each LRV began the study immediately after completing its 60k mile PMI. Mechanical faults experienced by each test LRV, intentionally receiving less frequent PMI's, during its next 60k miles will be compared to mechanical failures experienced during the previous 60k miles when it received the historically required PMI's. As of this writing, only two of the ten have completed the 60k mile milestone. Initial assessment of the incoming data leans toward validating that the LRV's experience either slightly less or the same number of mechanical faults with less frequent PMI's.

**LRT Accidents Per 100,000 Miles:** Year-to-Date as of March 31, 2021 is 0.33, 0.02 below (better than) the target of 0.35. Current quarter ended March 31, 2021 is 0.34, 0.01 below (better than) the target of 0.35.



## Modal Update Commuter Rail

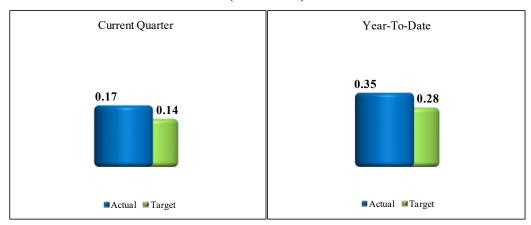
(2.0% of total system ridership in Fiscal Year 2021)



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)



<u>Commuter Rail Ridership:</u> Year-to-Date as of March 31, 2021 is 345,460, 69,907 above (better than) the target of 275,553. Current quarter ended March 31, 2021 is 173,557, 38,257 above (better than) the target of 135,300.

Trinity Railway Express ridership for the second quarter of FY 2021 decreased 60.5% from the same period in FY 2020 (439,035). DART restored service to pre-pandemic levels for TRE in October 2020. Matters impacting TRE ridership include COVID-19, service suspension due to severe weather the week of February 14, 2021, and service disruptions due to switching and equipment issues with TexRail.



Exhibit 22 Commuter Rail Subsidy Per Passenger



Commuter Rail Subsidy Per Passenger: Year-to-Date as of March 31, 2021 is \$37.54, \$5.97 below (better than) the target of \$43.51. Current quarter ended March 31, 2021 is \$41.16, \$3.84 below (better than) the target of \$45.00.

Exhibit 23
Commuter Rail Subsidy Per Passenger Calculation

	Expenses <sup>1</sup>			-	Revenues <sup>2</sup>		= Net Subsidy	/ Ridership	Subsidy Per
	DART	Trinity Metro	Total	DART	Trinity Metro	Total	- Net Substay	Kidersiip	Passenger
		.,							
Actual	\$16,134,489	\$1,445,980	\$17,580,469	\$4,355,337	\$255,808	\$4,611,145	\$12,969,324	345,460	\$37.54
Budget	\$17,507,441	\$1,218,451	\$18,725,892	\$5,806,890	\$928,960	\$6,735,850	\$11,990,042	275,553	\$43.51
Variance	(\$1,372,952)	\$227,529	(\$1,145,423)	(\$1,451,553)	(\$673,152)	(\$2,124,705)	\$979,282	69,907	(\$5.97)
% to Target	92.16%	118.67%	93.88%	75.00%	27.54%	68.46%	108.17%	125.37%	86.28%

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

Commuter Rail Farebox Recovery Ratio: Year-to-Date as of March 31, 2021 is 9.28%, 4.90% below (worse than) the target of 14.18%. Current quarter ended March 31, 2021 is 8.23%, 5.43% below (worse than) the target of 13.68%.

**Exhibit 24 Commuter Rail Farebox Recovery Ratio Calculation** 

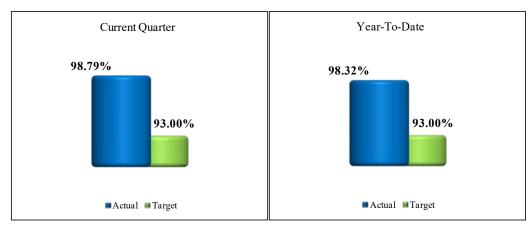
	Fai	TRE rebox Revenues	/	M	odally Allocated Expenses	=	Recovery Ratio
Actual	\$	1,631,480		\$	17,580,469		9.28%
Budget	\$	2,654,935		\$	18,725,892		14.18%
Variance	\$	(1,023,455)		\$	(1,145,423)		(4.90%)
% to Target		61.45%			93.88%		65.45%

The primary factor contributing to lower Commuter Rail Farebox Recovery Ratio is Farebox Revenues. While Farebox Revenues and Modally Allocated Expenses are below target, \$1.02 million (38.55%) and \$1.15 million (6.12%) respectively, the greater percentage decline in Farebox Revenues led to the decline in Commuter Rail Farebox Recovery Ratio.



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

Exhibit 25 Commuter Rail On-Time Performance



Commuter Rail On-Time Performance: Year-to-Date as of March 31, 2021 is 98.32%, 5.32% above (better than) the target of 93.00%. Current quarter ended March 31, 2021 is 98.79%, 5.79% above (better than) the target of 93.00%.

<u>Commuter Rail Complaints Per 100,000 Passengers:</u> Year-to-Date as of March 31, 2021 is 0.87, 4.63 below (better than) the target of 5.50. Current quarter ended March 31, 2021 is 1.15, 4.35 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 March 31, 2021 is 0.75, 0.25 below (better than) the target of 1.00. Current quarter ended March 31, 2021 is 0.43, 0.57 below (better than) the target of 1.00.



## Modal Update Paratransit

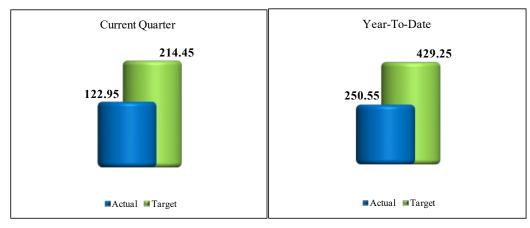
(1.5% of total system ridership in Fiscal Year 2021)



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

Mobility Management Services continues to work on improving the service received by our customers while striving to provide the most cost-efficient service for the agency and being good stewards of public funds. The department is focused on providing the highest freedom of mobility to each of our customers. The department offers several options for customers to learn what options are available to them and to assist them in learning to use each of these options. The Mobility Ambassador Program offers free training to any DART customer, regardless of mobility status, in order to promote additional Fixed Route Ridership in the system. In Quarter 3 of FY 2020, in-person training services were suspended due to COVID-19 and will remain on hold until restrictions are lifted.

Exhibit 26
Paratransit Ridership
(in Thousands)

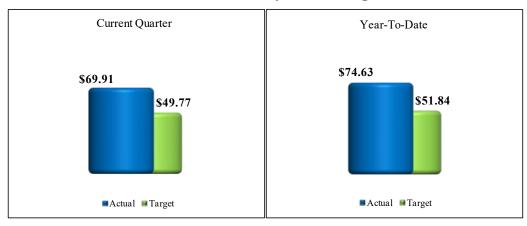


<u>Paratransit Ridership:</u> Year-to-Date as of March 31, 2021 is 250,550; 178,704 below (worse than) the target of 429,254. Current quarter ended March 31, 2021 is 122,953; 91,500 below (worse than) the target of 214,453.

Early this fiscal year, paratransit ridership started to rise and remained somewhat steady; however, it dropped due to the holiday season and winter weather in February 2021. Paratransit ridership was significantly lower than last year due to the impact of the COVID-19, but March 2021 ridership was the highest since the onset of virus.



Exhibit 27 Paratransit Subsidy Per Passenger



<u>Paratransit Subsidy Per Passenger:</u> Year-to-Date as of March 31, 2021 is \$74.63, \$22.79 above (worse than) the target of \$51.84. Current quarter ended March 31, 2021 is \$69.91, \$20.14 above (worse than) the target of \$49.77.

**Exhibit 28 Paratransit Subsidy Per Passenger Calculation** 

	Modally Allocated							Subsidy Per
	Expenses	- Revenues	=	Net Subsidy	/	Ridership	=	Passenger
Actual	\$19,263,370	\$564,400		\$18,698,971		250,550		\$74.63
Budget	\$23,469,090	\$1,215,116		\$22,253,974		429,254		\$51.84
Variance	(\$4,205,720)	(\$650,716)		(\$3,555,004)		(178,704)		\$22.79
% to Target	82.08%	46.45%		84.03%		58.37%		143.95%

The primary factors contributing to elevated Paratransit Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses below target, \$0.65 million (53.55%) and \$4.20 million (17.92%) respectively, Net Subsidy was below target \$3.55 million (15.97%). Lower Net Subsidy spread over considerably fewer passengers, 178,704 (41.63%), resulted in higher Subsidy Per Passenger \$22.79 (43.95%).

<u>Paratransit Complaints Per 1,000 Trips:</u> Year-to-Date as of March 31, 2021 is 3.95, 0.95 above (worse than) the target of 3.00. Current quarter ended March 31, 2021 is 3.95, 0.95 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.



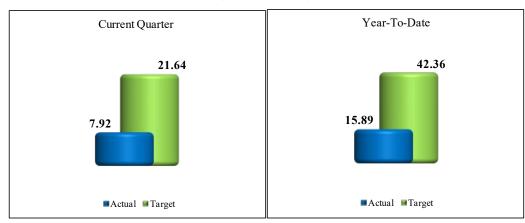
## Modal Update Vanpool

(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)



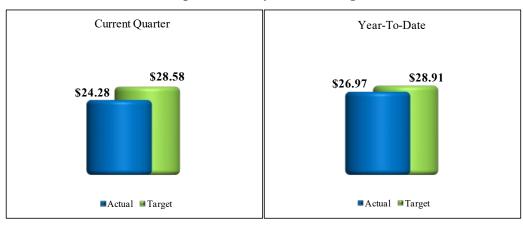
<u>Vanpool Ridership:</u> Year-to-Date as of March 31, 2021 is 15,890; 26,472 below (worse than) the target of 42,362. Current quarter ended March 31, 2021 is 7,922; 13,719 below (worse than) the target of 21,641.

The decline in vanpool ridership can be directly attributed to COVID-19. Most 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. Innovative Services is working with Bus Operations on enhanced cleaning protocols that will utilize handheld sprayers to sanitize the vehicles and provide masks to the vanpool riders in response to mitigating COVID-19.

Innovative Services is collaborating with DCTA, NCTCOG, and Trinity Metro on a Regional Vanpool Program. The goal of the program is to eliminate competition amongst the transit agencies by having clearly defined service areas and regional pricing on common vehicles.



Exhibit 30 Vanpool Subsidy Per Passenger



<u>Vanpool Subsidy Per Passenger:</u> Year-to-Date as of March 31, 2021 is \$26.97, \$1.94 below (better than) the target of \$28.91. Current quarter ended March 31, 2021 is \$24.28, \$4.30 below (better than) the target of \$28.58.

**Exhibit 31 Vanpool Subsidy Per Passenger Calculation** 

	Modally	Allocated						Subsidy Per
	Expenses	- Revenues	=	Net Subsidy	/	Ridership	=	Passenger
Actual	\$533,054	\$104,425		\$428,629		15,890		\$26.97
Budget	\$1,873,036	\$648,435		\$1,224,601		42,362		\$28.91
Variance	(\$1,339,982)	(\$544,010)	)	(\$795,973)		(26,472)		(\$1.93)
% to Target	28.46%	16.10%		35.00%		37.51%		93.31%



## **Exhibit 32 DART Scorecard of Key Performance Indicators**

				FY 2021			Quarter 2			
				Current Quarter		Year To Date				
FY18A	FY19A	FY20A	Indicators	Actuals	Target Sta	atus	Actuals	Target Status		
Ridership P	e rformance				П	-	ı			
62.69	70.79	50.25	Total Agency Ridership (M)	8.00	7.59 🖋 10	)5.31%	16.74	15.37 🖋 108.94%		
61.33	69.27	49.30	Fixed-Route Ridership (M)	7.87	7.36 🖋 10	06.91%	16.48	14.90 🖋 110.60%		
30.26	38.70	27.76	Ridership - Bus (M)	4.45	4.29 🖋 10	03.63%	9.29	8.62 🖋 107.69%		
29.03	28.56	20.27	Ridership - LRT (M)	3.24	2.93 🖋 11	10.73%	6.85	6.00 🖋 114.10%		
2.04	2.01	1.27	Ridership - TRE (M)	0.17	0.14 🖋 12	28.28%	0.35	0.28 🖋 125.37%		
771.01	906.15	643.85	Ridership - Paratransit (000s)	122.95	214.45 💢 5	57.33%	250.55	429.25 💥 58.37%		
596.00	611.48	309.75	Ridership - Vanpool (000s)	7.92	21.64 💥 3	36.61%	15.89	42.36 💥 37.51%		
Efficiency M	1 e as ure s					·	·	·		
\$6.94	\$6.41	\$9.91	Subsidy Per Passenger - Total System	\$15.04	\$15.47 🖋 9	97.22%	\$15.49	\$16.07 🖋 96.37%		
\$6.52	\$5.97	\$9.28	Subsidy Per Passenger - Fixed-Route	\$14.17	\$14.43 🚀 9	98.20%	\$14.58	\$15.01 🗳 97.16%		
\$7.50	\$6.37	\$9.85	Subsidy Per Passenger - Bus	\$14.47	\$14.39 10	00.56%	\$15.10	\$15.06 100.25%		
\$5.13	\$5.14	\$8.05	Subsidy Per Passenger - LRT	\$12.33	\$13.08 🖋 9	94.27%	\$12.72	\$13.62 🖋 93.41%		
\$11.73	\$10.11	\$16.43	Subsidy Per Passenger - TRE	\$41.16	\$45.00 🚀 9	91.47%	\$37.54	\$43.51 🖋 86.28%		
\$44.97	\$42.87	\$62.43	Subsidy Per Passenger - Paratransit	\$69.91	\$49.77 💥 14	10.47%	\$74.63	\$51.84 💢 143.95%		
\$0.61	\$2.34	\$2.33	Subsidy Per Passenger - Vanpool	\$24.28	\$28.58 🖋 8	34.95%	\$26.97	\$28.91 🖋 93.31%		
13.1%	12.3%	7.7%	Farebox Recovery Ratio - Fixed-Route	4.99%	7.00% 💢 7	71.35%	5.14%	6.92% 💢 74.20%		
11.6%	8.8%	5.4%	Farebox Recovery Ratio - Bus	3.63%	4.94% 💢 7	73.52%	3.70%	4.88% 💢 75.93%		
15.1%	15.5%	9.8%	Farebox Recovery Ratio - LRT	6.38%	8.70% 💢 7	73.39%	6.56%	8.54% 💢 76.85%		
14.9%	23.7%	16.3%	Farebox Recovery Ratio - TRE	8.25%	13.68% 💢 6	50.31%	9.28%	14.18% 💢 65.45%		
10.2%	9.8%	9.8%	Administrative Ratio	10.90%	9.56% 💢 11	14.00%	10.46%	9.73% 💢 107.44%		
Service Qua	ality									
90.7%	89.6%	90.7%	On-Time Performance - Fixed Route	91.13%	89.67% 🖋 10	01.63%	91.29%	89.67% 🖋 101.81%		
82.5%	82.4%	83.6%	On-Time Performance - Bus	82.04%	83.00% 9	98.85%	82.79%	83.00% 99.75%		
92.3%	92.2%	92.1%	On-Time Performance - LRT	92.55%	93.00% 9	99.52%	92.75%	93.00% 99.73%		
97.4%	94.3%	96.4%	On-Time Performance - TRE	98.79%	93.00% 🖋 10	06.23%	98.32%	93.00% 🖋 105.72%		
9,696	6,944	7,302	Mean Distance Between Service Calls - Bus	9,795	7,000 🖋 13	39.93%	9,258	7,000 🖋 132.26%		
20,776	18,247	24,073	Mean Distance Between Service Calls - LRT	19,932	21,000 💥 9	94.91%	21,067	21,000 🖋 100.32%		
Customer S	atis faction					•				
34.6	28.9	36.07	Complaints Per 100,000 Passengers - Fixed-Route	60.93	36.05 🗶 16	59.04%	51.97	36.05 🗶 144.19%		
54.0	42.3	52.08	Complaints Per 100,000 Passengers - Bus	100.77	50.00 🗶 20	)1.55%	84.40	50.00 🗶 168.81%		
16.6	12.3	16.00	Complaints Per 100,000 Passengers - LRT	10.23	19.50 🖋 5	52.49%	10.57	19.50 🗸 54.23%		
3.68	5.98	6.40	Complaints Per 100,000 Passengers - TRE	1.15		20.95%	0.87	5.50 🗸 15.79%		
3.38	4.15	3.60	Complaints Per 1,000 Trips - Paratransit [1]	3.95	3.00 🗶 13	31.71%	3.95	3.00 🗶 131.53%		
Safe ty			•							
1.87	1.82	1.57	Accidents Per 100,000 Miles - Fixed-Route [2]	1.73	1.99 🗸 8	86.84%	1.85	1.99 🖋 92.93%		
2.23	2.24	1.86	Accidents Per 100,000 Miles - Bus [2]	2.06	1	39.68%	2.20	2.30 🖋 95.50%		
0.69	0.13	0.24	Accidents Per 100,000 Train Miles - LRT [2][3]	0.34	Ť	96.64%	0.33	0.35 🖋 92.92%		
0.09	0.40	0.72	Accidents Per 100,000 Miles - TRE	0.43		13.38%	0.75	1.00 🗳 74.75%		
	Il not motals tha		hy Department of the Overtarily Person vitilizes all Complaints on the	on out od to Cust		onait utilia		oific to the MV Contract for		

<sup>[1]</sup> 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.



 $<sup>\</sup>hbox{[2] This KPI, for FYs 2018 \& 2019, is \ restated due to error in calculation discovered during } Quadrennial \ audit.$ 

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

## **Capital and Non-Operating Budget Summary**

Exhibit 32 provides a summary of the capital and non-operating expenditures for the second quarter of FY 2021.

**Exhibit 33 Capital and Non-Operating Costs** 

Actuals vs. Budget/Projections (In Thousands)							
Mode	FY21 YTD Projections	FY21 YTD Actuals	Variance				
Agency-Wide	\$10,083	\$4,950	\$5,133				
Bus	5,310	2,562	2,748				
Light Rail Transit	36,788	19,246	17,543				
Streetcar	151	332	(181)				
Commuter Rail/RR Management	92,134	85,599	6,536				
Paratransit	30	0	30				
General Mobility - Road Impr./ITS	5,245	1,929	3,316				
Non-Operating	3,022	324	2,698				
Capital P & D, Start-Up	7,137	5,328	1,809				
Total	\$159,900	\$120,268	\$39,632				

In general, actuals are below projections. The actuals remain below projections primarily due to the slowdown of major projects.



## **APPENDIX**



## Dallas Area Rapid Transit Operating Revenues and Expense Summary For the Six Months ended March 31, 2021

(reported on a Budget Basis Amounts in thousands)

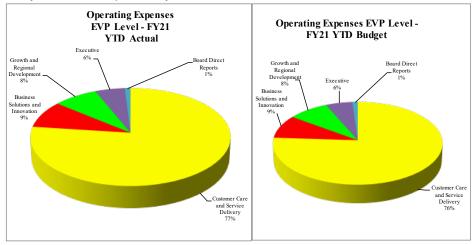
#### ACTUAL VS. BUDGET SUMMARY

	FY21 YTD Actual		(Under) / over Budget	% Variance
Revenues				
Sales Tax	\$311,911	\$290,715	\$21,196	7%
Passenger	14,458	18,938	(4,480)	-24%
Advertising/Rental Income/Misc.	4,610	6,706	(2,096)	-31%
Operating Federal Grants	75	241	(166)	-69%
Non-Operating Revenue	8,455	6,473	1,982	31%
Total Revenues	\$339,509	\$323,073	\$16,436	5%

			Under/	
	FY21 YTD	FY21 YTD	(over)	%
Operating Expenses at EVP level (YTD)	Actual	Budget	Budget	Variance
Customer Care and Service Delivery	\$193,893	\$205,288	\$11,395	6%
Business Solutions and Innovation	22,420	24,453	2,033	8%
Growth and Regional Development	19,764	22,619	2,855	13%
Executive	13,237	14,817	1,580	11%
Board Direct Reports	2,494	2,944	450	15%
Capital P&D	(5,328)	(7,137)	(1,809)	25%
Agency Wide [1]	32,253	29,908	(2,345)	-8%
Total Operating Expenses at EVP Level (YTD)	\$278,733	\$292,892	\$14,159	5%

Operating Expenses at EVP level (FY21 Projection)*	FY21 Projection	FY210 Budget [2]	(over) Budget	% Variance
Customer Care and Service Delivery	\$398,844	\$406,265	\$ 7,421	2%
Business Solutions and Innovation	44,995	46,263	1,268	3%
Growth and Regional Development	39,564	41,498	1,934	5%
Executive	28,587	29,530	943	3%
Board Direct Reports	4,140	5,419	1,279	24%
Capital P&D	(14,273)	(14,273)	-	0%
Agency Wide [1]	34,550	27,596	(6,954)	-25%
Total Operating Expenses at EVP Level (YTD)	\$536,407	\$542,298	\$5,891	1%

\*As presented in the Monthly Financial Report.



<sup>[1]</sup> 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.



<sup>[2]</sup> Based on Board Resolution No.200104 of September 22, 2020.

## DALLAS AREA RAPID TRANSIT

## STATEMENTS OF NET POSITION

## AS OF MARCH 31, 2020 AND SEPTEMBER 30, 2020

(In thousands)

ASSETS	03/31/2021 Unaudited	9/30/2020
CURRENT ASSETS		
Cash & Cash Equivalents	\$228,073	\$384,038
Investments	140,855	108,028
Sales tax receivable	94,997	101,988
Transit Revenue Receivable, Net	5,322	4,835
Due from Other Governments	18,192	20,050
Materials and supplies inventory	36,030	36,870
Prepaid transit expenses and other	12,919	4,217
Restricted investments held by trustee for debt service	100,254	123,111
Restricted investments held for advance funding agreements	43,152	52,205
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
TOTAL CURRENT ASSETS	686,168	841,716
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	4,028	4,616
Investments restricted for system expansion and acquisition	14,000	57,931
Investments in joint venture	7,295	7,821
Capital assets		
Land and rights of way	618,572	618,572
Depreciable capital assets, net of depreciation	3,024,571	3,148,006
Projects in progress	521,562	405,380
Restricted investments held to pay capital lease/leaseback liabilities	110,512	112,342
Unamortized debt issuance costs and other	515	536
TOTAL NONCURRENT ASSETS	4,301,055	4,355,204
TOTAL ASSETS	4,987,223	5,196,920
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	101,196	92,195
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	\$5,088,419	\$5,289,115



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

(In thousands)

(In thousands)		
	03/31/2021 <u>Unaudited</u>	9/30/2020
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$52,659	\$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	2,409	1,393
Local Assistance Program Payable	5,063	5,622
Retainage Payable	20,521	17,669
Unearned revenue and other liabilities	81,845	92,965
Interest payable	50,944	50,248
Current portion of senior lien revenue bonds payable	74,520	62,689
TOTAL CURRENT LIABILITIES	353,435	414,423
NON-CURRENT LIABILITIES		
Accrued liabilities	36,551	40,172
Net pension liability	51,025	51,025
Net other post-employment benefits (OPEB) liability	7,692	5,048
Repayment due to State Comptroller	6,907	8,394
Senior lien revenue bonds payable	3,174,067	3,261,677
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	35,845	35,845
Capital lease/leaseback liabilities	110,512	112,342
TOTAL NON-CURRENT LIABILITIES	3,422,599	3,514,503
TOTAL LIABILITIES	3,776,034	3,928,926
Deferred Inflows of resources	19,209	19,209
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	3,795,243	3,948,135
NET POSITION		
Net investment in capital assets	858,885	796,675
Restricted for debt service	49,310	72,863
Restricted as security for capital lease/leaseback liabilities	4,028	4,616
Unrestricted	380,953	466,826
TOTAL NET POSITION	\$1,293,176	\$1,340,980



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

(In thousands)		
	For the six n	onths ended
	3/31/2021	3/31/2020
OPERATING REVENUES:		
Passenger	\$14,458	\$29,788
Advertising, rent and other	5,342	7,682
Total Operating Revenues	19,800	37,470
OPERATING EXPENSES:		
Labor	138,536	132,989
Benefits	58,927	57,077
Services	25,798	24,235
Materials and supplies	21,479	25,679
Purchased transportation	25,571	31,142
Depreciation and amortization	124,336	122,165
Utilities	7,208	8,067
Taxes, leases, and other	4,406	2,075
Casualty and liability	3,008	3,357
TOTAL OPERATING EXPENSES	409,269	406,786
NET OPERATING LOSS	(389,469)	(369,316)
NON-OPERATING REVENUES (EXPENSES):	· · · · · · · · · · · · · · · · · · ·	
Sales tax revenue	312,381	323,425
Investment income	664	5,217
Interest income from investments held to pay capital lease/leaseback	4,544	4,533
Interest expense on capital leases/leaseback	(4,544)	(4,533)
Interest and financing expenses	(71,687)	(71,774)
Build America Bonds tax credit	10,662	10,601
Other federal grants	34,339	54,206
Other non-operating revenues	8,542	8,485
Other non-operating expenses	(3,039)	(4,276)
TOTAL NET NON-OPERATING REVENUES	291,862	325,884
LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS	(97,607)	(43,432)
CAPITAL CONTRIBUTIONS, AND GRANTS:		
Federal capital contributions	39,866	38,035
State capital contributions	8,710	2,281
Local capital contributions	1,227	2,201
TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS	49,803	40,316
CHANCE DANGE DOCUMENT	(17.00.0	245
CHANGE IN NET POSITION	(47,804)	(3,116)
TOTAL NET POSITION - Beginning of the year	1,340,980	1,202,501
TOTAL NET POSITION - End of the reporting period	\$1,293,176	\$1,199,385



#### Glossary of Terms/Definitions

<u>Accessible</u> – 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.

<u>Accessible Service</u> – 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.

<u>Accidents per 100,000 Miles</u> – 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.

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

<u>Accounting Basis</u> – 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.

<u>Accrual Method of Accounting</u> – 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).

<u>ADA (The Americans with Disabilities Act of 1990)</u> – 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.

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

<u>Administrative Ratio</u> – 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.

Calculation = [(Administrative Costs - Administrative Revenues) / (Direct Costs + Start-up Costs)]

<u>Ambulatory Disabled</u> – 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.

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

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

Calculation = (Modal Passenger Revenue) / (Modal Passenger Boardings)

<u>Average Weekday Ridership</u> – 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.

**<u>Bond Refinancing/Refunding</u>** – 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*.

<u>Bus Rapid Transit (BRT)</u> – 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.

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



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<u>Capital Expenditure</u> – 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.

<u>Major Capital Transit Investment Program</u> – 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.

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

<u>CAFR</u> - Comprehensive Annual Financial Report. It includes audited financial statements, financial notes, and related materials.

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

<u>Certified Riders</u> – 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.

<u>Complaints per 100,000 Passengers</u> – 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.

 $Calculation = f(Service\ Complaints\ Received\ /\ Modal\ Passenger\ Boardings)*100,000]$ 

<u>Cost per Revenue Mile</u> – 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.

Calculation = [Total Operating Expenses / Revenue Miles]

<u>Crimes against persons</u> – 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.

Calculation = [Crimes Against Persons/Total Incidents]

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

Calculation = [Crimes Against Property/Total Incidents]

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

<u>Debt Service Coverage</u> – 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*.

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

<u>Deferred Inflows of Resources</u> – 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.

<u>Deferred Outflows of Resources</u> – 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.



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<u>Demand Responsive</u> – 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.

<u>Depreciation</u> – 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.

<u>Enterprise Fund</u> – 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.

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

<u>External Coverage Ratio</u> – 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.

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

Calculation = [Modal Farebox Revenue | Modal Operating Expense]

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

<u>Fares</u> – The amount charged to passengers for use of various services.

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

<u>FEMA – Federal Emergency Management Agency</u> – 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.

<u>FTA (Federal Transit Administration)</u> – 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.

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

<u>Formula Grant</u> - 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.

<u>Fuel Incentive</u> – 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.



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

<u>Fund Balance</u> – 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.

<u>General Operating Account</u> – 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.

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

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

<u>Internal Coverage Ratio</u> – 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.

<u>JARC</u> (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 or 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).

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

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

<u>Linked Trip</u> – 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*.

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

<u>Mean Distance Between Service Calls</u> – 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.

Calculation = [Total Miles Operated / Total # of Service Calls]

<u>MAP-21 – The Moving Ahead for Progress in the 21st Century Act</u> 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.

<u>New Starts Program</u> – 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.

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

<u>On-Time Performance</u> – 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.

Calculation = [(#Scheduled Trips Sampled - # of Times Early or Late) / Total # of Scheduled Trips Sampled]



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**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.

<u>Operating Revenues</u> – 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.

<u>Operating Expenses</u> – 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.

<u>Paratransit Service</u> – 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.

<u>Passenger Canceled Trips Ratio</u> – 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.

Calculation = [# of Canceled Trips / Total # of Scheduled Trips]

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

<u>Passenger No-Show Ratio</u> — 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.

Calculation = [# of No Shows / Total # of Scheduled Trips]

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

Calculation = [Actual Passenger Boardings / Revenue Hours]

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

Calculation = [Scheduled Passenger Boardings / Revenue Hours]

<u>Passengers per Mile</u> – 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.

Calculation = [Passenger Boardings / Revenue Miles]

<u>Peak Period</u> – Morning or evening rush hour.

<u>Percentage of Trips Completed</u> – 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.

Calculation = [(# of Actual Trips - # of Trips Missed) / # of Actual Trips]

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

<u>Reduced Fares</u> – 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.

<u>Repurchase Agreement</u> – 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.



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**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.

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

<u>Revenue Miles or Hours</u> – 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.

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

<u>Ridership</u> – 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*.

<u>Sales Taxes for Operating Expenses</u> – 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.

```
Calculation = [(Operating Expenses - Operating Revenues - Interest Income) / Sales Tax Revenues]
```

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

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

Calculation (for rail) = [Scheduled Train Miles / Scheduled Train Hours]
```

<u>Service Hours</u> – 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.

<u>Service Levels</u> – 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.

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

<u>Start-Up Costs</u> – 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).

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

<u>Subscription Service</u> – 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.

Calculation = [(Operating Expenses - Operating Revenues) / Passenger Boardings]



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

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

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

<u>Transit Signal Priority</u> – 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.

<u>Unlinked Trip</u> – 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*.

<u>Vanpool</u> – 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.

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

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



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## **Section 2 – Ridership Highlights**

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- R3 Total System Ridership
- R5 Bus System Ridership
- R7 Light Rail System Ridership
- R8 Trinity Railway Express Ridership
- R9 Dallas Streetcar
- R10 Ridership Tables

#### Introduction

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

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

DART is now using automatic passenger counters (APC) to report bus, streetcar, and TRE ridership. With APC systems in place for both 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.

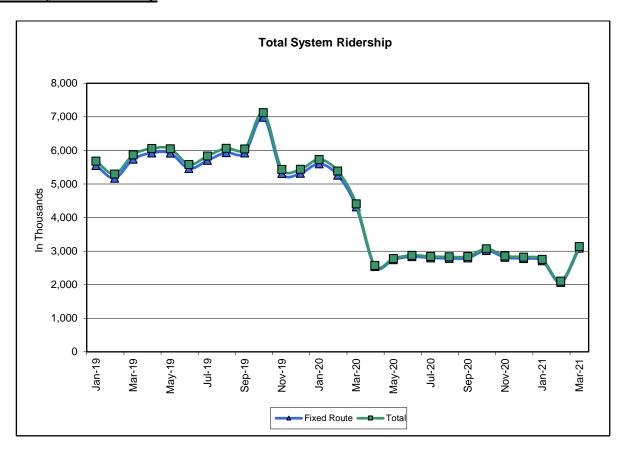
The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were first adopted in 1995 and were most recently updated in 2018, and these standards define the performance metrics and benchmarks against which 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 Q2 of FY 2021 ridership. Many residents opted to work from home or avoided taking transit to minimize their exposure. Ridership declines started March 12<sup>th</sup>, 2020and 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 and October 2020. The services included changes for bus, light rail, and Trinity Railway Express weekday schedules.
- In February 2021, snowstorm hit Texas and ice and snow made roads impassable and the state's electric grid operator lost control of the power supply. In response to this severe weather, DART implemented winter weather operation plan scenario 2 from Sunday 14<sup>th</sup> from 9 pm through end of Thursday 18th. During the snowstorm, DART suspended all LRT services from Monday, February 15<sup>th</sup> to Thursday, February 18<sup>th</sup> and continued operation as a Saturday service on Friday, February 19<sup>th</sup>. Bus routes operated on normal Saturday schedules with limited service added on local routes 63 and 362 and additional shuttle bus routes to move rail riders from Monday 15<sup>th</sup> to Thursday 18<sup>th</sup> and starting from Friday 18<sup>th</sup>, all bus routes were running as a normal weekday service. There was no streetcar service from Sunday 14<sup>th</sup> to Sunday 21<sup>st</sup>. TRE operated Saturday schedule on Monday, February 15<sup>th</sup> and suspended service starting at 10 p.m., February 15<sup>th</sup> through the start of service on Thursday,



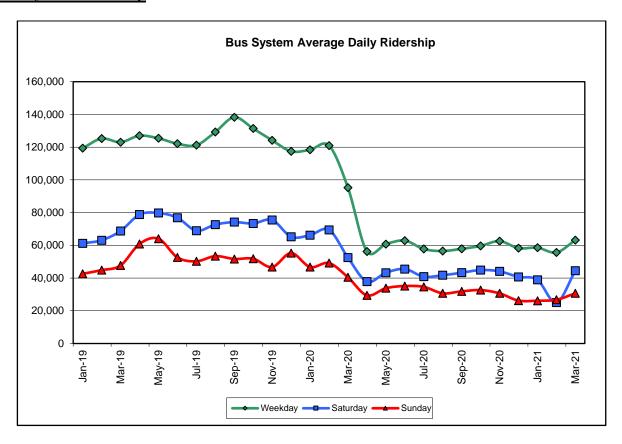
February 18<sup>th</sup>. On Thursday and Friday, TRE was running as a Saturday service. DART Paratransit operated between 7:00 a.m. and 6:00 p.m., Wednesday, February 17<sup>th</sup> to Thursday, 18<sup>th</sup>, for medical and dialysis trips and GoLink service was unavailable through Thursday, February 18<sup>th</sup>. This service change had a significant impact on ridership compared to last year, especially on rail system. However, with warmer weather and vaccination, more people feel comfortable to use the system.

- Total system ridership in the second quarter of FY 2021 was 8.0 million riders, a decrease of 48.5% from the second quarter of FY 2020.
- Fixed route ridership totaled 7.9 million passengers in the second quarter of FY 2021, a decrease of 48.2% from the second quarter of FY 2020.
- Bus System ridership totaled 4.5 million riders, 48.1% below the second quarter of FY 2020.
- Light rail ridership for the second quarter ended March 31, 2021was 3.2 million, a decrease of 47.4% from FY 2020 second quarter second quarter ridership of 6.1 million.
- Trinity Railway Express ridership was 173,557 passengers in the second quarter, a decrease of 60.5% from the same period in FY 2020 (439,035). Aside from the COVID-19, service suspension due to severe weather and 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 second quarter ended March 31, 2021 was 32,174, a decrease of 42.0% from FY 2020 ridership of 55,465.
- Paratransit ridership for the second quarter ended March 31, 2021 was 122,953, a decrease of 40.8% from FY 2020 ridership of 207,726. 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 cold weather in February it showed a 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.

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#### **Bus System Ridership**



- Total bus ridership (including special-events ridership) in the second quarter of FY 2021 was 4.5 million riders, 48.1% lower from the second quarter of FY 2020.
- Average weekday ridership in the second quarter was 59,134 daily riders, a 47.0% decrease from last year's average. Saturday bus system ridership averaged 36,130 daily riders, down by 42.4% from last year. Sunday bus system ridership averaged 27,865 daily riders, a decrease of 38.7% from last year.
- Happened in late Q2 of FY 2020, the COVID-19 continued to have a significant and noticeable impact on Q2 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 and October 2020. 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.
- The decline in February is mostly due to snowstorm week during which DART operated winter weather plan from Sunday 14<sup>th</sup> to Thursday 18<sup>th</sup> in which all bus routes operated on normal Saturday schedules with limited service added on local routes 63 and 362 and additional shuttle bus routes to move rail riders.

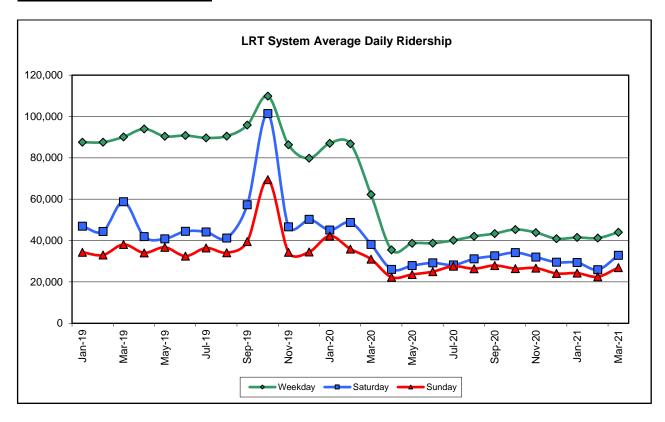


• The most heavily patronized routes in the first quarter, by route classification, were:

Route Type	oute Type Route Number and Name	
Local	11 Jefferson-Malcolm X	2,194
Express	283 Lake Ray Hubbard Express	205
Crosstown	404 Westmoreland Station/Parkland	1,982
Feeder	583 Richland College-Lovers Lane Station	1,096
Site Specific	McKinney Ave Streetcar	1,668
Shuttle	702 NorthPark Mall / Park Lane Station	233
GoLink	Rowlett	75



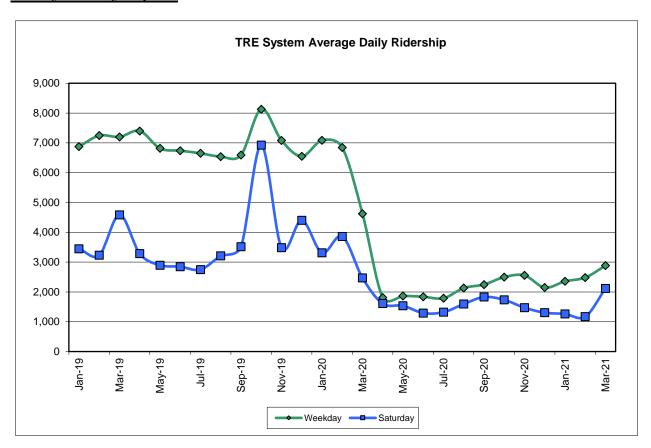
## **Light Rail System Ridership**



- LRT ridership in the second quarter totaled 3.2 million riders, a decrease of 47.4% from the second quarter of FY 2020 ridership of 6.1 million. The decline trend for LRT was mainly due to impact of the COVID-19 and sever weather storm in February
- Weekday ridership in the second quarter averaged 42,241 passengers, a decrease of 46.3% from the second quarter of FY 2020.
- Saturday ridership in the second quarter averaged 29,401 passengers, a decrease of 33.2% from the second quarter of FY 2020 level.
- Sunday ridership in the second quarter averaged 24,570 passengers, a decrease of 32.5% from the second 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 in mid-February is mostly due to snowstorm week; however, from March, ridership is starting to bounce up.
- The snowstorm in February made a big impact on the LRT ridership since the service suspended from February 15<sup>th</sup> to February 19<sup>th</sup>.



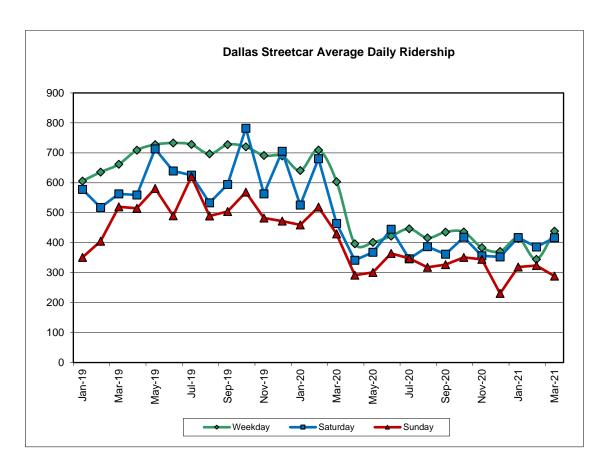
## **Trinity Railway Express**



- Trinity Railway Express ridership for the second quarter ended March 31, 2021 was 173,557, a decrease of 60.5% from the same period in FY 2020 (439,035). Aside from the COVID-19, service suspension due to severe weather and 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.
- Weekday ridership on the TRE averaged 2,573 daily riders (58.4% decrease from last year) in the second quarter.
- Saturday ridership in the second quarter averaged 1,516 daily riders, a decrease of 52.9% from the second quarter of FY 2020.



## **Dallas Streetcar**



- Ridership on the Dallas Streetcar was 32,174 riders in the first quarter, 42.0% lower than the second quarter of last year. The decline trend was mainly due to impact of the COVID-19.
- Stating from July 27, 2020, there was a \$1 one-way fare to ride the Dallas Streetcar. Ridership decline in February was the result of service suspension during snowstorm week.
- Weekday ridership averaged 399 daily riders in the quarter, a decrease of 38.7%.
- Saturday ridership averaged 406 daily riders, a decrease of 27.0% from the second quarter of last year.
- Sunday ridership averaged 310 daily riders, a decrease of 33.9% from the second quarter of last year.



## **Ridership Tables**

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

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Streetcar Monthly	Fixed Route Total
	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
2019	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
	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
2020	March	2,508	1,679	112	17.3	4,316
2020	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
	October	1,666	1,275	64	13.1	3,018
	November	1,593	1,154	56	11.1	2,814
2021	December	1,576	1,139	52	10.7	2,778
2021	January	1,513	1,123	53	12	2,701
	February	1,172	838	45	7	2,062
	March	1,740	1,251	75	12.9	3,079



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	March	123	90.1	7.2	0.7	221
	April	127	94	7.4	0.7	229.1
	May	125.4	90.4	6.8	0.7	223.3
	June	122.1	90.8	6.7	0.7	220.3
	July	121.2	89.7	6.6	0.7	218.2
	August	129.2	90.5	6.5	0.7	226.9
	September	138.3	92	6.6	0.7	237.6
2020	October	131.4	109.9	8.1	0.7	250.1
	November	124.2	86.3	7.1	0.7	218.3
	December	117.4	79.8	6.5	0.7	204.4
	January	118.4	87	7.1	0.6	213.1
	February	120.9	86.8	6.8	0.7	215.2
	March	95.3	62.3	4.6	0.6	162.8
	April	56.3	35.5	1.8	0.4	94
	May	60.8	38.7	1.9	0.4	101.8
	June	62.9	38.8	1.8	0.4	103.9
	July	57.8	40.1	1.8	0.4	100.1
	August	56.5	42	2.1	0.4	101
	September	57.9	43.4	2.2	0.4	103.9
2021	October	59.6	45.4	2.5	0.4	107.9
	November	62.6	43.9	2.6	0.4	109.5
	December	58.3	40.9	2.1	0.4	101.7
	January	58.5	41.5	2.4	0.4	102.8
	February	55.7	41.2	2.5	0.3	99.7
	March	63.2	44	2.9	0.4	110.5



Table 3: Passenger Boardings for DART Cities for the Second quarter Fiscal Year 2021, Period Ending March 31, 2021

Cities	Bus	LRT	Commuter Rail	Streetcar	GoLink	Paratransit	Total System
Addison	99,055	0	0	0	0	296	99,351
Audison	2.24%	0.00%	0.00%	0.00%	0.00%	0.24%	1.24%
Carrollton	55,882	109,833	0	0	11	3,537	169,262
Carronton	1.26%	3.43%	0.00%	0.00%	0.05%	2.88%	2.12%
Cockrell Hill	45,434	0	0	0	0	102	45,536
Cockreii filli	1.03%	0.00%	0.00%	0.00%	0.00%	0.08%	0.57%
Dallas	3,494,931	2,606,997	72,842	31,907	8,692	81,220	6,296,589
Danas	78.96%	81.41%	41.97%	100.00%	36.41%	66.06%	78.89%
Farmers Branch	51,212	27,182	0	0	1,184	1,248	80,826
rarmers branch	1.16%	0.85%	0.00%	0.00%	4.96%	1.02%	1.01%
Garland	224,402	65,209	0	0	2,777	11,590	303,978
Garianu	5.07%	2.04%	0.00%	0.00%	11.63%	9.43%	3.81%
Glenn Heights	4,692	0	0	0	839	425	5,956
Gleini Heights	0.11%	0.00%	0.00%	0.00%	3.51%	0.35%	0.07%
Highland Park	1,713	0	0	0	170	0	1,883
miginanu Fark	0.04%	0.00%	0.00%	0.00%	0.71%	0.00%	0.02%
Irving	204,090	120,612	25,657	0	278	7,179	357,815
irving	4.61%	3.77%	14.78%	0.00%	1.16%	5.84%	4.48%
Plano	93,526	131,719	0	0	5,238	10,793	241,275
riano	2.11%	4.11%	0.00%	0.00%	21.94%	8.78%	3.02%
Richardson	141,585	78,882	0	0	0	4,535	225,002
Kicharuson	3.20%	2.46%	0.00%	0.00%	0.00%	3.69%	2.82%
Rowlett	69	61,879	0	0	4,396	1,526	67,870
Kowiett	0.00%	1.93%	0.00%	0.00%	18.41%	1.24%	0.85%
University Deal-	9,884	0	0	0	36	266	10,186
University Park	0.22%	0.00%	0.00%	0.00%	0.15%	0.22%	0.13%
<b>DART</b> Cities Total	4,426,475	3,202,313	98,499	31,907	23,621	122,717	7,905,532



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## FY 2021 Quarterly Marketing & Communications Report Second Quarter

## **January Pulse Survey**

January

## **Project Overview:**

Throughout the pandemic, DART has made rider research a priority. The Customer Satisfaction Survey was suspended in 2020 due to the pandemic. Instead, DART pivoted to a Pulse Survey to better understand and address pandemic-induced ridership declines.

The Pulse Survey series began in 2020, and the agency has conducted three surveys to date: August 2020, November 2020, and January 2021.

## **Project Elements:**

- Measure and track three key metrics by rider segment:
  - Ridership levels
  - o Fears and comfort levels
  - o DART initiatives that matter most to riders, and riders' awareness of them

## **Highlights:**

- Ridership grew from August to November 2020 but was flat November 2020 to January 2021.
- Comfort levels rose in November 2020 but declined in January 2021; this was likely due to the resurgence of COVID-19 cases and appearance of new virus strains.
- Reliant commuters and task riders are driving ridership as they return to work in higher proportions.
- Awareness of DART's safety initiatives grew as messages became more entrenched and the "DART Steps into Action" campaign took effect.



Page 3 Second Quarter
M FY 2021

## **January Pulse Survey (continued)**

## By the Numbers:

- Key findings from survey respondents:
  - o 81% are aware of DART's efforts to keep them safe
  - o 81% know of DART's mask requirement on board
  - o 77% are aware of DART's contactless payment options
  - o 73% know that face masks and hand sanitizer dispensers are available on buses and trains
  - o 70% of reliant riders and 72% of task riders have now returned to work compared to only 58% and 50% respectively who had returned by August 2020



## **DART Service Change**

January 25

#### **Project Overview:**

In anticipation of the completely new bus network that will be implemented in January 2022, DART executed only a minor service change in January 2021 that affected four routes: 11, 467, 538, and 574.

## **Project Elements:**

- Customary and obligatory rider information was created and disseminated, including:
  - Printed schedules
  - Rider alerts
  - Updated bus schedules in Guide-A-Rides at bus stops
  - Updated bus schedules in Guide-A-Rides and maxi pylons at Downtown Dallas Central Business District (CBD) West Transfer Center, Rosa Parks Plaza, and Elm/Ervay

## **Highlights:**

• Bus operator route guides were created to reflect January 2021 changes, as was a supplement with Stop ID codes.

## By the Numbers:

- 20,000 schedules printed
  - o 5,000 for each route
- 3,000 Rider Alerts printed
- 220 Guide-A-Rides printed
- 3 bus schedule maxi pylons printed



## **Kiosk Update**

## **Project Overview:**

Riders have new ways to receive information about DART service and nearby destinations with the installation of interactive digital kiosks at rail stations and bus transfer facilities. Each transit facility will have one or more of these 9-foot towers and DART plans to install at least 300 total units over the next few years.

Beyond digital signage, the kiosks display rail and bus schedules, offer wayfinding information, and feature localized content, such as restaurants, entertainment venues, and government offices. Riders can use the trip-planning feature to get transit or walking instructions and then send those directions to their smartphones.

#### **Project Elements:**

Crews completed kiosk installations at 29 locations between January and March 2021

## **Highlights:**

- During the recent winter storm, real-time rider alerts and emergency service notifications were displayed on the kiosks.
- Throughout the coronavirus pandemic, the kiosks have also provided information to riders about cleaning processes, face mask requirements, social distancing, and more.
- Last summer, the kiosks were updated so that the interactive touch screens could be navigated via smartphone through an embedded QR code for a touch-free experience.
- Some kiosk installations are pending the completion of other projects, such as platform extensions and Silver Line station construction.



# **Kiosk Update (continued)**

### By the Numbers:

- As of March 31, 2021, there are:
  - o 214 kiosks installed
  - o 49 Locations with completed kiosk installations
  - 4 stations with kiosk installation in progress
  - o 21 Locations still in site review and planning
- Locations completed and the number of kiosks installed at each between January and March 2021 include:
  - o Belt Line 4
  - Burbank 6
  - o CityLine/Bush 4
  - o Downtown Garland 6
  - O Downtown Plano 5
  - o Fair Park 4
  - o Farmers Branch 4
  - o Forest Lane 3
  - O Hatcher 4
  - O Illinois 6
  - Irving Convention Center 6
  - o Kiest 2
  - LBJ/Central 5
  - o Ledbetter 5
  - o Los Colinas Urban Center 3

- o Lovers Lane 3
- Market Center 7
- o Morrell 4
- o North Carrollton/Frankford 4
- North Lake College 5
- o Park Lane 3
- o Parker Road 8
- o Pearl/Arts District 2
- Southwestern Medical District/ Parkland - 5
- O St. Paul 3
- University of Dallas 6
- VA Medical Center 2
- Walnut Hill 2
- O Walnut Hill/Denton 2



# **Hidden Ridge Station Opening**

Friday, April 9, 2-3 p.m.

# **Project Overview**

The long-anticipated Hidden Ridge Station at Carpenter Ranch opened with a virtual public event on Friday, April 9, 2021, 2-3 p.m. The Hidden Ridge Station Opening Event Task Force began meeting weekly in December 2020 to determine the coordination and support needed to host a successful event while observing COVID-19 precautions. In an abundance of caution, the group recommended that the event be 100% virtual.



The task force included representatives from many teams, including:

- Bus Operations
- Capital Design & Construction
- Capital Planning
- Communications & Audiovisual
- **DART Police**
- **External Relations**
- Government/Community Relations
- Marketing
- Passenger Amenities
- **Rail Operations**
- Safety
- Service Planning
- Special Events









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# **Hidden Ridge Station Opening (continued)**

# **Highlights**

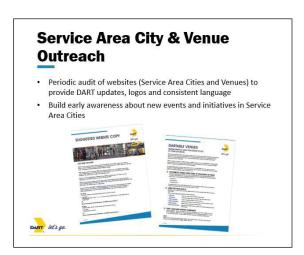
• The event theme of "Past, Present, and Future" featured a variety of speakers, including DART executives and board members, U.S. Rep. Beth Van Duyne, Irving city and chamber officials, station artist Marty Ray, and Verizon's senior vice president of real estate.

# By the Numbers (results)

- 14 posts related to the Hidden Ridge Station project and opening event on DART's Facebook, Twitter, and Instagram channels generated 23,714 impressions and 986 engagements
- In Q2 FY 2021, the city of Irving and the Irving-Las Colinas Chamber of Commerce shared updates on the Hidden Ridge project 5 times on their respective Facebook and Twitter accounts, generating 72,000 impressions









# **Inside Track Meeting**

March 1

### **Project Overview**

The Communications team hosted a virtual Inside Track meeting for city and other communications colleagues on March 1. This program reinforces a positive working relationship between DART and city communicators in our service area and establishes a formal process for sharing pertinent information to the public.

### **Project Elements:**

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





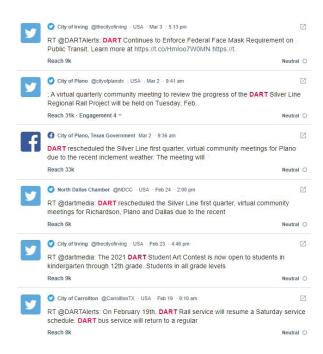
# **Inside Track Meeting (continued)**

# **Highlights:**

- Presenters at the March 1 meeting included:
  - Nevin Grinnell, VP Marketing
     & Communications COVID-19
     Pandemic and its Impact on DART
  - Rob Smith, Interim VP Planning
     & Development DARTzoom Bus
     Network Redesign
  - Carlos Huerta, Community
     Affairs Representative –
     Capital Projects Update
- Attendees had follow-up questions about GoLink, Silver Line, and Hidden Ridge.
- Several congressional staffers attended, including:
  - Christine Babcock, office of U.S. Senator Ted Cruz
  - o Andrew Krause, office of U.S. Representative Colin Allred
  - o Gaby Pate, office of U.S. Representative Van Taylor
  - Ellisha Terry, office of U.S. Representative Eddie Bernice Johnson

## By the Numbers:

• 13 attendees, including representatives from Dallas College and the cities of Farmers Branch, Garland, Glenn Heights, Irving, Richardson, and Rowlett





# **Special Events Forum**

March 26

### **Project Overview:**

In March, the Special Events team held a virtual meeting for DARTable venues that host medium to large-scale events. The objective of the meeting was to strengthen DART's relationships and build brand regard with DARTable event venues.

#### **Project Elements:**

• March 26 virtual meeting

### **Highlights:**

- 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/drivethrough events.
  - o 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.

### By the Numbers:

- 12 attendees, including event venue managers from Fair Park/Spectra, AT&T Performing Arts Center, Dallas Arts District, SMU Athletics, American Airlines Center, and the cities of Garland, Plano, and Richardson
- 5 presentations given by DART staff:
  - o Meet the Special Events Team: Sandra Johnson, Matt Tomlinson, and Katie Wendt
  - o DART Development Update: Carlos Huerta
  - DART Steps into Action Campaign: Linda Webb-Mañon and Robbie Douglas
  - Safely Reopening Events: Roundtable Discussion



## Paid Media

## **Project Overview:**

DART promoted 6 campaigns on DART assets, digital, social media, print, and TV in Q2 FY 2021.

### **Project Elements:**

- Campaigns included:
  - o Ask DART
  - Black History Month
  - D2 Subway
  - DART Access
  - Mask Mandate
  - DART Student Art Contest

## By the Numbers:

• Media (digital, social media, print, and TV):

o Ads: 930

o Market value: \$262,270

Impressions: 21.6 million

 DART assets (bus interiors, rail interiors, INFOtransit digital screens, and windscreens):

Ads: 2,941

Market value: \$425,092Impressions: 28.4 million



















# Social and Digital Media Recap

### **Project Overview:**

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

In Q2 FY 2021, we posted 419 messages on social compared to 505 messages in Q1 FY 2021.

### **Project Elements:**

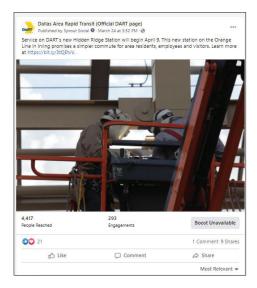
- DART's Facebook, Twitter, and Instagram channels
- DART Daily blog

### **Highlights:**

- The Winter Weather Series provided riders with the information needed to travel safe during inclement weather:
  - o 43 posts
  - 35,559 impressions
  - o 755 engagements
- DART Student Art Contest content performed well on social media in Q2 FY 2021:
  - o Posts: 42
  - o Impressions: 60,014
  - o Engagements: 938
- DARTzoom: Bus Network Redesign was also a high-performing campaign in Q2 FY 2021:
  - o 11 posts
  - o 27,649 impressions
  - o 1,876 engagements





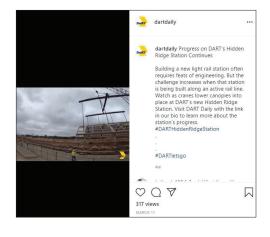




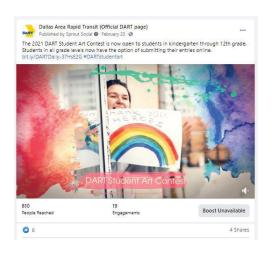
# **Social and Digital Media Recap (continued)**

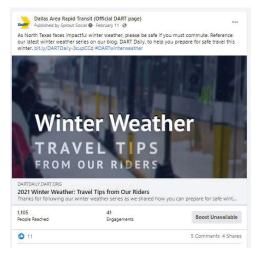
### By the Numbers:

- In Q2 FY 2021, 419 messages earned nearly 541,705 impressions and 17,285 engagements
  - This is a decrease from the 7.5 million impressions and 42,464 engagements earned in Q1 FY 2021
  - The decrease is attributed to the fact that we did not run paid "Ask DART" content on social media in this quarter
  - In Q1 FY 2021, we had nearly 6.4 million paid impressions, which also helped drive engagements
- The number of followers increased from 40,593 in Q1 FY 2021 to 40,750 in Q2 FY 2021
- In Q2 FY 2021, our service area cities collectively posted 80 messages related to DART compared to 77 messages in the previous quarter
  - Top posters by reach: Irving (195,000), Plano (192,000), Dallas (183,000) and Carrollton (120,000)
  - In Q2 FY 2020, our service area cities collectively posted 57 messages related to DART











### **Customer Service**

# **Project Overview**

The Customer Service team continues to assist DART riders.

### **Project Elements:**

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

### **Highlights**

- Received 73 rider commendations this quarter, including:
  - Rider stated that Christy was helpful and put a smile on his face. The rider said her laugh was contagious and brightened up his day. The rider wanted to make sure Christy was recognized for providing excellent service.
  - Rider said that Deborah was very warm and congenial. He stated that Deborah provided outstanding service and was professional and courteous. The rider said that he really appreciates that Deborah took the time to make sure he understood everything about his trip.
  - Rider said Monica was very helpful. Rider stated that even though she had behaved rudely and used foul language, Monica never changed her tone. Rider said Monica continued to do her job and wanted Monica to know that she is very sorry for her behavior.
  - Rider stated that Luis has great customer service skills and she really appreciated his kindness during these difficult times.
  - Rider said he submitted a request for a sign to be fixed at an intersection. The rider reported that he spoke with Roderick who was able to make that happen. He said he is very happy with the service he was provided and commended Roderick for his professionalism.



# By the Numbers:

- January
  - Received 30,594 calls (55.17% less than same time last year)
    - Rider Trip Planning in English handled 79.55% of received calls
    - Rider Trip Planning in Spanish handled 2.69% of received calls
    - Rider Feedback handled 15.17% of received calls
    - Lost & Found handled 2.59% of received calls
- February
  - Received 42,324 calls (32.99% less than the same time last year)
    - Rider Trip Planning in English handled 77.84% of received calls
    - Rider Trip Planning in Spanish handled 2.5% of received calls
    - Rider Feedback handled 17.93% of received calls
    - Lost & Found handled 1.73% of received calls
- Severe Weather Week (Feb. 14-20)
  - o Total calls received 17,650
  - 41.7% of all calls received in February
- March
  - Received 34,201 calls (31.77% less calls than the same time last year)
    - Rider Trip Planning English handled 79.33% of received calls
    - Rider Trip Planning Spanish handled 2.69% of received calls
    - Rider Feedback handled 15.00% of received calls
    - Lost & Found handled 2.97% of received calls



### **Transit Education**

### **Project Overview:**

The Transit Education Program has a rich tradition of grassroots community outreach, and this continued during Q2 FY 2021. The Transit Education team engaged school districts and the community within the Dallas area by providing virtual Safety/How to Ride and Career Day presentations (for students studying in the classroom and at home), coordinated topical speakers for the Citizens Advisory Committee, and supported the construction safety outreach efforts with Silver Line schools.

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:**

- DART Student Art Contest flyer
- DART Student Art Contest video
- Older Americans Month Celebration flyer
- DART Transit Education webpage
- Dallas Love Field Airport jumbo digital screen in food court

# **Highlights:**

- Alzheimer's Association Senior Resource Fair via Zoom and Facebook Live
- City of Dallas Senior Affairs Committee virtual meeting presentation
- On-line and mail-in art submissions
- On-line DART Student Art Contest voting gallery completion
- Silver Line Safety virtual meetings









# **Transit Education (continued)**

# By the Numbers:

- Participated in 16 virtual education/community outreach programs
  - o 2,916 people participated
- Received 687 DART Student Art Contest entries
- DART.org/transiteducation received 13,243-page views









# **Community Affairs**

### **Project Overview:**

DART Community Affairs continues to coordinate all community outreach and public involvement efforts for Capital Design/Construction and Service Planning projects. The Community Affairs team engaged DART riders, residents, stakeholders, city staff, businesses, school districts, churches, and neighborhood associations to promote safety and project awareness for the Silver Line, Hidden Ridge Station, D2 Subway, Dallas Streetcar, Platform Extensions, and Service Changes during this quarter.

This team was also involved in the creation of an online form/process to enroll Discount GoPass® Tap card participants following the temporary closing of DARTmart due to the COVID-19 pandemic. Previously, in-person registration was the only way for riders to enroll in the program. The online form provides a convenient and easy way for qualified riders to take advantage of the discounted fare opportunity.

### **Project Elements:**

- Capital Design/Construction and Service Planning Projects:
  - o Silver Line Quarterly Community Meeting flyer
  - Silver Line Construction Notice flyer
  - Silver Line Construction Alert flyer
  - D2 Subway visualization video
  - Hidden Ridge Station at Carpenter Ranch and Orange Line Rider Alert
  - Mock Wall Display signage boards
  - A-frame signage at DART stations and Dallas Streetcar stops
  - Digital Construction Alerts
- Discount GoPass Tap Card Program:
  - Digital flyers created for DHA, West Dallas Multipurpose Center, Parkland Hospital, and North Texas Food Bank
  - Custom digital brochure created for Parkland Hospital
  - Universal mailer to accompany every new tap card
  - Website updates



# **Community Affairs (continued)**

### **Highlights:**

- Capital Design/Construction and Service Planning Projects activities included:
  - o 6 Silver Line virtual quarterly Community Meetings held in February 2021.
  - o D2 Subway was approved by the city of Dallas Council Resolution on March 24.
  - Finalizing construction of Hidden Ridge Station, including completion of Art and Design Elements.
  - Integrated testing of Hidden Ridge Station initiated on March 26.
  - Mock Wall Displays for Silver Line were extended through end of February 2021.
- Discount GoPass Tap Card Program activities included:
  - DART staff tested the online process with the West Dallas Multipurpose Center and two apartment communities with DHA-Housing Solutions for North Texas.
  - The test, or soft launch, involved training social service staff members from Parkland Health and Hospital Systems and the North Texas Food Bank on how to help their clients use the online form.

## **By Numbers:**

- Capital Design/Construction and Service Planning Projects:
  - 112 people attended the Silver Line Quarterly Community Meetings
  - Over 300 Silver Line Construction Notices distributed to adjacent property owners, businesses, and residents for the beginning of major construction in 5 cities in early February
  - Mailed more than 400 pre-construction survey letters to adjacent property owners and residents next to the Silver Line Regional Rail corridor in late January 2021
  - o Conducted over 20 Silver Line briefings to civic groups, schools, and businesses
  - Scheduled over 25 outreach briefings for the 2022 Service Changes, including 16 Prepublic Hearing Community Meetings to take place in Q3
- Discount GoPass Tap Card Program:
  - o In Q2 FY 2021, 115 riders applied for the Discount GoPass Tap card
  - o DART.org/tapforhalf landing page received 4,200 views



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The Service Planning and Scheduling Department consists of two divisions - Mobility Programs Development, and Service Planning and Scheduling, both divisions report directly to the Vice President.

This department is responsible for a broad range of planning and development activities, from ongoing refinement of the current bus system, to conceptualizing future services and projects and advancing them through various levels of development.

The scope of work of the Service Planning and Scheduling Department includes the following responsibilities and functions:

- ✓ Service Planning & Scheduling performs specific functions to include short-range and mid-range bus service planning, scheduling, and innovative services like microtransit, vanpools and shuttles.
- ✓ The Mobility Programs Development Division performs planning design and development of Capital Projects, ITS projects and passenger facilities and amenities.

### **Highlights This Quarter**

### Service Planning & Scheduling

- <u>Employer Services Program</u>: 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 387 in January; 470 in February, and 469in March 2021. Average weekday ridership for Route 705 was 192 in January: 197 in February, and 180 in March. Service Planning staff developed a plan for



P&D 1 Second Quarter

- 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 133 in January, and 131 in February and 138 in March 2021. The ridership decline is due to the COVID-19 Pandemic.
- ✓ <u>Park Cities</u>: Average weekday ridership during 2Q21 was 5 passenger trips during January; 5 passenger trips during February; and 3 passenger trips during March. This showed a decrease over the same three months in FY20 (11, 10, 5) due to the COVID-19 Pandemic.
- Amazon Shuttle: Average weekday ridership during 2Q21 was 32 passenger trips per day during January, 27 passenger trips during February, and 23 passenger trips during March. This showed a decrease over the same three months in FY20 (39, 36, 33). Staff is starting to prepare budget for FY22 Amazon GoLink weekend service.
- ✓ 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.
- ✓ <u>DFW Circulator Service:</u> 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:

✓ <u>Five-Year Plan for OTP improvement</u>: 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 2020 and 2021 were either canceled or postponed due to the COVID-19 Pandemic. Planned one-time events such as large concerts were also cancelled due to the Pandemic.
- Enhanced Bus Corridor: Cameras installed in the Enhanced Shelters are not performing well and are in the process of being replaced. The pilot testing of the camera and speaker began 2Q21 at the Forest Lane location. During the pilot, pixel issues with the camera were identified and are being resolved. The pilot will conclude at the end of 3Q21.
- <u>Vanpool Program</u>: At the end of 2Q21, there were 11 vanpool groups in operation because of the effects of the pandemic. These declines happened due to several factors. 1) The COVID-19 Pandemic and its associated restrictions made it impractical to commute in large groups.



P&D 2 Second Quarter

- 2) Fuel prices are currently well below three 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 prepandemic 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 presented 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 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



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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

- <u>511DFW</u>: The 511DFW website had 3,454,248 hits with 7,918 visits between January 1, 2021 through March, 2021. The Phone system received 20,853 calls during the same time. 15,330 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. 250,738 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 511DFW website and all public facing systems are upgraded to use latest SSL encryption and web application firewall.
- 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 and 1Q21 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.
- <u>Rowlett Parking:</u> The Rowlett reserved parking program is managed by the Rowlett Volunteers-On-Patrol. During 2Q21, the program continued to work well with no complaints from riders or Rowlett staff. Parking utilization has declined significantly due to the COVID-19 Pandemic.
- Transportation System Management (TSM): The Street Repair Program for repair of member city streets heavily used by DART buses is an ongoing effort. DART has initiated design work for the widening of the Boedecker St. & Park Lane southeast corner to accommodate a 40' bus curb turning radius in FY20. The city of Dallas has requested that design scope of work to be expanded to bring the other three corners of this intersection into ADA compliance and to upgrade all the traffic signals to meet the cities new standards. Required engineering services is to provide complete design documents, cost estimates and construction services



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and it also includes the relocation of traffic signal and cabinet. It is anticipated that construction of the Boedecker St. & Park Lane southeast corner and all design work will be performed by DART. The City of Dallas will fund bringing the southwest, northwest, northeast corners into ADA compliance and they will also upgrade all four traffic signals located within the intersection. During 2Q21, invoices were received from Farmers Branch and Irving 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 have been some requests to delay the deadline for completing projects under the Street Repair Agreements.

- 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 University Park submitted an invoice during 2Q21.
- <u>Crewrooms Project:</u> 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, 8<sup>th</sup> & 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. In 2Q21, DART has initiated the correction of the water line connection at Forest Lane Station as per request of DWU and obtained green tag and CO and completed installation of handrail at Royal Lane Station. Contractor has delivered all 10 Final closeout binders for review and approval by DART and currently they are addressing the DART's facility maintenance remaining issues at Dallas Convention Center. 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 FY22.
- 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. In 2Q21, a task order to construct the second package of 14 amenity pads has been issued and contractor received NTP.
- <u>Collin County Rides:</u> 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.



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- ✓ <u>Uber Pool</u>: Continued to work with Uber Pool with implementing the test pilot zone for South Dallas-Fair Park, which begins service in 3Q21.
- ✓ GoLink: Working with SpareLabs to increase the number of shared ride trips and to implement Uber service in new zones. DART has also modified the vehicle assignment plan for the dedicated fleet to allow vehicles to serve more than one GoLink Zone. This is envisioned as a temporary strategy during the low ridership time caused by the Pandemic. A pilot test for GoLink service in South Dallas-Fair Park begins 3Q21. GoLink zones are proposed to be increased under the New Draft Network Plan and Pre-Public Community meetings have begun for input.



# **Employer Service Program Development**

**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 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 •

- 2Q21: The McKinney Avenue Site Specific Shuttle Agreement was approved by the board for one year.
- 1Q21: Medical City site specific shuttle continues to show higher ridership since introducing a new shuttle vendor, vehicles and 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.

#### Issues •

- 2Q21: Medical City is seeking additional funding assistance due to inflationary cost increases, acquisition of new buses, and a potentially-expanded route (pending further disposition).
- 2Q21: DFW Airport Site Specific Shuttle Agreement,
  Trinity Metro suggested that they operate the service
  internally at a rate of \$120 per hour as opposed to the
  previous \$50 an hour contracted rate. DART service
  planning recommended that the three parties consider
  reverting back to a contracted service. All concurred and an
  RFQ is currently in development.
- 1Q21: In discussion with MATA to expand future trolley schedule (if funding permits) to meet light rail early morning and late evening commuters.



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# **Employer Service Program Development**

# Service Planning and Scheduling

- 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 have relaxed.
- 3Q21: SMU Site Specific Shuttle Agreement is scheduled for Board approval May 12, 2021.
- A tentative Board date of July 2021 has been set for the Medical City Site Specific Shuttle Agreement.

# • 2Q21: McKinney Avenue Transportation Authority (MATA) funding agreement scheduled for the board February 9, 2021.

- 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

Schedule



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# Bicycle / Pedestrian Program Development

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 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**

- 2Q21: The current bike lane markings negatively impact bus operations on Abrams between N. Beacon St. and La Vista Dr. Staff worked with the City of Dallas to modify the markings. The final design has been completed.
- 2Q21:Completed and submitted Columbia and Main bike lane comments to City of Dallas.
- 2Q21:Submitted bike lid miss use standard operating procedures draft to the Legal for review.
- 2Q21: Innovative Services met with HDR on the Dudley Branch Trail that will connect to the North Carrollton/Frankford Station. HDR is working with DART Real Estate on the formal application process.
- 1Q21: Innovative Services met with Swiftmile to understand opportunities for infrastructure to charge and park 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.
- 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.



# Bicycle / Pedestrian Program Development

Service Planning and Scheduling

- 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 Lawnyiew Station.
- 2Q20: In discussion with Plano Legacy, TMA will introduce the electric scooter and dockless bikes as part of a Legacy Connect pilot program for FY20. 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.
- 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**

- 1Q21: The City of Dallas requested comments on the 60% bike lane design on Columbia and Main.
- 2Q21: Submit Columbia and Main bike lane comments to City of Dallas.
- 2Q21: Complete redesign of Abrams bike lane markings.
- 2Q21: Complete draft of bike lid miss use standard operating procedures and forward to Legal for review.
- 3Q21: Finalize bike lid miss use standard operating procedures.



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

- 2Q21: CCB package for installation of FY 21 amenities completed.
- 2Q21: 7 shelters and 15 benches have been installed.
- 1Q21: FY21 amenity installation locations identified. Staff are field checking proposed locations.

#### **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**

- 2Q21: The vanpool vehicle fleet in operation is 11. Ridership has increased during 2Q21 with riders returning to vanpools in operation.
- 1Q21: The vanpool vehicle fleet in operation is 14. NCTCOG will institute the Member City Rule that clearly defines the service area of the region including DART, DCTA, and Trinity Metro. DART is the main benefactor with 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.



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- 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

- 2Q21: NCTCOG is drafting a Request For Proposal (RFP) for the regional vanpool program to be disseminated in 3Q21.
- 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



# **Bus Corridor Concept Development**

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**

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

- 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

- 2Q21: Pilot testing of camera / speaker began Forest Lane.
- 3Q20: Lab testing completed, and camera upgrade was approved.
- 2Q20: Lab testing has begun on the camera upgrade and the passenger enunciation equipment.
- 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: Implement camera and speaker pilot at Forest Lane location
- 4Q20: Recalculate solar loads for new camera and speaker.
- 4Q20: Completed field pilot test at the Forest Lane location.
- 3Q20: Pilot test recommended Enhanced Bus Shelter upgrade

# **Project Manager(s)**

Jennifer Jones



Objectives	Services	Activities				
INC	CREASE RIDERSHIP					
INCREASE RIDERSHIP						
Expand Services	Service Changes	Reduced service levels are still in effect for 48 bus routes and DART's core frequent bus/rail network, due to the decline in ridership due to the COVID-19 Pandemic. However, many services were restored or improved in October 2020, and include:				
		<ul> <li>7 core frequent bus routes and all 4 light rail lines operate Weekdays every 20 minutes until 7pm, then every 30 minutes.</li> <li>65 bus routes and TRE service were restored</li> </ul>				
		<ul> <li>to pre-pandemic service levels</li> <li>All services were discontinued on 6 routes, with two others replaced by GoLink service.         One route was shortened.     </li> </ul>				
		For the rest of FY21, our focus is on the Bus Network Redesign effort, targeting a complete redesign of the current bus network in January 2022. The intent of the Board is to return overall service to pre-pandemic levels (hours and miles) at that time.				
	Micromobility	DART will collaborate with the City of Dallas on their eScooter policy to expand riders first and last mile opportunities.				
Improve     Customer     Waiting     Conditions	Improved Passenger Support Facilities	The FY21 amenity goal is to install 20 shelters, 30 free standing lights and 30 benches.				
IMPROVE COST EFFECTIVENESS						
• Implement Efficiencies	GoLink – UberPool	Ridership on GoLink service this quarter is -46.9% below pre-pandemic levels compared to -55% last quarter. By the end of March, ridership numbers show a promise of improving as restrictions have been lifted throughout the service area. Changes continued to be reviewed and modified to improve efficiency combining vehicle resources between zones and the introduction of contactless payment via the GoPass App.				



# FY 2021 Score Card Five-Year Action Plan

# Service Planning and Scheduling

Site-Specific Shuttles	McKinney Avenue Transportation Authority (MATA) funding agreement approved by the board February 9, 2021 for one year.  Medical City Site Specific Shuttle continues to show high ridership due to new vendor, vehicles and route. Medical City is seeking additional inflationary funding assistance.
Vanpool Non- Traditional Service	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 40 vanpools in operation by 4Q21.  DART will continue the development of the regional vanpool program with DCTA, NCTCOG, and Trinity Metro to promote regional pricing and marketing.



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

**PDPR-079** 

TO:

Distribution

**SUBJECT:** 

**SECOND QUARTER FY 2021** 

PROJECT DEVELOPMENT PROGRESS REPORT

This document is the Second 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 March 31, 2021, including Systems Integration and Real Estate.

/s/ J Fodd 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 (Deferred)

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



a concrete deck, concrete abutments and composite ties. The bridge truss is eligible for listing on the National Registry of Historic Places.

# **Inwood Bridge (Deferred)**

This project consists of maintenance repairs to the existing bridge, which is a ballast deck bridge and consists of five (5) spans:

- Three (3) ballast deck timber pile trestle spans, 13', 14', and 10' in length respectively. Three (3) timber bents are located at the west approach. The timber pile trestle spans were built in 1953.
- Two (2) ballast deck steel beam spans, approximately 44' in length each, which rest on concrete piers and a concrete abutment. These steel beam spans were built in 1953. The timber ballast deck on the steel beam spans has decayed over the years creating voids allowing the track ballast to fall onto the roadway below. Temporary plywood planks have been placed over the voids to maintain the ballast. As the timber deck continues to decay, these maintenance repairs will be an on-going issue. The west timber approaches appear to have been subjected to a fire at some point in their life, but no significant damage to the bridge was observed.

# **Medical District Drive Bridge**

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

#### TRE Locomotive Purchase

This project is the result of receiving 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 bilevel 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.

# **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 1

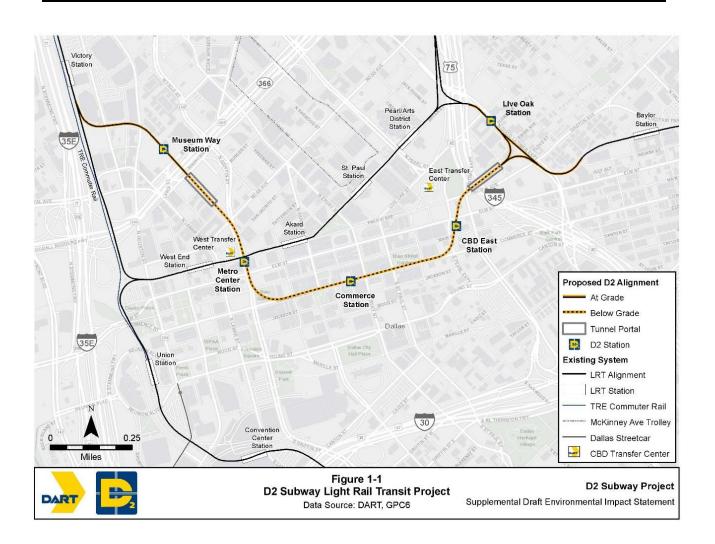
The LRT Buildout Phase I consisted of approximately 24 miles of light rail transit lines extending northeast to Garland (Northeast Corridor) from the Mockingbird Station and north to Plano (North Central Corridor) from the Park Lane Station. The construction of this 24-mile system included contracts for: facilities construction for each line section (station and guideway construction), systemwide track installation, systemwide landscaping/amenities, systems installation (traction electrification, signals, communications, and fare collection), and vehicle procurement. Phase I also included expansion of the existing Service & Inspection (S&I) Facility (completed July 2002), construction of the Vehicle Acceptance Facility (VAF - completed August 1999), and finish-out of Cityplace/Uptown Station (completed December 2000). Buildout Phase I related projects (funded by FFGA Amendment 10) included Bush Turnpike Station (completed December 2002), Parker Road Station Phase II Parking (completed August 2002), Walnut Hill Parking (completed December 2006), S&I Phase II Expansion (completed November 2006), Parker Road Parking Expansion (completed October 2009), and Purchase of 20 LRVs (contract closed August 2016).



# Dallas Central Business District (CBD) D2 Alignment



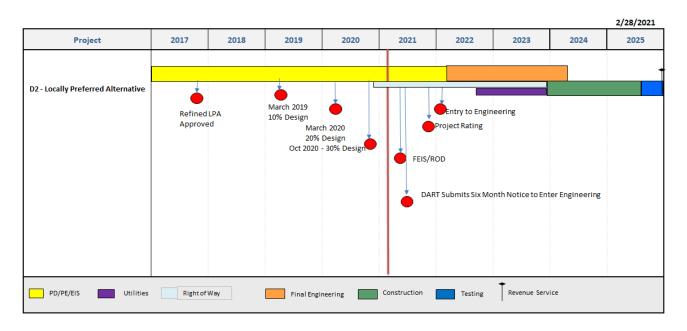
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# **Summary Control Schedule**

# Dallas Central Business District (CBD) D2 Summary Control Schedule





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	\$22.4	\$19.2			

- Committed values reflect activity 02/28/21.
- Expended to Date values reflect activity in DART's General Ledger through 02/28/21.
- Control Budget reflects approved FY20 Financial Plan.
- Control Budget reflects scope related costs only and does not include projected financing costs.
- Total FY19 Financial Plan value of \$1,489.5 includes projected financing costs. Expended to Date (Prior to Removal from CIG 3/20/18) \$4,877,671. Expended to Date (3/20/18 to 02/28/21 after removal from CIG) - \$14,364,907.



**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).

# **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.



# Dallas Central Business District (CBD) D2 Alignment

# **Status (Continued)**

The Project Development (PD) effort is focused on the Commerce Alternative. The 10% design package was submitted to DART on March 8, 2019, the 20% design package was submitted to DART on March 6, 2020, and the 30% design package was submitted on October 30, 2020. The Supplemental Draft Environmental Impact Statement (SDEIS) was made available to the public on May 15, 2020. A 45-day period for review and comment started on that day and concluded on June 29, 2020. The Final EIS/Record of Decision is anticipated to be completed in April 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, 2020. Coordination continues to occur with Council, (approved Parkland easements on November 11, 2020), Park and Recreation Board, Texas Historic Commission (Programmatic Agreement signed and filed with ACHP), Transportation and Infrastructure Committee (briefed on November 16, 2020, January 19, 2021), and Urban Design Peer Review Panel (UDPRP).

#### **Issues**

Regular meetings 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.

The Dallas City Council approved the Service Plan Amendment on March 24, 2021, with conditions including, but not limited to: additional future evaluation and review of D2 project refinements, enhancements and/or modifications. Revisions to the project will be taken back to City Council no later than March 2022 for re-approval, which will allow the project to remain on schedule. Delays beyond this period may affect the ability to remain eligible for core capacity program.

Potential early ROW acquisition may be needed.



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

02/28/2021

Project	2021						
Project	March	April	May	June	July	August	
	Engineering, Archi	tecture, Environment	al				
CBD - D2	Capital Cost Re Value Enginee Risk Assessme Third Party Tec Submission of 3  Public & Agency Out	ring nt chnical Review FEIS / ROD 00% PE DART Submits	ix Month Notice to En	ter Engineering			
	▲ N	Narch 24 - City of Dall	as approves a lignment	and Service Plan Ame	ndment		
Project Development (Pre 1: Notation of "A" adjace							

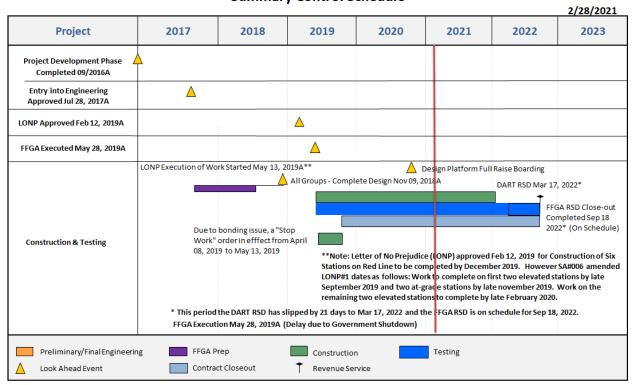


# Red & Blue Line Platform Extensions Program of Interrelated Projects



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# Red and Blue Line Platform Extensions Summary Control Schedule





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	\$ 102.6	\$ 68.9			

- 1) Committed values reflect activity through 02/28/21.
- 2) Expended to Date values reflect activity in DART's General Ledger through 02/28/21.
- 3) Control Budget reflects Baseline Budget and Full Funding Grant Agreement (FFGA) executed May 28, 2019.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) CBD Second Alignment (D2) was removed from the Capital Investment Grant (CIG) Program on 03/20/18 and deleted from this slide.
- 6) Control Budget for Red and Blue Line Platform Extensions Project reflects an increase of \$4.2M for Unallocated Contingency identified in DART's Capital Reserves.
- \$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 customerfocused initiatives
- 2: Provide stewardship of the transit system, agency assets and financial obligations

# **Description**

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

# Status

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

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

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

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

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

CROE for 8<sup>th</sup> and Corinth Station is on target for contractor to mobilize and begin construction activities. Acquisition of permanent easement is scheduled for DART Board approval on April 27, 2021.

CROE for Tyler/Vernon Station is on target for contractor to mobilize and begin construction activities.

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

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

**Issues** None



# Board Strategic Priority

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

# **Description**

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

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

#### Status

Construction cost was negotiated with CM/GC in June 2018. The Issue for Construction (IFC) submittals for Groups C, D, and E were received in July and August 2018. The IFC submittals for Groups A and B were received in October 2018.

The anticipated August 2018 date for submittal to FTA for the Full Funding Grant Agreement (FFGA) was achieved August 17, 2018.

On September 24, 2018, the FTA confirmed use of pre-award authority on long-lead items.

On October 30, 2018, the Board authorized award of construction contracts pending FFGA execution.

On December 7, 2018, DART submitted a request for a Letter of No Prejudice (LONP) authorizing DART to begin construction on six Red Line stations on the North Central Corridor.

In February 2019, DART prepared a CM/GC Group B contract change to construction schedule and NTP for LONP work.

On March 12, 2019, DART issued NTP to CM/GC Group B for work under Letter of No Prejudice (LONP) and long lead procurement items; a revision was issued on March 18, 2019. Anticipated start of construction was delayed from March 25, 2019, to May 1, 2019, due to contractor mobilization. In April, a stop work order was issued for site activities only pending resolution of mobilization issues.



# **Interrelated Projects Platform Extensions**

# **Status (Continued)**

On May 13, 2019, an NTP was issued to CM/GC Group B and work commenced at Downtown Plano and Galatyn Park Stations on May 28, 2019.

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

On May 28, 2019, the FFGA was executed.

Due to unusually inclement weather in February 2021 and the lack of DART Operational support required for weekend work, the Construction Manager will be working with DART Procurement and others to contractually adjust the milestone dates for all Group A, C & D stations not yet completed or started. Two of the prime contractors have submitted official Notices of Delay, and the other has voiced their concern about delays verbally.

### Group A

On January 21, 2020, NTP letter was issued to CM/GC 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.

The contractor is approaching the time for their substantial completion inspections. However, final completion dates for Convention and Cedars stations are delayed due to unusually inclement weather in February 2021 and lack of DART Operational support required for weekend work.

#### 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.



# **Interrelated Projects Platform Extensions**

# **Status (Continued)**

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

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

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

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

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

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

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.



# **Interrelated Projects Platform Extensions**

# **Status (Continued)**

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.

# **Group C**

On September 30, 2020, CM/GC was given Notice to Proceed.

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

The contractor is approaching the time for their substantial completion inspections. However, final completion dates for Hampton and Dallas Zoo stations are delayed due to unusually inclement weather in February 2021 and lack of DART Operational support required for weekend work.

# Group D

On September 16, 2020, CM/GC Group D, Phillips May Incorporated, PMC, was given Notice to Proceed.

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

The contractor is approaching the time for their substantial completion inspections. However, final completion dates for Forest/Jupiter and White Rock stations are delayed due to unusually inclement weather in February 2021 and lack of DART Operational support required for weekend work.



# **Interrelated Projects Platform Extensions**

# **Status (Continued)**

# **Group E**

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

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

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

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

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

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

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

On August 27, 2020, substantial completion was reached on Morrell and Kiest stations; 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.



# **Systems Integration**

# **Interrelated Projects Platform Extensions**

# Board Strategic Priority

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

# **Description**

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

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

# **Status**

The RBPE project has a total of 342 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 March 31, 2021, the SIG has performed a total of 155 integrated tests. Integrated testing continues as construction progresses. Fifty-three (53) of the 342 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 March 31, 2021, 403 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



# **RED AND BLUE LINE PLATFORM EXTENSIONS**

# **Six-Month Look Ahead**

02/28/2021

Project	2021					
Project	March	April	May	June	July	August
Red and Blue Line Platform Extensions - Pre- Construction/Force Account Systems Construction/ Construction Related Activities	Hampton, Conve	nmence Civil Const 8th & Corinth (18- nmence Westmore mmence Tyler Veri	edars Stations s Zoo, Hampton, Co onstruction (11-Ma e White Rock Civil ruction on Mockin Mar-21) eland Civil Construct	edars, r-21) Const. (8-Apr-21) gbird, ction (18-Mar-21) ion (18-Mar-21) uction on LBJ/Skillm	an and	Complete Mockingbird, and Civil Const. (30- Jul-21)  Complete 8th & Corinth Civil Const. (12- Aug-21)  Complete Westmoreland & Tyler Vernon Civil Const. (6- Aug-21)
Red and Blue Line Platform Extensions - Design Related Activities	at Mockingbird, a Garland complet	8th & Corinth compl ed December, 2020 count Work Contin	eted January, 2021	the 100% Final Desig and Westmoreland,	n for Full Platform Ra LBJ/Skillman and DT	iise
Red and Blue Line Platform Extensions - Federal Process	Receive FTA Appro	on 6 approval for Lo Capacity & SCC Temp	edjudice(LONP)SixSta ing Lead Material So	mpact) ations arielRedLineFel dicitations March 20, ation-August 17, 2018A	, 2019A	
Look Ahead Event			Texas State F	air Window 2021		



# **Change Control Summary**

# **Interrelated Projects Platform Extensions**

#### Interrelated Core Capacity Projects - Change Control Summary

Contract Pa	ckage	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Comp.	Additional Comments (March 2021)
			(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	\$18,818,519	\$814,165	\$19,632,684	0	\$18,818,519	\$814,165	0%	10%	
Red & Blue Line Platform Extensions Group B	C-2030485-02	Omega Contracting, Inc.	\$17,723,930	\$1,094,593	\$18,818,523	45,701	\$17,769,631	\$1,048,892	4%	10%	
Red & Blue Line Platform Extensions Group C	C-2030485-03	Omega Contracting, Inc./ DES JV	\$9,458,862	\$466,202	\$9,925,064	0	\$9,458,862	\$466,202	0%	10%	
Red & Blue Line Platform Extensions Group D	C-2030485-04	Gilbert May, Inc dba Phillips May Corporation	\$10,556,594	\$453,603	\$11,010,197	0	\$10,556,594	\$453,603	0%	10%	
Red & Blue Line Platform Extensions Group E	C-2030485-05	Gilbert May, Inc. dba Phillips May Corporation	\$8,596,939	\$491,456	\$9,088,395	0	\$8,596,939	\$491,456	0%	100%	
Signal Equipment and Supplies	C-2049534-01	Simba Industries	\$86,037	\$0	\$86,037	0	\$86,037	\$0	0%	0%	
Signal Equipment and Supplies	C-2049534-02	TKC Enterprises, Inc.	\$110,969	\$0	\$110,969	0	\$110,969	\$0	0%	0%	
		TOTALS:	\$65,351,851	\$3,320,019	\$68,671,870	\$45,701	\$65,397,552	\$3,274,318			

Legend: % Contingency >= 70%

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



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# Program of Interrelated Projects **Dallas Streetcar Central Link**



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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 02/28/21.
- 3) Expended to Date values reflect activity in DART's General Ledger through 02/28/21.



# **Dallas Streetcar Central Link**

# **Interrelated Projects Central Link**

# 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

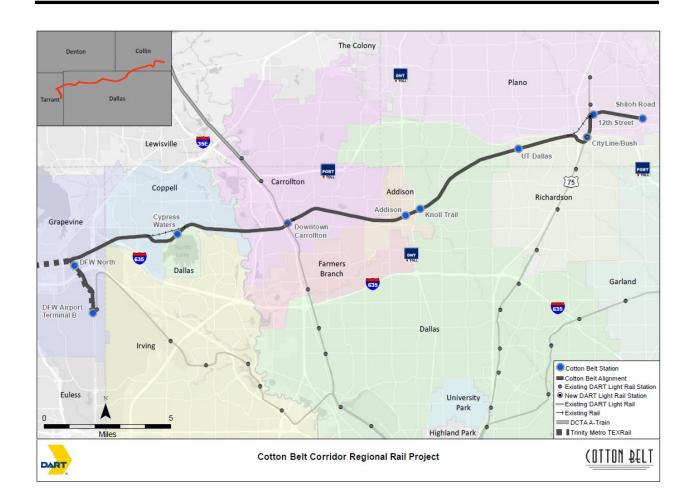


# Commuter Rail



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# **Cotton Belt (Silver Line) Map**





**Commuter Rail** 

# Cotton Belt Silver Line Summary Control Schedule

2/28/2021 2019 2020 2017 2018 2021 2022 2023 2024 Project Cotton Belt Silver Line **PMOR** Close RRIFLoan Dec 20, 2018A NTP D/B January 7, 2019A Cotton Belt Silver Line RSD June 2023 Delivery: Design/Build NTP EMF & Vehicles Design & Manufacruring June 27, 2019A Cotton Belt Silver Line Vehicle Design & Mfg NTP EMF Design Jun 27, 2019A Cotton Belt Silver Line EMF Design Submit DCTA Permanent OMF Feasilibity Study Cotton Belt Silver Line OMF Studies NTP DCTA OMF Temporary Facility Design and Design NTP CMGC EMF Pre-construction Cotton Belt Silver Line CMGC - EMF Pre-construct & Construct Cotton Belt - Radios/Back OFM - Meteorcomm -Office/Wayside OFM Radios/BO/Wayside Eqt Cotton Belt Fare OFM - Fare Eqt Equipment Preliminary/Final Environmental Impact Vehicles Construction Testing Engineering Revenue Service Statement/Procurement Manufacture Activities Pre-Construction PMOR Services PTC On-board & Wayside Testing Fare Eqt/Radios Services Procurement/Delivery



COMMUTER RAIL Cost Summary (in millions of dollars)					
	Control Budget (2)	Current Commitment (2)	Expended to Date (1)		
Cotton Belt Rail Line General	\$831.5	\$706.9	\$200.3		
OPS/ Maintenance Facility	50.0	8.9	3.9		
Commuter Rail Cars	90.1	117.3	28.4		
CB-1	27.0	27.0	27.0		
CB-2	42.2	42.2	42.2		
CB-3	32.4	32.4	32.4		
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		
Silver Line Kiosks	0.7	0.7	0.0		
Cotton Belt Program	\$1,295.7	\$1,157.4	\$334.3		



# **Cost Summary**

### Commuter Rail

- 1) Expended to date values reflect activity through 02/28/21, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 02/28/21.
- 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 02/28/21) \$326,000,038
- 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**

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

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

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

### **Status**

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

Notice to Proceed (NTP) was issued to the design-builder on January 7, 2019, and to the Program Manager/Owner's Representative (PMOR) on January 8, 2019. In February 2019, site surveying and data gathering activities were initiated. In March and April 2019, DART conducted coordination meetings with city



### **Silver Line Corridor Facilities**

Commuter Rail

### **Status (Continued)**

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 in progress. Phase II design is complete. DART is discussing plans



### **Silver Line Corridor Facilities**

Commuter Rail

### **Status (Continued)**

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 CM/GC, a decision had been made to stop efforts to construct a Silver Line EMF in Irving, Texas, and to work towards modifying the DCTA Operations Maintenance Facility (OMF) in Lewisville, Texas, for use as a temporary or permanent Silver Line EMF. Planning is in progress for the temporary and subsequently permanent use of the DCTA OMF as Silver Line EMF.

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 2020 sessions. DART/City of Dallas Interlocal Agreement (ILA) was executed and the issue has been resolved. Follow up meetings and over the shoulder review of the design plans are being scheduled with City of Dallas to expedite permit issuance to the design-builder.



## Six-Month Look Ahead



### **COTTON BELT SILVER LINE** Six Months Look Ahead 02/28/2021 **Project** March April May June July August Cotton Belt - DB Design & **Construction Related** AWH continues support of community meetings and other Jurisdictional Coordination Meetings, ongoing mobilization, corridor and systems Activities design, ductbank design, design verifications, surveys of existing tracks, bridges and roadways, demo track, utility relocation design & construction activities, geotech, support of ROW acquisitions and CROE efforts. Cotton Belt - CMGC -DART Issues Stop Work Order EMF Design & Pre-Construction Services **EMF Pre-Construction** & Construction Completed both DCTA Feasibility Studies for Temporary Silver Line Maintenance Facility and Permanent Joint Operations & Maintenance Facility Cotton Belt - OMF DART continues discussion with DCTA for Agreement for Temporary & Permanent Joint OMF Facility Design Begin Design of Temporary OMF Vehicle CDRL Submittals Ongoing: Design & Performance Criteria/Carbody Exterior/Operator's Cab/Doors/Heating Ventilation & AC/Lighting/Auxilliary Electrical Equipment/Propulsion System/Friction Brake Systems/Communication/PTCSystem/Carbody Interior/Trainline and Local Signal Cotton Belt - Vehicle Manufacturing Acrchitecture/Monitoring & Diagnostgics/Software Systems/Finalize Order of LL Items/ Carbodies being shipped to Utah for Assembly Construction Design/Utilities/ROW Vehicles LRV Acceptance/Testing GMP /IFB CMGC Pre-construction & Construction Design, Build, Integrate Ductbank/Fare Eqt/Radios Procurement/Delivery



# **Change Control** Summary

Commuter Rail

### **Commuter Rail Projects - Change Control Summary**

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance	Total Approved Amount (C=A+B)	Note (b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note (a)	Additional Comments (March 2021)
Cotton Belt Regional Rail -Design Build	C-2033270-01	Archer Western Herzog 4 JV	943,976,982	31,349,039	975,326,021	15,457,223	959,434,205	15,891,816	49%	10%	
Cotton Belt Regional Rail -PMOR	C-2034482-01	WSP/AZ&B Joint Venture	31,821,517	1,434,025	33,255,542	0	31,821,517	1,434,025	0%	10%	
Cotton Belt Regional Rail - Vehicles and EMF	C-2037370-01	Stadler US, Inc.	279,321,731	4,458,000	283,779,731	1,777,658	281,099,389	2,680,342	40%	10%	
Cotton Belt Regional Rail EMF CMGC Pre-Const Services	C-2043451-01	Archer Western Construction, LLC	1,169,565	74,988	1,244,553	0	1,169,565	74,988	0%	0%	Cancelled
		TOTALS:	975,798,499	32.783.064	1.008.581.563	15.457.223	991.255.722	17.325.841			

Legend: % Contingency >= 70%

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

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VELOWEB HIKE AND BIKE TRAIL  Cost Summary  (in millions of dollars)				
	Control Budget (2)	Current Commitment (2)	Expended to Date (1)	
Veloweb Hike and Bike Trails	\$8.2	\$3.7	\$0.0	
Veloweb Hike and Bike Program	\$8.2	\$3.7	\$0.0	

- 1) Expended to date values reflect activity through 02/28/21, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 02/28/21.
- 3) Control Budget reflects scope related costs only and does not include projected financing costs.
- 4) Division of Veloweb Hike and Bike Program Budget into sub-Projects is work-in-progress; reports will reflect updates to these sub-Project budgets periodically.



### Board Strategic Priority

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

### **Description**

Cities along the Silver Line Regional Rail and regional stakeholders have advocated for a 21.6 mile Hike and Bike Trail project to be added to the current Silver Line project. The trail traverses seven cities: Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson and Plano. The proposed Hike and Bike Trail connects to an existing City of Grapevine Trail just west of the DFWIA property limits at the north end of the airport and terminates in the City of Plano at Shiloh Road.

### Status

Archer Western Herzog (AWH) received Notice to Proceed for design services on December 28, 2020, to advance the Hike and Bike Trail to 30%. AWH is trending towards July 2021 to complete 30% design package.

DART is working with NCTCOG for funding commitments to construct the Dallas North Tollway (DNT) Hike and Bike Trail Bridge with the DNT Cotton Belt Bridge.

### Issues

### **Railroad Agreements**

Rail Spur agreements between freight RR's and Cities continue to be delayed until UPRR has reviewed their operations and freight inline storage (sidings) along the corridor and negotiate their requirements with DART. The H/B Trail spur crossings will not be discussed until UPRR and DART have settled freight storage capacity.

### **City of Grapevine**

The Silver Line track designer has indicated a ROW squeeze for the future Dallas North through Station proposed north of the DFW International Airport. Apparently, there will be a need for additional ROW to accommodate the H/B trail to be designed and built by the City of Grapevine, which would ultimately connect to the CB Hike and Bike trail. The City is asking DART to provide the additional ROW which will be needed but the City has been advised that they may have to pursue the additional property from DFWIA, since DART's negotiations for the H/B trail and Silver Line project are in their final stages and potential delays in finalizing the agreement would not be acceptable.

### City of Coppell

UPRR is requesting DART to provide an additional freight rail within the existing Cotton Belt Corridor adjacent to the Silver Line tracks under and between Hwy 121 and IH-635 which could impact the H/B



### Hike and Bike Trail

### **Issues (Continued)**

trail and push the trail alignment outside of the CB corridor and into the adjacent and parallel Wall Street. UPRR and DART are in the evaluation phase which has the designer reviewing options which may or might not adversely affect the H/B trail.

AWH and DART have identified a property (owned by DART) which could possibly serve as a remedy for UPRR storage, at the NW corner of Coppell Rd. and the CB ROW. If the concept materializes, this could warrant a realignment of the trail from the north side of the tracks to the south crossing at Freeport Parkway taking the trail to the south of Southwestern Blvd. and remaining on the southside headed easterly toward the Silver Line connection, 2,700 ft. from Freeport Parkway.

### **City of Carrollton**

The City expressed a concern over the speed of vehicles traveling on Belt Line where the trail is within and adjacent to Beltline Road, just east of MacArthur Road. The designer will provide pedestrian protection by including PR-11 rail design to serve as a divider between road and trail.

### **Maridoe**

The designers have encountered problems in trying to fit the track, pipelines, fiber and trail all within the remaining ROW space unless they are allowed some leeway. City would prefer not having to approach Maridoe to ask them for additional easements to place the Trail, while the designers are having difficulty trying to fit track, trail and pipeline and fiber utilities.

### **City of Dallas**

A pedestrian tunnel for their Meandering Way Trail to go under the Tracks, with a connection to the CB H/B Trail, is under discussion between City of Dallas, DART, and NCTCOG.

### City of Plano

City of Plano expects for DART to design and construct the Plano Parkway Bridge based on a DART/Plano ILA. Although ILA funding appears to be exhausted by 12th St. station changes, DART's commitment to funding the project is still in discussion at executive level.

City of Plano has reminded DART that the enhanced crossing and trail improvements on both sides of the Shiloh ROW which they have requested, were commitments previously made as part of the DART/Plano ILA. DART is reviewing the ILA to confirm such commitments with associated funding.

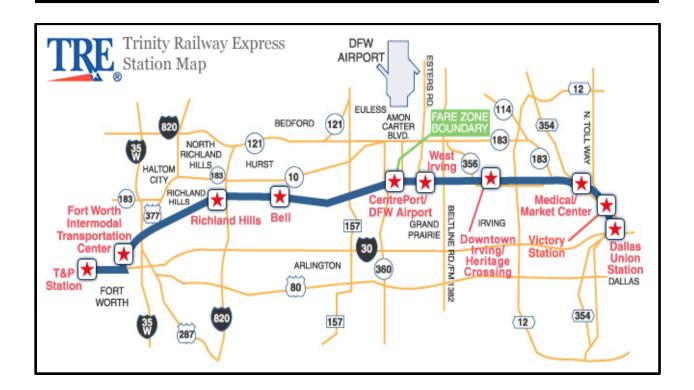


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# Trinity Railway Express (TRE) Projects



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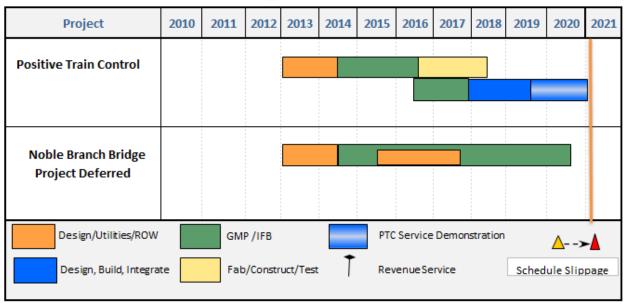




TRE Projects

# TRE Projects Summary Control Schedules

02/28/2021





# TRE PROJECTS Cost Summary (in millions of dollars)

	Control Budget (2)	Current Commitment (2)	Expended to Date (1)
Positive Train Control (PTC)	34.8	35.5	31.9
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	0.9
Bi-Level Overhaul & Side Sill Repair	17.4	16.1	2.0
Paint TRE's Existing Fleet	1.0	1.0	0.4

- Expended to date values reflect activity through Expended to Date provided by DART Finance/Accounting through 02/28/21.
- Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 0102/28/21.
- 3) Control Budget value reflects DART's FY2011 approved Financial Plan value for this project.
- 4) Control Budget increased \$6.3M due to the scope of work of Bear Creek Bridge Rehabilitation being included in this project.
- 5) Control Budget increased \$2.0M (2015) for TRE Valley View.
- 6) Control Budget decreased by \$823,075 for Inwood Bridge (2019)



### Board Strategic Priority

- 1: Enhance the safety and service experience through customerfocused 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 31<sup>st</sup> each year; and requires FRA compliance reviews and reports due to Congress by July 1, 2018.

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

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

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



### **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. The letter included two enclosures, Human Factor Analysis and Risk Analysis. TRE met with the FRA and outlined a plan to address both enclosures. On January 31, 2021, TRE submitted to FRA the outline to address the Human Factor Analysis.

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

•	System Engineering	100%	complete
•	Test Procedure Development	100%	complete
•	<b>Engineering Functional Requirements</b>	100%	complete
•	Track Data Services (GIS)	100%	complete
•	Communication Implementation	100%	complete
•	Wayside Implementation	100%	complete
•	Onboard Installation	100%	complete
•	Interoperable Train Control		



# **Positive Train Control (PTC)**

TRE Projects

Status (Continued) Message (ITCM) Hosting 100% complete

Back Office System
System Integration
Training
100% complete
100% complete
100% complete

**Issues** None



### Board Strategic 2: 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 2: Priority

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

### **Description**

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

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

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

### **Status**

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

DART performed a cultural resources assessment for the existing Inwood Road Bridge to determine if it was eligible for listing in the National Register of Historic Places (NRHP) and is coordinating the recommendation to the State Historic Preservation Office (SHPO).



### **Status (Continued)**

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

### **Issues** Temporary Steel Plates

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

### **Future Bridge Construction Recommendation**

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

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



# Medical District Drive Bridge

TRE Projects

# **Board Strategic** 2: **Priority**

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

### **Description**

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

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

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

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

### **Status**

The project is currently under construction. The 100% plan, specification and estimate were submitted in May 2017. The notice to proceed for construction was in April 2018. The main #2 existing bridge and abutments have been removed. The main #2 bridge was installed during the weekend of November 6, 2020. The cutover/TRE Train operation switched from Track #1 to Track #2 on February 6 and 7, 2021. The contractor removed bridge #1 on March 5, 2021. The contractor is demolishing the rest of the walls and abutments for bridge #1 and removing asbestos from the existing bridge currently.



# Medical District Drive Bridge

TRE Projects

### **Issues** West Side Abutment

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

### **East Side Abutment**

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



# TRE Locomotive Purchase

TRE Projects

### Board Strategic Priority

- 1: Enhance the safety and service experience through customerfocused 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.



### Board Strategic Priority

- 1: Enhance the safety and service experience through customerfocused 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 expectance 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 customerfocused 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 expectance 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.



### Board Strategic Priority

- 1: Enhance the safety and service experience through customerfocused 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

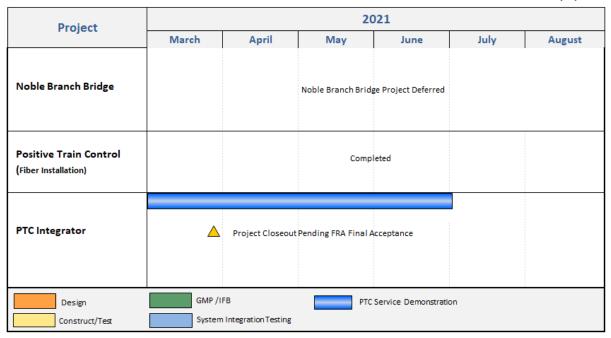
Project start was slightly delayed due to weather conditions that prevented the completion of dirt/ballast work on the TRE stub track and the construction of the portable paint booth.

The contractor was provided the first car for painting on April 6, 2020. Work on the ninth car began on January 25, 2021. Existing condition of the cars required the contractor to change from a "paint sanding" to an abrasive blasting technique for paint removal. The contract is projected to continue through mid-June 2022.



### TRE Projects Six-Month Look Ahead

02/28/2021





### **Change Control Summary**

TRE **Projects** 

### TRE Projects - Change Control Summary

Facil Contract I		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	(note b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Contingency Used	Percent Contract Comp. (Note a)	(March 2021)
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-2005858-01	Herzog Transit Services, Inc.	\$4,660,392	\$200,000	\$4,860,392	\$199,637	\$4,860,029	\$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	Wabtec	NA	NA	NA	NA	NA	NA	NA	NA	
Positive Train Control (Regional PTC)	C-2032359-01	Meteorcomm	\$5,089,946	\$0	\$5,089,946	\$0	\$5,089,946	\$0	0%	100%	Closed
		TOTAL C.	\$20,770,020	61 160 212	\$20,021,140	0547 000	\$20,219,650	\$612,400			

Legend: % Contingency >= 70%

Notes:

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



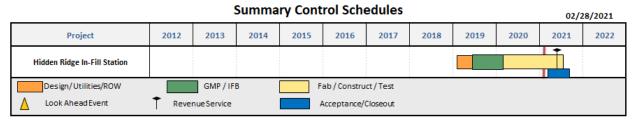
# Additional Capital Development



### **Summary Control Schedule**

Additional Capital Development

### **Additional Capital Development Projects**





ADDITIONAL CAPITAL DEVELOPMENT  Cost Summary  (in millions of dollars)								
Control Current Expender Budget (2,5) Commitment (2) to Date (1)								
DART Police Facilities (3)	\$ 31.5	\$ 27.6	\$ 27.4					
Hidden Ridge Station	13.6	13.9	10.2					

- 1) Expended to Date values reflect activity through 02/28/21, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 02/28/21.
- 3) Control Budget reflects approved FY13 Financial Plan budget savings reduction of (\$3.5M), BCR 151.
- 4) Control Budget includes FY19 & FY20 Approved Financial Plan value; has been increased by \$1,581,406 as per DART Board Resolution No. 200013; 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



### Additional Capital Development

### Board Strategic Priority

- 1: Enhance the safety and service experience through customerfocused 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

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

### **Description**

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

### **Status**

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

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

DART will assist City of Dallas in moving the Modbus functionalities into COD new ATC.

City of Dallas will add existing Modbus features inside the ATC controller to replace Modbus functionalities, and fine tune the ATC controller to at least meet 2009 baseline capabilities for Rail Operation. City of Dallas will use P2P network communication input from DART. The use of DART's communication network to support P2P for City of Dallas ATC is still under review. Until a decision is made the project will use the City's 4G private network for P2P network communication. The initiative to add arterial street detection and countdown timers for pedestrians at LRT mall intersections is currently on hold due to funding.

DART vendor has completed TSP P2P network upgrade. DART 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 at ATC in the LRT mall.

**Issues** None



### **Hidden Ridge Station**

### Additional Capital Development

### 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 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 has completed irrigation sleeves in the parking lot. The contractor has completed the canopy steel work, standing seam roof, windscreens and stonework and art panels at the station. Contractor has also completed installation of GFRC, benches, pavers, planting, etc. Contractor has installed CCTV, speakers, and VMB at the station. Signal testing is also complete, and awaiting permanent power for completion of communication testing.

Contractor has submitted a schedule showing Revenue Service in May 2021. Revenue service is targeted for April 12, 2021, and substantial completion by June 30, 2021.

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

The project revenue service date is targeted for April 12, 2021, and final completion date is trending June 2021, later than the date identified in the Interlocal Agreement with the City of Irving. Per the Interlocal Agreement, DART is providing City of Irving monthly updates on cost and time.



### **Hidden Ridge Station**

Additional Capital Development

**Issues (Continued)** 

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.



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

02/28/2021





### **Change Control Summary**

### Additional Capital Development

### Additional Capital Development - Change Control Summary

	acility/ act Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Note (b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)		Percent Contract Comp.	(March 2021)
DART Police Facilities NE Facility	NE Facility Construction  Deferred	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
DART Police Facility NW Facility	NW Facility Construction Pending	TBD	\$0	\$0	\$0	<b>\$</b> 0	\$0	\$0	0%	0%	
Hidden Ridge Station	C-2046201-01	Archer Western Construction, LLC	\$11,055,600	\$553,350	\$11,608,950	\$256,305	\$11,311,905	\$297,045	46%	34%	
TOTAL			\$11,055,600	\$552.250	\$11,600,050	\$256.205	£11 211 005	\$207.045			

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.

## Safety & Security Projects



### Safety & Security Projects Summary Control Schedule

02/28/2021





### **Cost Summary**

SAFETY & SECURITY PROJECTS  Cost Summary  (in millions of dollars)									
Control   Current   Expende Budget   Commitment (1)   to Date									
Safety & Security Improvements Outlying Stations	\$ 3.0	\$ 0.4	\$ 0.4						
Safety & Security Improvements Downtown Dallas	3.0	1.5	1.4						
Pedestrian Barriers @ Bush Turnpike Station	1.0	0.1	0.0						
Pedestrian Barriers @ Fair Park	0.2	0.0	0.0						
CCTV – 163 Vehicles	11.3	11.2	10.9						
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0						
Total Safety & Security Projects	\$ 18.7	\$ 13.2	\$ 12.7						

- $\label{eq:committed} Committed \ values \ reflect \ activity \ through \ 02/28/21.$  Expended to Date values reflect general ledger activity posted through \ 02/28/21.



### **Priority**

Board Strategic 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 customerfocused 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



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

02/28/2021

Project	2021										
Project	March	April	May	June	July	August					
CCTV For 163 SLRVs (48 + 115)	CCTV Project Comple Additional re-work o currently under revi										
Design/Utilities/ROW	G	MP /IFB	Mat	erialDelivery/Install/Con	struct/Test						
Look Ahead Event	A	cceptance/Closeout									



### **Change Control Summary**

### **Safety & Security Projects**

### Safety and Security Projects - Change Control Summary

Rail Section Contract Pack		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance	Total Approved Amount (C=A+B)	(Note b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. (Note a)	Additional Comments (March 2021)
Furnish and Install CCTV on 163 SLRVs	C-2012794-01	DTI Group LTD	9,597,403	334,000	9,931,403	\$132,449	9,729,853	201,551	40%	99%	
		TOTALS:	\$9,597,403	\$334,000	\$9,931,403	\$132,449	\$9,729,853	\$201,551			

Legend: Notes:

% Contingency >= 70%

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

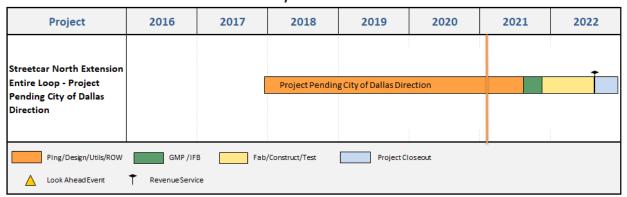


### **Summary Control Schedule**

Streetcar Projects

### Dallas Streetcar Projects Summary Control Schedules

02/28/2021





STREETCAR PROJECTS  Cost Summary  (in millions of dollars)							
$ \begin{array}{c ccc} \textbf{Control} & \textbf{Current} & \textbf{Expended} \\ \textbf{Budget} & \textbf{Commitment} \ ^{(1)} & \textbf{to Date} \ ^{(2,3)} \\ \end{array} $							
Northern Streetcar Extension (4)	\$ 7.9	\$ 0.8	\$ 0.7				
Streetcar Projects Total \$7.9 \$0.8 \$0							

- Committed values reflect activity through 02/28/21.
   Expended to Date provided by DART Finance/Accounting through 02/28/21.
   Expended to Date values exclude City of Dallas reimbursements.
   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

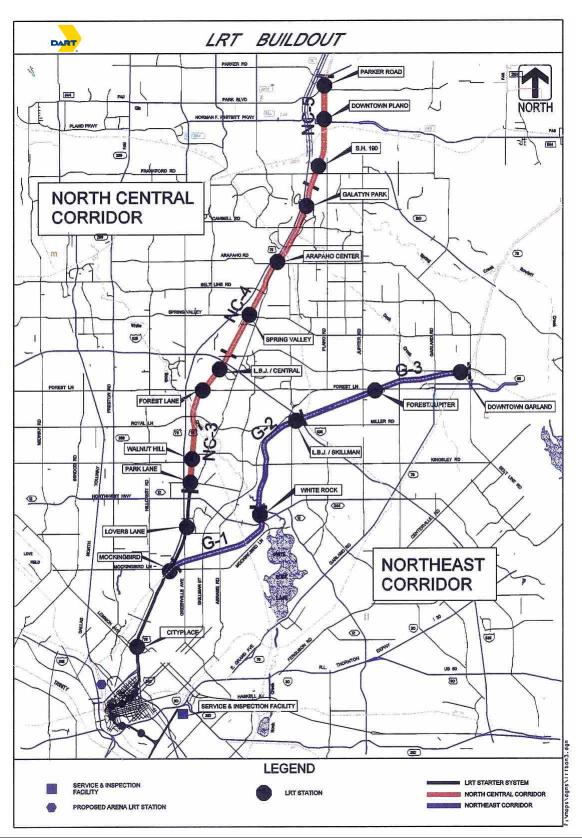
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### LRT Buildout Phase I







### 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.





## **DALLAS AREA RAPID TRANSIT**

## **QUARTERLY INVESTMENT REPORT**

As Of

March 31, 2021

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

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

Joseph Costello, Chief Financial Officer

Dwight Burns, Treasurer

Wallace Walts, Assistant Treasurer

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### **Quarterly Investment Report – March 2021**

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Treasury Second Quarter FY 2021

## **Quarterly Investment Report - Summary**



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

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

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

The Federal Open Market Committee continues to maintain the target range for the Fed Funds Rate between zero and 1/4 percent. Economic indicators released since the last Committee meeting (March 16th) pointed to a U.S. economy that is expanding modestly. The U.S. labor market rose by 916,000 in March. The unemployment rate decreased to 6.0 percent (6.0%) in March. The long-term inflation rate is at 1.3 percent (1.3%) on a 12-month basis, and real gross domestic product (GDP) increased by an annual rate of 4.3 percent (4.3%) by year-end 2020. DART continues to monitor the impacts of COVID-19. Compliance with PFIA positions our investment so that safety is the highest priority.

#### Yield to Maturity Managed Funds

FY20 6/30 **0.694** 9/30 **0.319** FY21 12/31 **0.188** 3/31 **0.118** 

	Ending	Amortizeo	l Book Val	lue as of M	Tarch 31, 2021		
Portfolio	Agencie	s Po	ols	MMF's	Fund Totals	YTM	Compliant
Managed Funds							
Operating	\$ 49,999,4	191 \$225,3	44,126 \$	-	\$275,343,617	0.103%	Yes
Financial Reserve	37,891,7	736 12,1	05,000	-	49,996,737	0.155%	Yes
MAIF		- 12,5	11,148	-	12,511,148	0.096%	Yes
Platform Extensions		- 37,7	93,797	-	37,793,797	0.096%	Yes
Silver Line		- 20,1	00,000	-	20,100,000	0.096%	Yes
Insurance	12,094,5	598 1	83,076	-	12,277,674	0.455%	Yes
Bond SEAF		- 1,3	57,890	-	1,357,890	0.097%	Yes
CP SEAF		- 12,6	42,221	-	12,642,221	0.096%	Yes
-	\$ 99,985,8	325 \$322,0	37,258 \$	-	\$422,023,083	0.118%	-
<b>Constrained Funds</b>							
Debt Service	\$	- \$100,1	05,778 \$	148,322	\$100,254,100	0.094%	Yes
City of Irving ILA		- 3,3	82,302	_	3,382,302	0.097%	Yes
Regional Toll Road		-	-	1,544,048	1,544,048	0.010%	Yes
RRROW		- 2	42,161	_	242,161	0.096%	Yes
COD Streetcar		_	_	60,375	60,375	0.010%	Yes
Toyota		- 3	71,463		371,463	0.097%	Yes
	\$	- \$104,1	01,704 \$	1,752,745	\$105,854,449	0.092%	
All Funds	\$ 99,985,8	325 \$426,1	38,962 \$	1,752,745	\$527,877,532	0.113%	

The investment rating of each investment was reviewed on 3/31/21 and found to be in compliance with PFIA.

Operating Fund LGIPs and laddered 1 day to 5 years

**Debt Service** 100% money-market funds and local government investment pools (LGIP)

Financial Reserve LGIPs and laddered maturities
Insurance LGIPs and laddered maturities

Mobility Assist. & Innovation Fnd (MAIF) LGIPs, 1-6 months (10%), 6-12 months (10%), laddered 2-5 years (80%)

Platform LGIPs and investment maturities tied to expected project expenditures

Regional Toll Road (RTR) 100% money-market funds

Regional Rail Right of Way (RRROW) 100% LGIPs

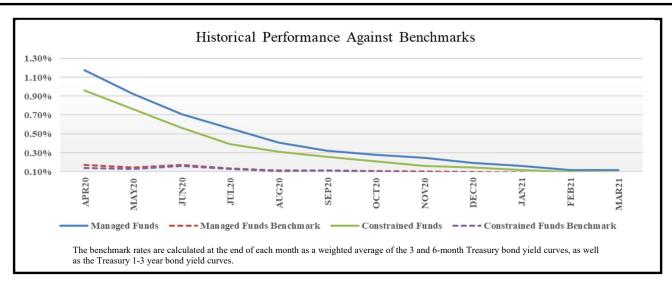
Silver Line LGIPs and laddered maturities
Streetcar 100% money-market funds

Bond SEAF/CP SEAF 100% LGIPs Toyota 100% LGIPs

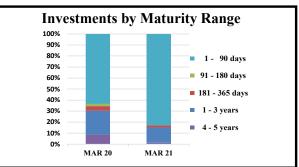


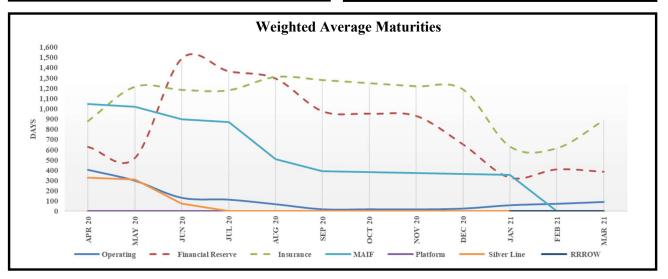
# **Quarterly Investment Report - Summary**





#### Average Yield to Worst All Funds --- 12 months ending ---6 months FY18 FY19 FY20 FY21 Actual 1.46% 0.18% 2.02% 1.21% 0.08% Benchmark 1.95% 2.30% 0.75%







# **Security Transactions - Purchases**



Purchase Date	CUSIP	Security Description	]	Face Value	Maturity Date	Call Date	Yield to Maturity		Cost Value	Investmen Number
NANCIA	L RESERVE									
2/3/21	3133EMPB2	FFCB 0.188 11/3/2023	\$	5,100,000	11/03/23	N/A	0.188	\$	5,097,450	21-0007
1/19/21	3130AKR99	FHLB 0.08 5/19/2021		10,000,000	05/19/21	N/A	0.080		10,000,000	21-0005
1/5/21	3130АКЈН0	FHLB 0.09 12/9/2021		10,000,000	12/09/21	N/A	0.090		10,000,000	21-0003
		TOTAL	\$	25,100,000			0.106	\$	25,097,450	
SURANC 3/18/21	TE FUND 3130ALRG1	FHLB 0.125 3/17/2023 <b>TOTAL</b>	\$ \$	5,000,000 5,000,000	03/17/23	N/A	0.125 <b>0.125</b>	\$ \$	4,994,500 <b>4,994,500</b>	21-0010
PERATIN 1/27/21	<b>G FUND</b> 3133EMNU2	FFCB 0.1 4/27/2022-21	\$	10,000,000	04/27/22	07/27/21	0.100	\$	9,999,240	21-0006
2/2/21	3133EMPR7	FFCB 0.1 8/2/2022		10,000,000	08/02/22	N/A	0.100		10,000,000	21-0008
1/13/21	3133EMMU3	FFCB 0.12 4/13/2022-21		10,000,000	04/13/22	07/13/21	0.120		10,000,000	21-0004
3/16/21	3133EMTN2	FFCB 0.124 9/16/2022		10,000,000	09/16/22	N/A	0.120		10,000,150	21-0009
			\$				0.110	\$		
		TOTAL	\$	40,000,000			0.110	s	39,999,390	





# **Security Transactions - Maturities, Calls & Sales**



Settlement Date	Action	Maturity Date	CUSIP	Security Description		eg Cost Val & Accrued Int.	Int Received Current Qtr			Realized Gain/Loss		Original Disc/(Prem)	
OPERATIN 2/10/21	G FUND Matured	02/10/21	3130AJ4A4	FHLB 1.5 2/10/2021	\$	5,000,000	s	37,500	s	_	\$	_	
						,,,,,,,		,					
				TOTAL	\$	5,000,000	\$	37,500	\$	-	s	-	
FINANCIAI	L RESER	VE FUND											
1/11/21 1/15/21	Called Called	06/24/24 12/30/24	3130AJRD3 3130AJQP7	FHLB 0.62 6/24/2024-20 FHLB 0.72 12/30/2024-20	\$	10,000,000 5,000,000	\$	2,928 1,500	\$	-	\$	-	
				TOTAL	\$	15,000,000	s	4,428	\$	-	\$	-	
INSURANC		07/22/24	2124032:05	EHI M.C. 0. 55 7/20/2024 24		£ 100 00°	6	14.005	<u></u>				
1/22/21	Called	07/22/24	3134GWAS5	FHLMC 0.55 7/22/2024-21	\$	5,100,000	\$	14,025	\$	-	\$	-	
				TOTAL	\$	5,100,000	\$	14,025	\$	-	\$	-	
SILVER LI	<u>NE</u>												
SILVER LI	<u>NE</u>			TOTAL	\$		<b>s</b>		\$	-	s	-	
		ANCE ANI	 D INNOVAT	TOTAL  ION FUND (MAIF)	\$	-	\$	-	\$ 	-	\$	-	
		ANCE ANI 02/12/25	<b>D INNOVAT</b> 3130AJ5F2		<b>\$</b>			26,250			<b>\$</b>		
MOBILITY	ASSIST <i>A</i>			ION FUND (MAIF)			\$		\$	- - - -			
MOBILITY	ASSISTA Called	02/12/25	3130AJ5F2	ION FUND (MAIF) FHLB 1.75 2/12/2025-21	s	3,000,000	\$	26,250	\$	- - - -	\$		
MOBILITY 2/12/21	ASSISTA Called	02/12/25	3130AJ5F2	ION FUND (MAIF) FHLB 1.75 2/12/2025-21  TOTAL	s	3,000,000	\$	26,250 26,250	\$	- - - -	\$		
MOBILITY 2/12/21	ASSISTA Called	02/12/25	3130AJ5F2	ION FUND (MAIF) FHLB 1.75 2/12/2025-21  TOTAL	\$ \$	3,000,000	\$ \$	26,250 26,250	\$ \$	-	\$ \$		
MOBILITY 2/12/21	ASSISTA Called	02/12/25	3130AJ5F2	ION FUND (MAIF) FHLB 1.75 2/12/2025-21  TOTAL	\$ \$	3,000,000	\$ \$	26,250 26,250	\$ \$	-	\$ \$		
MOBILITY 2/12/21	ASSISTA Called	02/12/25	3130AJ5F2	ION FUND (MAIF) FHLB 1.75 2/12/2025-21  TOTAL	\$ \$	3,000,000	\$ \$	26,250 26,250	\$ \$	- - - -	\$ \$		



# **Current Portfolio - Total**

2nd 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	\$ -	s -	2/10/2020	20-0019
FHLB 1.75 2/12/2025-21	3130AJ5F2	3,000,000	1.75	2/12/2025	1.75	1.75	3,000,000	-	-	2/12/2020	20-0021
FHLB 0.72 12/30/2024-20	3130AJQP7	5,000,000	0.72	12/30/2024	0.72	0.72	5,000,000	-	-	6/30/2020	20-0054
FHLB 0.62 6/24/2024-20	3130AJRD3	10,000,000	0.62	6/24/2024	0.62	0.62	10,000,000	-	-	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	-	-	7/22/2020	20-0056
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	3,000,300	4/6/2020	20-0048
FHLB 0.09 12/9/2021	3130AKJH0	10,000,000	0.09	12/9/2021	0.09	0.09	-	10,000,000	10,001,000	1/5/2021	21-0003
FHLB 0.08 5/19/2021	3130AKR99	10,000,000	0.08	5/19/2021	0.08	0.08	-	10,000,000	10,000,000	1/19/2021	21-0005
FHLB 0.125 3/17/2023	3130ALRG1	5,000,000	0.13	3/17/2023	0.18	0.18	-	4,994,598	4,994,000	3/18/2021	21-0010
FFCB 0.16 12/15/2022-21	3133EMKH4	5,000,000	0.16	12/15/2022	0.17	0.17	4,999,021	4,999,144	4,996,000	12/16/2020	21-0002
FFCB 0.12 4/13/2022-21	3133EMMU3	10,000,000	0.12	4/13/2022	0.12	0.12	-	10,000,000	10,000,000	1/13/2021	21-0004
FFCB 0.1 4/27/2022-21	3133EMNU2	10,000,000	0.10	4/27/2022	0.11	0.11	-	9,999,345	9,991,000	1/27/2021	21-0006
FFCB 0.188 11/3/2023	3133EMPB2	5,100,000	0.19	11/3/2023	0.21	0.21	-	5,097,592	5,089,290	2/3/2021	21-0007
FFCB 0.1 8/2/2022	3133EMPR7	10,000,000	0.10	8/2/2022	0.10	0.10	-	10,000,000	9,995,000	2/2/2021	21-0008
FFCB 0.124 9/16/2022	3133EMTN2	10,000,000	0.12	9/16/2022	0.12	0.12	-	10,000,146	9,995,000	3/16/2021	21-0009
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	5,001,500	9/1/2020	20-0059
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	4,100,410	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	2,795,000	8/27/2020	20-0058
FHLMC 0.2 12/15/2022-21	3134GXGQ1	10,000,000	0.20	12/15/2022	0.20	0.20	10,000,000	10,000,000	9,999,000	12/15/2020	21-0001
Amegy Debt Serv MM	MM0002	148,322	0.01	N/A	0.01	0.01	170,154	148,322	148,322	9/30/2011	MM-0002
Wells RTR Plano MM	MM0019	1,544,048	0.01	N/A	0.01	0.01	1,544,010	1,544,048	1,544,048	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	60,375	0.01	N/A	0.01	0.01	60,374	60,375	60,375	9/30/2011	MM-0022
LOGIC-Insurance LGIP	MM0040	183,076	0.10	N/A	0.10	0.10	62,749	183,076	183,076	8/29/2019	MM-0040
LOGIC - Op LGIP	MM0041	81,554,138	0.10	N/A	0.10	0.10	84,733,162	81,554,138	81,554,138	9/2/2016	MM-0041
LOGIC - Fin Res LGIP	MM0042	12,105,000	0.10	N/A	0.10	0.10	22,205,093	12,105,000	12,105,000	9/7/2016	MM-0042
LOGIC - Cap Res LGIP	MM0043	12,511,148	0.10	N/A	0.10	0.10	9,451,145	12,511,148	12,511,148	9/7/2016	MM-0043
LOGIC - Platform LGIP	MM0044	37,793,797	0.10	N/A	0.10	0.10	41,151,887	37,793,797	37,793,797	9/7/2016	MM-0044
LOGIC - Toyota LGIP	MM0045	371,463	0.10	N/A	0.10	0.10	371,364	371,463	371,463	9/29/2016	MM-0045
LOGIC - Irving ILA LGIP	MM0046	3,382,302	0.10	N/A	0.10	0.10	4,119,040	3,382,302	3,382,302	7/10/2018	MM-0046
LOGIC - Silver Line LGIP	MM0047	20,100,000	0.10	N/A	0.10	0.10	20,100,008	20,100,000	20,100,000	7/2/2018	MM-0047
LOGIC - SEAF LGIP	MM0049	12,642,221	0.10	N/A	0.10	0.10	12,638,825	12,642,221	12,642,221	5/7/2019	MM-0049
TexasCLASS LGIP	MM0050	80,929,840	0.11	N/A	0.11	0.11	83,962,862	80,929,840	80,929,840	8/6/2019	MM-0050
TexPool - Op LGIP	MM0051	57,987,740	0.09	N/A	0.09	0.09	86,668,159	57,987,740	57,987,740	9/6/2016	MM-0051
TexasDaily LGIP	MM0052	4,322,366	0.05	N/A	0.05	0.05	30,026,119	4,322,366	4,322,366	8/9/2019	MM-0052
LOGIC - Bond SEAF LGIP	MM0053	1,357,890	0.10	N/A	0.10	0.10	45,316,786	1,357,890	1,357,890	3/26/2020	MM-0053
FICA - CD Operating Pool Cash	MM0054	550,041	0.00	N/A	0.00	0.00	20,019,841	550,041	550,041	4/1/2020	MM-0054
RRROW Corp LGIP	MM0056	242,161	0.10	N/A	0.10	0.10	-	242,161	242,161	1/22/2021	MM-0056
LOGIC - (T) Bond Prin LGIP	MM0071	34,218,268	0.10	N/A	0.10	0.10	10,311,636	34,218,268	34,218,268	2/7/2017	MM-0071
TexPool - (T) Bond Int LGIP	MM0072	65,887,510	0.09	N/A	0.09	0.09	28,624,911	65,887,510	65,887,510	1/26/2017	MM-0072
										•	

GRAND TOTALS 559,532,144 527,877,532 527,849,207



# Portfolio Analysis by Fund

2nd Qtr

**FY21** 

( \$ = 000s )	Oper.	Financial Reserve	MAIF	Ins.	Platform	Silver Line	CP SEAF	Bond SEAF	Irving ILA	RTR	Streetcar	RRROW	Toyota	Debt Service	TOTAL
Face Value	\$ 275,344	\$ 50,000	\$ 12,511	\$ 12,283	\$ 37,794	\$ 20,100	\$ 12,642	\$ 1,358	\$ 3,382	\$ 1,544	\$ 60	\$ 242	\$ 371	\$ 100,254	\$ 527,887
Market Value	275,324	49,988	12,511	12,278	37,794	20,100	12,642	1,358	3,382	1,544	60	242	371	100,254	527,849
Unrealized Gain (Loss)	(19)	(9)	-	-	-	-	-	-	-	-	-	-	-	-	(28)
Ending Amort. Book Value	275,344	49,997	12,511	12,278	37,794	20,100	12,642	1,358	3,382	1,544	60	242	371	100,254	527,878
Cash Balance in dda accounts	553	-	-	-	-	-	-	-	-	-	-	-	-	-	553
Amortized Value Plus Cash	275,896	49,997	12,511	12,278	37,794	20,100	12,642	1,358	3,382	1,544	60	242	371	100,254	528,430
Accrued Interest	12	11		15									<u> </u>		38
TOTAL FUND VALUE	\$ 275,909	\$ 50,008	\$ 12,511	\$ 12,293	\$ 37,794	\$ 20,100	\$ 12,642	\$ 1,358	\$ 3,382	\$ 1,544	\$ 60	\$ 242	\$ 371	\$ 100,254	\$ 528,469
KEY COMPLIANCE TARGETS															
Minimum Fund Requirement 1	\$ 137,600			\$ 12,068											
Excess / (Shortfall) in Fund	\$ 138,309			\$ 225											
Max. Avg. Fund Maturity (days)	730	1,460	1,460	1,460	912	1,095	90	90	1	1	1	1	1	365	
Actual Avg. Fund Maturity (days)	89	383	1	886	1	1	1	1	1	1	1	1	1	1	103
Max. Individual Maturity (days)	1,825	3,650	3,650	3,650	1,095	1,095	180	180	1	1	1	1	1	365	
Actual Max. Invest. Maturity (days)	624	1,337	1	1,244	1	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	Yes	
Are Funds Board Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Is Fund CPSL Compliant?	Yes														
INVESTMENT COMPARISON															
Yield to Worst	0.103%	0.155%	0.096%	0.455%	0.096%	0.096%	0.096%	0.097%	0.097%	0.010%	0.010%	0.096%	0.097%	0.094%	0.113%
6-Month T-Bill	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%
Wgt. Average Fund Variance	0.053%	0.105%	0.046%	0.405%	0.046%	0.046%	0.046%	0.047%	0.047%	-0.040%	-0.040%	0.046%	0.047%	0.044%	0.063%

#### **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**



Fund	Security Description	Rate	Maturity	Call Date	Face Value	12/31/20 Market Value	03/31/21 Market Value	Change from Prior Quarter
Operating	FHLB 1.5 2/10/2021	1.50	02/10/21	Anytime	\$ 5,000,000	\$ 5,007,410	\$ -	\$ (5,007,410)
Capital Reserve	FHLB 1.75 2/12/2025-21	1.75	02/12/25	2/12/2021	3,000,000	3,003,280	-	(3,003,280)
Financial Reserve	FHLB 0.72 12/30/2024-20	0.72	12/30/24	1/15/2021	5,000,000	5,000,012	_	(5,000,012)
Financial Reserve	FHLB 0.62 6/24/2024-20	0.62	06/24/24	1/11/2021	10,000,000	10,000,036	_	(10,000,036)
Insurance	FHLMC 0.55 7/22/2024-21	0.55	07/22/24	1/22/2021	5,100,000	5,100,206	-	(5,100,206)
Insurance	FHLB 0.875 4/6/2023-21	0.88	04/06/23	Continuous	3,000,000	3,005,070	3,000,300	(4,770)
Financial Reserve	FHLB 0.09 12/9/2021	0.09	12/09/21	N/A	10,000,000	-	10,001,000	10,001,000
Financial Reserve	FHLB 0.08 5/19/2021	0.08	05/19/21	N/A	10,000,000	-	10,000,000	10,000,000
Insurance	FHLB 0.125 3/17/2023	0.13	03/17/23	N/A	5,000,000	-	4,994,000	4,994,000
Financial Reserve	FFCB 0.16 12/15/2022-21	0.16	12/15/22	Continuous	5,000,000	4,999,778	4,996,000	(3,778)
Operating	FFCB 0.12 4/13/2022-21	0.12	04/13/22	Continuous	10,000,000	-	10,000,000	10,000,000
Operating	FFCB 0.1 4/27/2022-21	0.10	04/27/22	One-Time	10,000,000	-	9,991,000	9,991,000
Financial Reserve	FFCB 0.188 11/3/2023	0.19	11/03/23	N/A	5,100,000	-	5,089,290	5,089,290
Operating	FFCB 0.1 8/2/2022	0.10	08/02/22	N/A	10,000,000	-	9,995,000	9,995,000
Operating	FFCB 0.124 9/16/2022	0.12	09/16/22	N/A	10,000,000	-	9,995,000	9,995,000
Financial Reserve	FHLMC 0.32 9/1/2023-21	0.32	09/01/23	One-Time	5,000,000	4,995,836	5,001,500	5,664
Insurance	FHLMC 0.5 8/26/2024-21	0.50	08/26/24	Quarterly	4,100,000	4,100,157	4,100,410	253
Financial Reserve	FHLMC 0.5 11/27/2024-21	0.50	11/27/24	Continuous	2,795,000	2,796,483	2,795,000	(1,483)
Operating	FHLMC 0.2 12/15/2022-21	0.20	12/15/22	Quarterly	10,000,000	10,008,884	9,999,000	(9,884)
Debt Service	Amegy Debt Serv MM	0.01	N/A	N/A	148,322	170,154	148,322	(21,832)
RTR Funding	Wells RTR Plano MM	0.01	N/A	N/A	1,544,048	1,544,010	1,544,048	38
Streetcar	Wells Streetcar MM	0.01	N/A	N/A	60,375	60,374	60,375	1
Insurance	LOGIC-Insurance LGIP	0.10	N/A	N/A	183,076	62,749	183,076	120,327
Operating	LOGIC - Op LGIP	0.10	N/A	N/A	81,554,138	84,733,162	81,554,138	(3,179,024)
Financial Reserve	LOGIC - Fin Res LGIP	0.10	N/A	N/A	12,105,000	22,205,093	12,105,000	(10,100,093)
Capital Reserve	LOGIC - Cap Res LGIP	0.10	N/A	N/A	12,511,148	9,451,145	12,511,148	3,060,003
Platform	LOGIC - Platform LGIP	0.10	N/A	N/A	37,793,797	41,151,887	37,793,797	(3,358,090)
Toyota	LOGIC - Toyota LGIP	0.10	N/A	N/A	371,463	371,364	371,463	100
Irving ILA	LOGIC - Irving ILA LGIP	0.10	N/A	N/A	3,382,302	4,119,040	3,382,302	(736,738)
Silver Line	LOGIC - Silver Line LGIP	0.10	N/A	N/A	20,100,000	20,100,008	20,100,000	(8)
CP SEAF	LOGIC - SEAF LGIP	0.10	N/A	N/A	12,642,221	12,638,825	12,642,221	3,395
Operating	TexasCLASS LGIP	0.11	N/A	N/A	80,929,840	83,962,862	80,929,840	(3,033,021)
Operating	TexPool - Op LGIP	0.09	N/A	N/A	57,987,740	86,668,159	57,987,740	(28,680,419)
Operating	TexasDaily LGIP	0.05	N/A	N/A	4,322,366	30,026,119	4,322,366	(25,703,753)
Bond SEAF	LOGIC - Bond SEAF LGIP	0.10	N/A	N/A	1,357,890	45,316,786	1,357,890	(43,958,896)
Operating	FICA - CD Operating Pool Cash	0.00	N/A	N/A	550,041	20,019,841	550,041	(19,469,800)
RRROW Corp	RRROW Corp LGIP	0.10	N/A	N/A	242,161	-,,	242,161	242,161
Debt Service	LOGIC - (T) Bond Prin LGIP	0.10	N/A	N/A	34,218,268	10,311,636	34,218,268	23,906,632
Debt Service	TexPool - (T) Bond Int LGIP	0.09	N/A	N/A	65,887,510	28,624,911	65,887,510	37,262,599
	Sub-total for Securities held at the en	nd of both p	eriods			\$ 29,906,207	\$ 29,892,210	\$ (13,997)
	% Change as a result of market mov	vement						-0.05%
	Holdings at12/31/20 maturing durin	g Q2, FY21				5,007,410		
	Holdings at 12/31/20 called during					23,103,534		
	Holdings at 12/31/20 sold during Q					-		
	Values of Money Market Mutual Fu					501,538,124	427,891,707	(73,646,417)
	Holdings purchased during Q2, FY2					,	70,065,290	( , , 1 )
	Securities and/or cash held in DDA					825,123	552,603	(272,520)
	Securities and/or cash held in 1717A							



# **Callable Securities Analysis**



Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
21-0006	Operating	4/27/22	FFCB 0.1 4/27/2022-21	3133EMNU2	7/27/21	\$10,000,000	0.10	0.03	High
21-0004	Operating	4/13/22	FFCB 0.12 4/13/2022-21	3133EMMU3	7/13/21	10,000,000	0.12	0.03	High
21-0002	Financial Reserve	12/15/22	FFCB 0.16 12/15/2022-21	3133EMKH4	12/15/21	5,000,000	0.16	0.04	High
20-0048	Insurance	4/6/23	FHLB 0.875 4/6/2023-21	3130AJG94	4/6/21	3,000,000	0.88	0.04	High
21-0001	Operating	12/15/22	FHLMC 0.2 12/15/2022-21	3134GXGQ1	12/15/21	10,000,000	0.20	0.05	High
20-0059	Financial Reserve	9/1/23	FHLMC 0.32 9/1/2023-21	3134GWH33	9/1/21	5,000,000	0.32	0.05	High
20-0058	Financial Reserve	11/27/24	FHLMC 0.5 11/27/2024-21	3134GWLF1	8/27/21	2,795,000	0.50	0.05	High
20-0057	Insurance	8/26/24	FHLMC 0.5 8/26/2024-21	3134GWKT2	5/26/21	4,100,000	0.50	0.06	High
				GRAND	TOTAL	49,895,000	0.25	0.04	



# 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.
<b>Constrained Funds</b>	Consist of the Debt Service Fund, City of Irving ILA, Regional Toll Road, COD Streetcar, and Toyota Funds where investment options are limited because of the special purpose of these funds.
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.
<b>Debt Service Fund</b>	Cash and investments held by DART's Trustee/Paying Agent solely for paying principal and interest on bond and commercial paper obligations.
<b>Defeased Lease</b>	A situation in which the obligation(s) have been completely covered by the setting aside of cash or bonds sufficient to service the debt.



# Glossary

T X/-1	The full
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	Highly restricted (as to use) funds derived primarily from the accumulated excess
Fund	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.
<b>Laddered Maturities</b>	The purchase of two or more bonds with the intention that the maturity dates
	would be evenly spaced across several months or several years so that the
	proceeds would be made available to be spent or reinvested at regular intervals as the bonds mature.
Local Government	LGIPs are structured similar to mutual funds, but set up by governments for
<b>Investment Pool</b>	the purposes of investing money.
Market Value	The price at which an asset would trade in a competitive auction setting.
Mobility Assistance	Funds reserved to enhance the quality and affordability of public transportation
and Innovation Fund	or as described by Financial Standard G7, which speaks specifically to the
(MAIF)	purposes of the Mobility Assistance and Innovation Fund.
Money Market Fund	An investment instrument comprised of short-term (less than one year)
(MMF)	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

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



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### Section 7 – D/M/WBE Quarterly Report

Page 1 - Quarterly Report Cover Page

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





#### INTEROFFICE MEMORANDUM

DATE: April 26, 2021

TO: DART Board

THROUGH: David Leininger /s/ DL \*

FROM: Gabriel J. Beltran

SUBJECT: Second Quarter 2021 D/M/WBE Participation

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

A combined 18 new contracts (eligible for goal setting) were awarded in the second quarter of FY 2021. These contract awards have a total dollar value of \$5,112,692 which represents 15% of eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, Board-approved contract modifications and small purchases during the second quarter FY 2021. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the second quarter of 2021. The total amount awarded was \$34,151,333. Of the foregoing amount, \$14,412,188 was committed to D/M/WBEs during the second quarter (42%).

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

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

Gabriel J. Beltran

Interim Vice President, Diversity & Inclusion

\* Reviewed and approved, but not signed due to

COVID-19 Coronavirus Pandemic

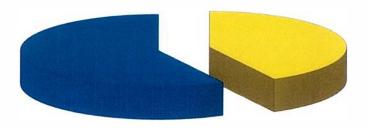
# PROCUREMENT DOLLARS BY AGREEMENT TYPE SECOND QUARTER FOR FISCAL YEAR 2021

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	\$5,112,692	18	15%	\$1,194,885	23%					
Contract Mods/Options	\$23,645,688	8	69%	\$11,568,412	49%					
Small Purchases	\$5,392,953	927	16%	\$1,648,891	31%					
Total Awards	\$34,151,333	953	100%	\$14,412,188	42%					
*New State Contract Awards	\$425,867	3	1.2%	State Monitored	State Monitored					

<sup>\*</sup>Monitored by State

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$14,412,188	42%
Non D/M/WBE Procurement Dollars	\$19,739,145	58%
TOTAL PROCUREMENT DOLLARS AWARDED	\$34,151,333	100%

Non D/M/WBE Procurement Dollars Awarded 58%



D/M/WBE Procurement Dollars Awarded 42%



Attachment 1

### **Table of Contents**

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

- P2 Introduction
- P3 Summary Report
- P4 Contracts Awarded
- P7 Board Approved Contract Modifications
- P9 Special Procurements
  - 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
- P23 Active Requirements Contracts Expiring Within 12 Months
- P25 Upcoming Procurements





#### INTEROFFICE MEMORANDUM

**DATE:** April 30, 2021

**TO:** DART Board

**THROUGH:** David Leininger /s/ DL \*

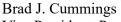
Nicole Fontayne-Bàrdowell /s/ NFB \*

**FROM:** Brad J. Cummings, Vice President, Procurement

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

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



Vice President, Procurement



## Data Summary Sheet Fiscal Year 2021 - Second Quarter

Includes a summary of total award activity and special procurement actions

Summary Type	<u>Count</u>	<u>Amount</u>
Contracts Awarded	24	\$5,862,315.29
Approved Modifications	7	\$24,505,213.00
Purchase Orders*	882	\$3,958,813.27
Blanket Purchase Orders (BPOs)*	45	\$1,434,140.03
Totals	958	\$35,760,481.59

<sup>(\*)</sup> Details provided upon request.



### **Contracts Awarded**

## Fiscal Year 2021 - Second Quarter

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

Contract Number	(LM)	Vendo	or Name		Award Date	Award Amount
2053265-01	(1880)	United	Healthcare		01/01/2021	\$1,022,824.00
	Contract	Name:	Retiree Medical Coverage			
	Classifica	ation:	SERVICES	Sub-Classification:	SVSC-EMPLOYEE BENEFITS	
2060787-01	(1967)	Presid	io Networked Sol Grp LLC		01/07/2021	\$249,341.00
	Contract	Name:	Purchase 8x52 Flash Blade			
	Classifica	ation:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2061132-01	(1969)	Cloud	Consulting Services Inc		01/07/2021	\$77,607.00
	Contract	Name:	Analyst- Maximo Implementation			
	Classifica	ation:	SERVICES	Sub-Classification:	SVSC-OTHER	
2060632-01	(1968)	Krauth	amer & Associates		01/08/2021	\$90,000.00
	Contract	Name:	Executive Recruiter - President/ED			
	Classifica	ation:	SERVICES	Sub-Classification:	SVSC-OTHER	
2054904-01	(1970)	CAMB	RIDGE SYSTEMATICS INC		01/19/2021	\$897,865.00
	Contract	Name:	Big Data Analytics Service			
	Classifica	ation:	SERVICES	Sub-Classification:	SVSC-BUS OPERATION	
2050596-01	(1961)	Toyo D	Penki Railway Service,LLC		01/20/2021	\$244,200.00
	Contract	Name:	Rebuild Toyo Denki Components			
	Classifica	ation:	COMMODITIES	Sub-Classification:	SUP/EQUIP-RAIL VEHICLES	
2059666-01	(1971)	IMAGI	NE SOLUTIONS LLC		01/21/2021	\$249,000.00
	Contract	Name:	Consulting Services for EDM			
	Classifica	ation:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2060934-01	(1972)	Hewle	tt Packard Enterprise Co.		01/22/2021	\$98,919.00
	Contract	Name:	HPE Hardware & Software Maintenan	ce Support		
	Classifica	ation:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2059360-01	(1987)	AVTE	CINC		01/28/2021	\$200,103.94
	Contract	Name:	TRE Dispatch Communication System	1		
	Classifica	ation:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2053204-01	(1973)	FCX P	erformance, Inc.		02/05/2021	\$222,317.00
	Contract	Name:	Tunnel Sump Pumps			
	Classifica	ation:	COMMODITIES	Sub-Classification:	SUP/EQUIP-OTHER	
2061169-01	(1974)	NF Co	nsulting Services		02/05/2021	\$248,880.00
	Contract	Name:	Enterprise Architect 2 - David Muturi			
	Classifica	ation:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2057513-01	(1962)	Thysse	enKrup Rothe Erde USA Inc		02/09/2021	\$246,855.00
	Contract	Name:	LRV Slewing Ring			
	Classifica	ation:	COMMODITIES	Sub-Classification:	SUP/EQUIP-RAIL VEHICLES	



### **Contracts Awarded**

## Fiscal Year 2021 - Second Quarter

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

Contract Number	(LM)	Vendo	r Name		Award Date	Award Amount
2057247-01	(1975)	HYDRA	AULIC ELEC CO SUPPLY INC		02/10/2021	\$202,410.00
	Contract Na	ıme:	Light Rail Vehicle (LRV) Lubricator B			
	Classification	on:	COMMODITIES	Sub-Classification:	SUP/EQUIP-RAILPARTS	
2056890-01	(1976)	TRANS	TECH OF SC INC		02/17/2021	\$215,743.00
	Contract Na	me:	Light Rail Vehicle (LRV) Miscellaneou	us Transtech		
	Classification	on:	COMMODITIES	Sub-Classification:	SUP/EQUIP-RAILPARTS	
2057879-01	(1977)	MUNCI	E RECLAMATION & SUPPLY		02/18/2021	\$233,349.00
	Contract Na	me:	Miscellaneous NABI Front & Rear & A	Air Spring Parts		
	Classification	on:	COMMODITIES	Sub-Classification:	SUP/EQUIP-BUS PARTS	
2049760-01	(1980)	POWE	RTECH CONVERTER CORP.	Sole Source	02/23/2021	\$239,488.00
	Contract Na	me:	Miscellaneous Transtecknik Parts			
	Classification	on:	COMMODITIES	Sub-Classification:	SUP/EQUIP-RAILPARTS	
2058726-01	(1979)	SmartD	rive Systems Inc.	Sole Source	02/23/2021	\$40,848.00
	Contract Na	me:	SmartDrive Subscription and Hardwa	ire		
	Classification	on:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2060458-01	(1978)	Mart-Ca	audle Corp		02/26/2021	\$98,700.00
	Contract Na	me:	Bus Towing Service			
	Classification	on:	SERVICES	Sub-Classification:	SVSC-BUS OPERATION	
2061087-01	(1982)	Oracle .	America Inc.		02/26/2021	\$59,055.25
	Contract Na	me:	Oacle Advanced Services			
	Classification	on:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2056964-01	(1950)	CUMM	NS SOUTHERN PLAINS LLC		03/03/2021	\$221,275.00
	Contract Na	me:	Cummins Engine with Core			
	Classification	on:	COMMODITIES	Sub-Classification:	SUP/EQUIP-BUS PARTS	
2060548-01	(1988)	Therma	al Safety Systems, LLC		03/11/2021	\$126,750.00
	Contract Na	me:	Thermal Imaging Scanners for DART	Facilitites		
	Classification	on:	COMMODITIES	Sub-Classification:	SUP/EQUIP-OFFICE EQUIPMENT	
2055064-01	(1984)	ACS G	roup		03/18/2021	\$200,000.00
	Contract Na	me:	ERP Staff Augmentation			
	Classification	on:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2055064-02	(1985)	PROLI	M GLOBAL CORPORATION		03/18/2021	\$200,000.00
	Contract Na	me:	ERP Staff Augmentation			
	Classification	on:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2060492-01	(1989)	RISK T	ECHNOLOGIES INC		03/31/2021	\$176,785.10
	Contract Na	me:	RMIS Software			
	Classification	on:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
Report Totals:	24 Contracts	Awarde	d		·	\$5,862,315.29



# Contracts Awarded Fiscal Year 2021 - Second Quarter

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

SPECIAL TYPE	TOTAL
Sole Source	2
TOTAL	2

### **Contracts Awarded Summary**

#### TOTAL

COMMODITIES	SUP/EQUIP-BUS PARTS	\$454,624.00
	SUP/EQUIP-OFFICE EQUIPMENT	\$126,750.00
	SUP/EQUIP-OTHER	\$222,317.00
	SUP/EQUIP-RAIL VEHICLES	\$491,055.00
	SUP/EQUIP-RAILPARTS	\$657,641.00
	Total	\$1,952,387.00
SERVICES	SVSC-BUS OPERATION	\$996,565.00
	SVSC-EMPLOYEE BENEFITS	\$1,022,824.00
	SVSC-OTHER	\$167,607.00
	SVSC-SOFT/HARDWARE MAINT	\$1,722,932.29
	Total	\$3,909,928.29
Grand Total		\$5,862,315.29



# **Board Approved Contract Modifications Fiscal Year 2021 - Second Quarter**

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Archer Western Herzog 4.0, Joint Venture	\$4,245,472	Contract Modifications to Increase Contract Value for Design-Build Contract for the Silver Line Regional Rail Project to Include Improvements for the Sound-Absorbing Wall Material and Signal Preview System [Resolution No. 210004]	1/12/2021
Uber Technologies, Inc.	\$408,160	Contract Modification with Uber Technologies, Inc., for On-Demand Transportation Service for Joppa Neighborhood in Southern Dallas [Resolution No. 210005]	1/12/2021
Triad Commercial Services	\$980,000	Exercise Option for Facility Management Services for DART HQ and Police HQ [Resolution No. 210007]	1/26/2021
Group A - Austin/Carcon, a Joint Venture  Group C - Omega Contracting, Inc./DES, a Joint Venture  Group D - Gilbert May, Inc. dba Phillips May Corporation	Section 1 (Grp A): \$3,545,664  Section 2 (Grp C): \$988,593  Section 3 (Grp D): \$2,596,959  Total: \$7,131,216	Increase Contract Value for Construction Manager/General Contractor (CM/GC) Construction Services for Red & Blue Line Platform Extensions Project to Include Increase to Platform Height [Resolution No. 210022]	2/23/2021
Chem Chek Co., Inc.	\$356,400	Exercise Options for On-Site Substance Abuse Collection Services [Resolution No. 210026]	3/9/2021
Archer Western Herzog 4.0, Joint Venture, (AWH)	\$10,524,440	Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Design Enhancements in the City of Richardson [Resolution No. 210029]	3/23/2020



# **Board Approved Contract Modifications Fiscal Year 2021 - Second Quarter**

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Archer Western Herzog 4.0, Joint Venture, (AWH)	\$859,525	Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Design Enhancements in the City of Coppell [Resolution No. 210030]	3/23/2020
TOTAL MODIFICATION AWARDED DOLLARS:	\$24,505,213	TOTAL MODIFICATIONS AWARDED:	7



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

Purchase Order Type		Count	Amount
Emergency [a]	4	\$63,884.37	
Unauthorized Procurement Actions (UPAs) [b]	1	\$23,658.06	
Sole Source (Noncompetitive) [c]			\$591,394.72
Revenue Generating [d]			\$0.00
Deviations to the DART Procurement Regulation	ons [e]	0	\$0.00
Totals		30	\$678,937.15
SPECIAL ADDENDUM: COVID-19 Related Procurements to Date [f]		230	\$17,286,625.24

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

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

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

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

[e] Includes a detailed listing of Deviations requiring approval from the President/CEO.

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



### **Emergency**

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

#### There are 4 "Emergency" Procurements in this Quarter.

PO / Contract # a	and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1364150	03/10/2021	Emergency cond. water leak	SPAETH MACHINE SHOP INC.	\$29,999.25
1364334	03/29/2021	MODULE, VDL G4 REVISION C	The Aftermarket Parts Company	\$10,885.12
5006267	03/02/2021	Plumbing and handrail repair	Bartons Plumbing	\$20,000.00
5006281	03/22/2021	6mo BPO 1401 Data Center HVAC	TECH PLAN INC	\$3,000.00
PO Count = 4	Contract Co	ount = 0		\$63,884.37



### **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 # a	and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1363923	02/17/2021	DRIVECAM Camera system service	Lytx, Inc.	\$23,658.06
PO Count = 1	Contract Co	ount = 0		\$23.658.06



### **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 25 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1363520	01/04/2021	REBUILT,INVERTER ASSY.,AUXILAR	VAPOR STONE RAIL SYSTEMS	\$28,041.59
1363618	01/15/2021	GSM, DATA TRAINLINE INTERFACE	INIT INNOVATIONS IN TRANSPORTA	\$7,600.00 \$7,920.00
1363687	01/25/2021	INDICATOR, BRAKE RELEASE, LE	LUMINATOR HOLDING LP	\$4,789.60
1363798	02/03/2021	ARM,SWING,PANTOGRAPH END,HORN,PANTOGRAPH NUT,HEX,THIN,ESNA,3/4"-10UNC,1	TRANSTECH OF SC INC	\$4,322.29 \$6,871.68 \$4,390.50
1363827	02/08/2021	REBUILT,PANTOGRAPH,COMPLETE	TRANSTECH OF SC INC	\$23,500.00
1363837	02/08/2021	REBUILT,COLLECTOR,ASSY.,HEAD	TRANSTECH OF SC INC	\$17,945.70
1363884	02/12/2021	Paratransit Magnetic ID cards	NOVA VISION	\$5,388.80
1363914	02/16/2021	FRAME,AFTERCOOLER,BOTTOM	WABCO PTD CORP	\$10,736.00
1363974	02/23/2021	RING,CONICAL,STEEL FORGED	PENN MACHINE CO	\$5,012.00
1364134	03/09/2021	SENSOR,SPEED,T-AXLE, flt. 53	Toyo Denki Railway Service,LLC	\$7,393.81
1364168	03/11/2021	END,HORN,PANTOGRAPH	TRANSTECH OF SC INC	\$7,158.00
1364176	03/11/2021	SENSOR,SPEED,T-AXLE, flt. 53	Toyo Denki Railway Service,LLC	\$7,393.81
1364177	03/11/2021	FRAME,BASE,FABRICATION	TRANSTECH OF SC INC	\$10,559.62
1364235	03/18/2021	SKIRT,HINGED,RH ASSY	KINKISHARYO INTERNATIONAL LLC	\$20,616.75
1364236	03/18/2021	FRAME,BASE,FABRICATION	TRANSTECH OF SC INC	\$26,399.05
1364243	03/19/2021	PANEL,SIDE DOOR,ARTIC END,RH	KINKISHARYO INTERNATIONAL LLC	\$47,750.70
1364244	03/19/2021	RUBBER ,INTERIOR ARTICULATION	KINKISHARYO INTERNATIONAL LLC	\$13,167.00
1364245	03/19/2021	LENS,BRAKE APP,LIGHT,GREEN	LUMINATOR HOLDING LP	\$12,360.00
1364270	03/22/2021	BOARD, EMC (FOR LVPS OUTPUT)	VAPOR STONE RAIL SYSTEMS	\$6,338.70
1364278	03/23/2021	REBUILT,PCB,ASSY,MOTOR/DECODER	Teknoware, Inc.	\$3,120.00
1364321	03/26/2021	LEVER,UNLOCKING,OPERATOR,DOOR,	VAPOR STONE RAIL SYSTEMS	\$4,144.91
1364324	03/26/2021	THRESHOLD,SIDE DOOR,35",LH	AG Industries LLC	\$9,420.00
1364386	03/31/2021	HOUSING,BEARING,PANTOGRAPH	TRANSTECH OF SC INC	\$3,527.75



### **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 25 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract #	and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1364386	03/31/2021	TUBE,ASSY.,CROSS,PANTOGRAPH	TRANSTECH OF SC INC	\$5,190.46
2049760-01	02/23/2021	Miscellaneous Transtecknik Parts	POWERTECH CONVERTER CORP.	\$239,488.00
2058726-01	02/23/2021	SmartDrive Subscription and Hardware	SmartDrive Systems Inc.	\$40,848.00
PO Count = 23	BPO Count =	0 Contract Count = 2		\$591,394.72



### **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.



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

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

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



## Fiscal Year 2021 - Second Quarter

DESCRIPTION	QUANTITY	AMOUNT
PURCHASE ORDERS		
TOWELETTE, DISINFECTING,6 X 6.75", CANISTER/160 SHEETS	1,400	\$24,500.00
NEC SOFT PHONE LICENSES	1	\$2,628.00
SOAP,HAND CLEANING	500	\$11,375.00
SANITIZER, FOAM, NON-ALCOHOL, HAND, INSTANT (1000ML)	100	\$5,600.00
SPRAY NINE DISINFECTANT,32 OZ	864	\$6,480.00
WIPES,GERMICIDAL, 5" X 8"	500	\$12,050.00
CARTRIDGE , FOAM HAND SANITIZER	50	\$589.97
ASTM F2100-11 APPROVED PROCEDURAL SAFETY MASK	600	\$38,334.00
MULTI-SURFACE , GLASS, CLEANER& SURFACE, SCENT,FORMULA"409"	400	\$1,220.00
SPRAY NINE DISINFECTANT,32 OZ	420	\$7,650.00
WIPE, DISPOSABLE, BLEACHED WHITE	400	\$24,800.00
DISINFECTANT, BRUTAB 6S 1 GALLON TABLETS	10	\$2,280.00
DISINFECTANT, BRUTAB 6S 1 QUART TABLETS	10	\$2,442.10
SPRAY NINE DISINFECTANT,32 OZ	1,020	\$7,599.00
FOGGER SOLUTION, HALOSIL ( 4 Per case)	36	\$3,560.00
Halo Portable H202 Detector	4	\$6,200.00
Nozzle Assy Kit	20	\$3,500.00
Power Cord, 8", 110VPC	10	\$350.00
Hose, Halo Fogger, 12"	10	\$7,500.00
Tripod, Extra Nozzle Mounting	6	\$450.00
Power Module	4	\$1,180.00
H202 Strip Test Kit	50	\$2,500.00
Suction Cup, Mount, Ex-Nozzle	50	\$2,500.00
Tripod Mounting Ball	6	\$90.00
2019 Lenovo IdeaPad S145-15API	100	\$36,300.00
HEX NUT, STAINLESS STEEL #10-3	1,500	\$86.40
WASHER,FLAT STAINLESS STEEL #1	800	\$18.24
PPE Safety Protection Kits	2,000	\$30,000.00
Tape, Roll,DBLE Side , 1/2"x 60	36	\$1,109.52
Gloves, Safety, Large, 5 Mil, Low Powder, 50 PR	650	\$13,650.00
Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR	660	\$10,065.00
PPE Safety Protection Kits	432	\$6,480.00
TOWELETTE	300	\$3,900.00
WIPE, DISPOSABLE, BLEACHED WHITE	150	\$9,480.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	90	\$1,755.00
Gloves, Safety, X Large, 5 Mil, Powder Free	500	\$10,375.00
GLOVES, SAFETY, MEDium, 5 Mil, Low Powder, 50 PR	600	\$11,856.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	1,000	\$15,350.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	200	\$2,900.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	500	\$10,375.00
Glove, Safety, Medium, 5 Mil, Low Powder, 50 PR	600	\$11,856.00
COVID Disinfection Equipment	50	\$50,000.00
Bottle, 32 OZ, (Empty Spray Bottle)	656	\$2,460.00
GLOVE, SAFETY, XLARGE, 5MIL, LOW POWDER, 50 PR	970	\$18,430.00
SOAP,HAND CLEANING	121	\$2,873.75
DISINFECTANT, QUAT 39 1 GALLO (100 Gallons Purchased)	100	\$477.00
- In the state of	1 100	γ <del>-</del> 777.00



### Fiscal Year 2021 - Second Quarter

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES		
3M Mask	30,000	\$65,970.00
Dropper Bottles for Hand Sanitizer	10,000	\$3,275.35
Apple Macbooks for IT	9	\$29,226.00
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	\$13,800.00
Hand Sanitizer - 55 Gal	4	\$24,944.40
Hand Sanitizer - 15 Gai	72	
Infrared Camera Inc Thermometer	100	\$15,157.44 \$8,225.00
Spare Part - Ball mount	5	\$8,223.00
-	10	\$448.94
Test Strips plus shipping Shipping	10	\$255.48
Triple AAA batteries	144	\$233.46
Shower Curtains	600	\$6,010.99
Shower Curtains Shower Curtains	100	\$6,010.99
MASK	5,000	
		\$6,250.00
KN 95 SAFETY MASK, NON MEDICA Imperial HDPE Bottles - White 32oz + Trigger Sprays	2,300	\$9,315.00 \$635.00
	100	\$635.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	. ,
Table Caps for PVC Pipe	230	\$348.17
BACKPACK ELECTROSTATIC SPRAYER	1 200	\$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 ½" - 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



### Fiscal Year 2021 - Second Quarter

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
HAND SANITIZER 1 GALLON	10	\$462.50
Coveralls	100	\$734.29
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
New HP LTO 5 tapes C7975A	150	\$3,259.00
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER Drum	1	\$834.57
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER 32OZ	60	\$450.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
PET French Square Bottles with Flip Top Caps 2oz and 4oz	8,000	\$2,861.00
UR CS PLY CTTN FACE MASK	1,334	\$10,115.00
KN 95 SAFETY MASK, NON MEDICAL	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
HAND SANITIZER 1 GALLON - NO PUMP	40	\$1,946.00
GALLON PUMP	20	\$83.00
N95 Mask	4,000	\$21,240.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
THERMAL SAFETY SYSTEM	12	\$45,000.00
Logmein	6	\$7,794.00
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER   5 GALLON PAIL	50	\$4,867.50
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER   55 GALLON DRUM	5	\$4,172.95
DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS	360	\$11,520.00
Antibacterial Pouches	1,000	\$15,851.50
DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS	720	\$23,040.00
Stay Safe Floor Decals OTS Square Cut, 12 x 14	500	\$1,350.00
DISINFECTANT WIPES,	500	\$32,000.00
DISINFECTANT WIPES,	500	\$32,000.00
Hand Sanitizer 55 Gallon Drum	5	\$6,495.00
Hand sanitizer - 1000 Mil 6pk	43	\$4,063.19
Steel Square Tube A500/A513 (Welded) 1.250 X 1.250 X 0.083	259	\$2,867.75
Aluminum Angle 6063T52 2.000 X 2.000 X 0.125	53	\$1,380.24
Hot Rolled Flat Bar 0.125 X 5.000	20	\$658.44
Tactical Gas Mask	24	\$4,505.76
P100 Cans	30	\$1,258.20
Tactical / Riot Helmet w/ Integral Visor Plus Ear & Neck Protector	30	\$5,940.00
Pepperball Launchers	4	\$1,998.98
Hand sanitizer - 1000 Mil 6pk	4	\$373.32
Seat Covers Hand sanitizer - 1000 Mil 6pk	10,000	\$5,668.00
Hand sanitizer - 1000 Mil 6pk	57	\$668.31
Hand Sanaitizer - 1000 Will Opk	75	\$5,334.81 \$615.00
Hand sanitizer 2 oz	5,000	\$10,000.00
Sneeze Gaurd	50	\$10,000.00
Pipe Brackets	800	\$40,973.07
Sneeze Gaurd	25	\$2,826.49
Hand Sanitizer Foaming	375	\$34,998.75
Sneeze Gaurd	3,3	\$2,962.50
Hand Sanitizer Refill	103	\$12,669.00
Hand Sanitizer Refill	86	\$12,470.00
Hand Sanitizer Refill	20	\$2,900.00
Dispenser for Hand Sanitizer	216	\$1,296.00
Face Mask	100	\$359.97
Empty Bottles for Hand Sanitizer	12	\$177.00



### Fiscal Year 2021 - Second Quarter

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
Empty Bottles for Hand Sanitizer	36	\$239.00
8 oz clear PET Cosmo Round Bottle 24-410 with Flip Top Cap	5,200	\$1,346.80
Thermometers	50	\$2,516.99
Covid-19 Social Distancing Bus Seat Signs	10,000	\$5,668.00
Five-Day Personal Protection Kit, 22 Pieces, Resealable Bag, 1 Kit/Pa	20	\$375.00
SINGLE PAYMENT REQUESTS		
Flex Wipes	150	\$5,842.50
Flex Wipes	225	\$8,763.75
Flex Wipes	75	\$2,921.25
Cotton Face Mask	4,000	\$17,800.00
Hand Sanitizer Tubes	230,000	\$115,000.00
3M Mask	30,000	\$65,970.00
3 Layer Mask	4,000	\$1,680.00
Wipes	2,000	\$128,000.00
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	60	\$492.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	30	\$2,154.00
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	60	\$5,841.00
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	10	\$8,345.70
KN95NM	79,000	\$236,210.00
Wipes	250	\$80,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	298,000	\$223,500.00
KN95NM	121,000	\$361,790.00
SAFETY MASK, 3 PLY, LIGHT BLUE	102,000	\$76,500.00
DISINFECTANT WIPES,	500	\$179,170.00
DISINFECTANT WIPES,	300	\$96,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
DISINFECTANT WIPES,	500	\$160,000.00
DISINFECTANT WIPES,	548	\$67,659.96
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	228	\$1,869.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	12	\$861.60
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	10	\$973.50
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	5	\$4,172.85
Victory Sprayers Cordless	36	\$27,900.00
Victory Sprayers Back Pack	19	\$33,725.00
Wipes	800	\$256,000.00
Wipes	710	\$227,200.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$69,000.00
DISINFECTANT WIPES,	800	\$256,000.00
Spray Nine	1,100	\$9,020.00
DISINFECTANT WIPES,	793	\$151,360.00
SAFETY MASK, 3 PLY, LIGHT BLUE	45,000	\$31,050.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
DISINFECTANT WIPES,	800 Cases	\$256,000.00
Dispenser	40	\$240.00
Dispenser	210	\$1,260.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$50,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$50,000.00
Hand Sanitizer Kutol Foam Refill 1000ML	299	\$43,355.00
Dispenser	97	\$582.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
· · · · · · · · · · · · · · · · ·	300,000	7230,000.00



## Fiscal Year 2021 - Second Quarter

DESCRIPTION	QUANTITY	AMOUNT
SINGLE PAYMENT REQUESTS (continued)		
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	3	\$68,465.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	4	\$91,315.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	7	\$159,435.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	5	\$114,169.72
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	700,000	\$350,000.00
3 PIY MASK INDIVIDUALLY WRAPPED	700,000	\$350,000.00
3 PIY MASK INDIVIDUALLY WRAPPED	500,000	\$200,000.00
CONTRACTS		
C-2055710-01Halosil 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 HaloSensePortable 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	20	\$522,896.00
Contract Amount		Ţ3 <u>Z</u> Z,030.00
C-2051412-02 Staff Augmentation		
Servicers required for cleaning Buses	35	\$1,979,300.00
Supervisors to supervise Servicers	6	\$349,690.00
Contract Amount		\$2,328,990.00
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-130)		
Gloves,Safety, MED ,5 MIL	1,200	\$16,944.00
Gloves,Safety, LARGE ,5 MIL	1,200	\$16,944.00
Fitting,Barb,1/4" MNPT,3/8"	80	\$79.20
Cloth,Tack,Gold Size 18 X 36,	15	\$20.43
Silicone,Sealant,Black, 11 OZ	96	\$247.10
Lens, Faceshield, Universal HO	24	\$144.41
Contract Amount		\$34,379.14
Dominu Chinld Duning		
Barrier Shield Project Aluminum Sheet, 48" x 144"	12	¢204.20
	65	\$284.20 \$652.47
Washer, Fender, 5/16 x 1 1/2 (BOX of 100)		<u> </u>
Contract Amount		\$936.67



# **Special Procurements**

# Fiscal Year 2021 - Second Quarter

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

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
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
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		4.22.2
Installation of Mask Dispensers, Mask Dispenser Brackets, and Hand Sanitizer Dispensers with Hardware	2,356	\$136,648.00
Contract Amount		\$136,648.00
		<del>+200/010100</del>
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



# **Special Procurements**

### Fiscal Year 2021 - Second Quarter

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

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
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 Exhbiit D	1	\$2,175,000.00
Contract Amount		\$5,192,360.00
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-109)		
Line 1: DUST MASK,DISPOSABLE, 3M# 821	400	\$6,664.00
Contract Amount		\$6,664.00
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-350)		
Line 1: Gloves, Safety, Large, 5Mil, Powder Free, 50 PR	650	\$9,178.00
Contract Amount		\$9,178.00
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-385)		
Line 1: Wipe Disposable. bleach	128	\$10,114.56
Contract Amount	120	\$10,114.56
C-2060458-01 Bus Towing Services (5006264-1) Per PR-805		
Line 1: 2013-2015 NABI' AND 40' bus, per exhibit H, Statement of Work	24	\$7,200.00
Line 2: 2016 New Flyer 40' bus, per Exhibit H, Statement of Work	72	\$21,600.00
Line 3: 2014 & 2016 Arboc 26' bus, per Exhibit H, Statement of Work	96	\$21,600.00
Line 4: 2017 Proterra 35" bus, per Exhibit H, Statement of Work	24	\$7,200.00
Line 5: 2019 New Flyer 40" bus, per Exhitbit H, Statement of Work	48	\$14,400.00
Line 6: GOA (Gone on Arrival)	8	\$1,200.00
Line 7: Extensive Labor	20	\$1,500.00
Line 8: Extenuating Vehicle REcovery Circumstances	120	\$24,000.00
Contract Amount		\$98,700.00
C-2040659-01 (5005731-328)		
Line 3: WIPE, DISPOSABLE, BLEACHED WHITE;	647	\$51,125.94
Contract Amount	017	\$51,125.94
C-2040659-01 (5005731-309)	2.000	ć20 744 00
Line 9: Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	2,000	\$28,744.00
Contract Amount		\$28,744.00
TOTAL COVID-19 RELATED PROCUREMENTS TO DATE: 230 TOTAL	5,657,470	\$17,286,625.24



# **Active Requirements Contracts**

\$250,000+ Only and Expiring between 04/01/2021 and 03/31/2022

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts	Expiring Within 6 Months			
2027459-01	Progress Rail Locomotve, Inc	TRE Locomotive Purchase	04/24/2021	\$4,881,700
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
2018899-02	Central Alert, Inc.	Fire Protection and Safety	04/30/2021	\$371,799
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
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 Dispsensers & 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 Srvices	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



# **Active Requirements Contracts**

\$250,000+ Only and Expiring between 04/01/2021 and 03/31/2022

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts	<b>Expiring Over 6 Months To 1 Ye</b>	ear		
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	12/13/2021	\$528,200
		Replacement		
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
2027459-02	Progress Rail Services	TRE Locomotive Purchase	12/24/2021	\$5,026,669
2031954-02	WEX Bank	NRV Fuel Management	12/30/2021	\$2,135,929
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
2026895-01	HealthSCOPE Benefits	Third-Party Administrator Services	12/31/2021	\$8,253,939
2030591-01	Baylor Scott & White Quality	ACO Medical Plan Services	12/31/2021	\$2,200,000
2032257-01	HALLCON CORPORATION	Light Rail Vehicle Cleaning Services	12/31/2021	\$12,622,713
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
2024740-01	Willis of Texas, Inc.	Operations Insurance Broker	01/17/2022	\$361,062
2049275-01	SUTRAK Corporation	Rebuild of the Bus Air Conditioning Sys Generators	01/17/2022	\$747,240
2024740-02	Willis Towers Watson Insurance	Operations Insurance Broker	01/17/2022	\$257,898
2010350-01	immixTechnology, Inc.	Time and Attendance	01/25/2022	\$1,904,079
2041903-03	Gilbert May, Inc.	On Call Construction RPD	01/28/2022	\$750,616
2041903-02	Real Network Services, Inc.	On Call Construction RPD	01/28/2022	\$584,958
2038267-01	22nd Century Technologies, Inc	IT Staff Augmentation Services	02/05/2022	\$5,949,800
2038267-02	Peak Performers	IT Staff Augmentation Services	02/05/2022	\$4,000,000
2042110-01	ITK Technologies, LLC	Lawson Managed Services	02/07/2022	\$743,400
2028021-02	US HealthWorks	Occupational Medical Services	02/10/2022	\$587,798
2028021-03	Occupational Health Centers	Occupational Medical Services	02/10/2022	\$568,602
2033099-01	Triad Commercial Services, Ltd	Property Management DART HQ and Police HQ	02/13/2022	\$5,985,689
2051528-01	Cherokee Coatings, LLC.	Paint Exisiting TRE Fleet	02/24/2022	\$993,001
2021213-01	Triad Commercial Services, Ltd	Janitorial Services- Rail and Bus Facilities	02/28/2022	\$14,678,523
2029444-01	Van Scoyoc Associates, Inc.	Washington DC Representation	02/28/2022	\$1,210,000
2050121-01	INFOR (US) Inc.	Lawson Maintenance and Support	02/28/2022	\$1,981,674

Total Contracts = 61 Total Value of All Contracts Above: \$159,293,613



As of April 1, 2021

**ARBOC Transmission used on NABI Bus Fleet** 

Upcoming Item: B-2061029

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase ARBOC Transmission used on Dallas Area Rapid Transit (DART) NABI

Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Rail Vehicle Parts and Accessories

Janitorial and Custodial

Upcoming Item: B-2061859

Type of Posting: Invitation for Bid (IFB)

**Description:** 

The Authority has a requirement for Janitorial and Custodial for multiple buildings and facilities.

The NIGP code associated with this event is:

910 Building Maintenance, Installation And Repair Service

#### Life and Accidental Death & Dismemberment (AD&D) Insurance

Upcoming Item: P-2062557

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit has a requirement for Life and Accidental Death & Dismemberment (AD&D) Insurance.

The NIGP code associated with this event is:

953 Insurance and Insurance Services, (All Types)

Rebuilt Motor Condenser
Upcoming Item: B-2061282

Type of Posting: Invitation for Bid (IFB)

**Description:** 

The Authority has a requirement to purchase tasers for Rebuilt Motor Condenser.

The NIGP code associated with this event is

559 Mass Transportation Rail Vehicle Parts and Accessories



As of April 1, 2021

Electrical Parts used on Dallas Area Rapid Transit (DART) NABI Low-Floor CNG Bus Fleets

Upcoming Item: B-2061752

Type of Posting: Invitation for Bid (IFB)

**Description:** 

The Authority has a requirement to purchase miscellaneous electrical parts used on Dallas Area Rapid Transit (DART) NABI low-floor CNG bus fleets.

The NIGP code associated with this event is:

557 Mass Transportation-Rail Vehicle Parts and Accessories

**Track Tamper** 

Upcoming Item: B-2060922

Type of Posting: Invitation for Bid (IFB)

**Description:** 

The Authority has a requirement for a track tamping machine which is capable of high- performance switch and production tamping with a production rate up to 20 times per minute.

The NIGP code associated with this event is:

558 Mass Transportation-Rail Vehicles And Systems

**Portable Building** 

Upcoming Item: B-2061674

Type of Posting: Invitation for Bid (IFB)

**Description:** 

The Authority has a requirement for the use of a portable building as Track and ROW offices.

The NIGP code associated with this event is:

155 Buildings and Structures: Fabricated And Prefabricated

**Coffee and Supplies** 

Upcoming Item: P-2061886

Type of Posting: Request for Proposal (RFP)

**Description:** 

DART is seeking offers from qualified firms interested in providing Coffee and Supplies for DART facilities.

The NIGP code associated with this event is:

961 Miscellaneous Services, No 1 (Not Otherwise Classified)



As of April 1, 2021

Radiator Assembly and E-Fan Parts for North American Bus Industries (NABI) CNG Bus Fleets

Upcoming Item: B-2061135

Type of Posting: Invitation for Bid (IFB)

**Description:** 

The Authority has a requirement to purchase North American Bus Industries (NABI) Miscellaneous Steering

Components & Parts

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

North American Bus Industries (NABI) Miscellaneous Steering Components & Parts

Upcoming Item: B-2061072

Type of Posting: Invitation for Bid (IFB)

**Description:** 

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

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

**Tasers for DART's Police Department** 

Upcoming Item: B-2060615

Type of Posting: Invitation for Bid (IFB)

**Description:** 

The Authority has a requirement to purchase tasers for DART's Police Department.

The NIGP code associated with this event is: 680 Police and Prison Equipment and Supplies

**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



As of April 1, 2021

**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

#### **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

#### **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



As of April 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

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



As of April 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

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



As of April 1, 2021

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

**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



# **CURRENT AND FUTURE SERVICES**

