

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



Fourth Quarter FY 2021 • July – September 2021

DART BOARD OF DIRECTORS

Robert C. Dye
Plano, Farmers Branch

Mark Enoch
Garland, Rowlett,
Glenn Heights

Flora M. Hernandez
Dallas

Doug Hrbacek
Carrollton, Irving

Jonathan R. Kelly
Garland

Patrick J. Kennedy
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Jon-Bertrell Killen
Dallas

Michele Wong Krause
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 ridesharing, 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 6). Our headquarters is located in downtown Dallas. Under the Act, we are authorized to collect 1% sales 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. The most recent opening was a 2.6-mile extension of the Blue Line south 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 14 s the DART System Map.

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

The mission of Dallas Area Rapid Transit is to benefit the region by providing a sustainable system of innovative, affordable, reliable, and safe mobility options for our riders that enhances the quality of life and stimulates economic development.

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

DART: Transforming our region with mobility options that connect people, communities and destinations



Vision Statement:

Transforming our region with mobility options that connect people, communities and destinations

Mission Statement:

The mission of Dallas Area Rapid Transit is to benefit the region by providing a sustainable system of innovative, affordable, reliable and safe mobility options for our riders that enhances the quality of life and stimulates economic development.

DART Board Strategic Priorities - The DART Board has adopted strategic priorities to guide Agency initiatives which, in turn, drive the FY 2021 budget.

Strategic Priorities

1. Enhance the service and safety experience through customer focused initiatives
2. Demonstrate 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. Continue DART's role as a recognized local, regional, and national transportation leader

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

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

Governance and Management Structure

The Board of Directors

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

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

DART BOARD OF DIRECTORS FY 2021



Robert C. Dye
Plano and
Farmers Branch



Mark Enoch
Garland,
Rowlett and
Glenn Heights



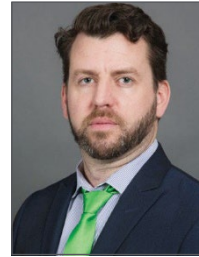
Doug Hrbacek
Carrollton
and Irving



Ray Jackson
*Assistant
Secretary*
Dallas



**Jonathan R.
Kelly**
Secretary
Garland



**Patrick J.
Kennedy**
Dallas



**Jon-Bertrell
Killen**
Dallas



**Michele Wong
Krause**
Vice Chair
Dallas



**Amanda
Moreno-Lake**
Dallas



Eliseo Ruiz III
Dallas and
Cockrell Hill



**Rodney
Schlosser**
Dallas



Gary Slagel
Richardson,
University Park,
Addison and
Highland Park



Rick Stopfer
Irving



**Dominique P.
Torres**
Dallas



**Paul N.
Wageman**
Chair
Plano

Exhibit 2 is a map of the DART Service Area.

Exhibit 2

DART Service Area



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

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

Exhibit 3
DART'S Executive Management

NAME	POSITION	JOINED DART
Nadine Lee	President / Chief Executive Director	2021
Nicole Fontayne-Bardowell	Executive Vice President, Chief Administrative Officer, Interim Chief Financial 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
Brad Cummings	Vice President, Procurement	2021
Doug Douglas	Vice President, Mobility Management Services	1990
Rosa Medina-Cristobal	Vice President, Human Resources	2020
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
Lisa Taylor	Interim Vice President, Rail Operations and Administration	2008
Jaime Aleman	Interim Vice President, Rail Maintenance, Infrastructure and Capital Projects	2007
Alicia Walker	Interim Vice President, Bus Operations	2019
Donna Johnson	Vice President, Chief Safety Officer	2004
Nancy Johnson	Director of the Office of Board Support	1999
Gabriel Beltran	Interim Vice President, Diversity	2001
Bonnie Murphy	Vice President, Commuter Rail	2017
Rob Smith	Interim Vice President, Planning and Development	2006
Vacant	Vice President, Capital Design and Construction	
Kay Shelton	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
David Ehrlicher	Vice President, Real Property and Transit Oriented Development	2002

Employees and Employee Relations

There are 3,748 full-time salaried and hourly positions included in the FY 2021 Annual Budget.

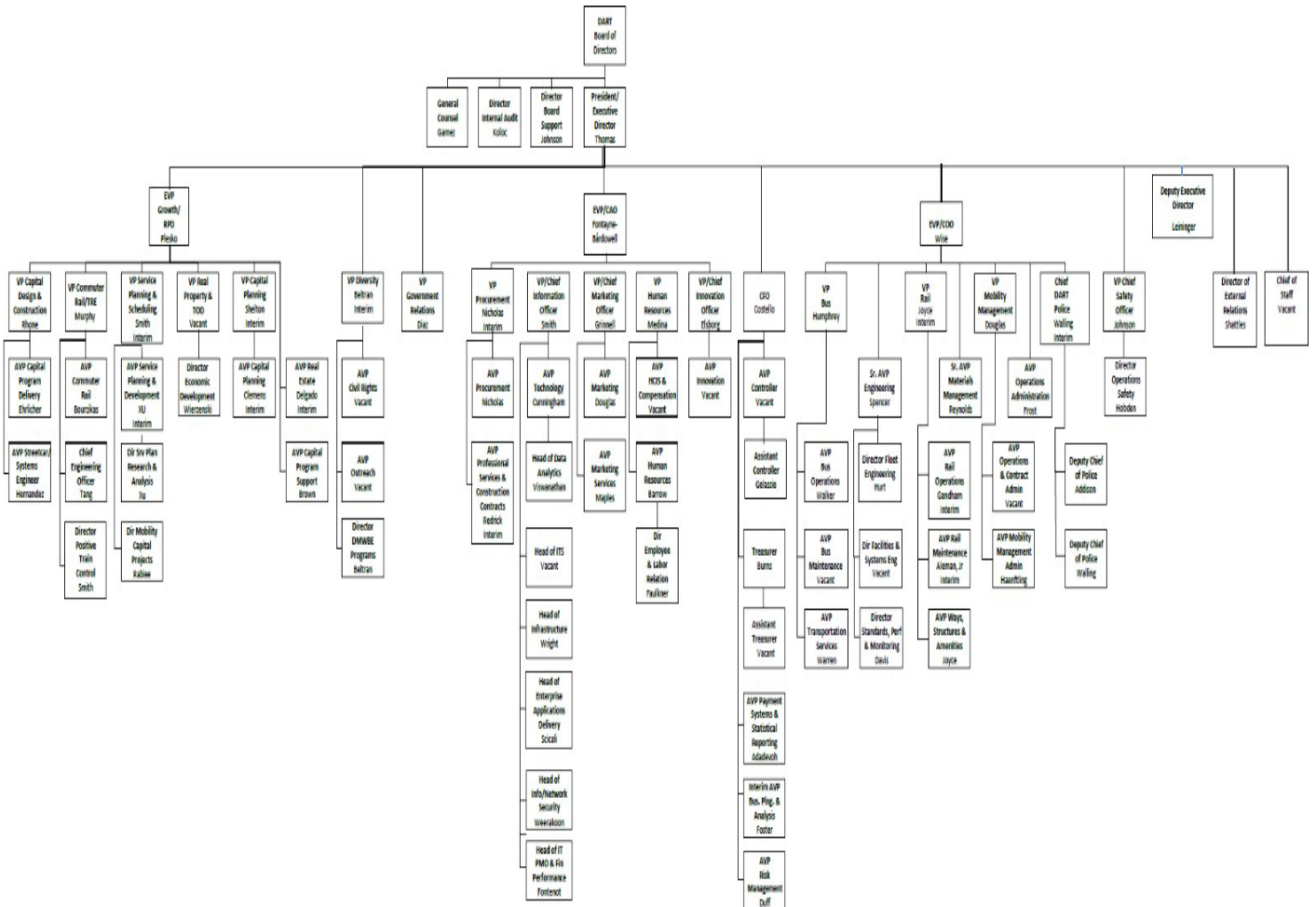
The Amalgamated Transit Union, Local 1338, represents the majority of our operators, mechanics, and call center personnel. As a Texas governmental entity, we are not legally permitted to collectively bargain or sign labor contracts with these employee representatives. We do, however, meet and confer with these representatives on hourly employee issues, compensation, and benefits.

DART is organized broadly along the following functional lines (“organizational units”; see Exhibit 4 on the following page).

- ***Customer Care and Service Delivery*** is charged with providing efficient, effective, 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 and Community Relations*** is the agency’s key liaison with federal, state, regional and local elected officials and stakeholder and community 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.



Fourth Quarter
FY 2021



The DART Transportation System

Our current public transportation services include:

- Bus Transit service, including DART On-Call and Flex services;
- Light Rail Transit service;
- Commuter Rail service;
- Mobility Management services, including ADA Complementary Paratransit services;
- Rideshare matching services for carpools and vanpools; and
- Special Event service, provided through the modes listed above.

Exhibit 5 highlights total system ridership by mode for the last ten years along with budgeted ridership for Fiscal Year FY 2020 and FY 2021.

Exhibit 5
Ridership by Mode
(in Millions)

Fiscal Year	Bus	LRT*	Commuter Rail	Paratransit	Vanpool	Total **
2010	38.0	17.8	2.5	0.8	0.9	60.0
2011	37.2	22.3	2.4	0.8	1.0	63.7
2012	38.7	27.7	2.3	0.8	1.0	70.5
2013	38.0	29.5	2.1	0.8	0.9	71.3
2014	37.4	29.5	2.3	0.8	0.9	70.8
2015	36.5	29.9	2.2	0.8	0.9	70.3
2016	33.7	29.8	2.1	0.8	0.8	67.1
2017	32.1	30.1	2.1	0.8	0.7	65.8
2018	30.3	29.0	2.0	0.8	0.6	62.7
2019	38.7	28.6	2.0	0.9	0.6	70.8
2020B	38.1	29.4	2.0	0.9	0.6	70.8
2021B	25.8	19.2	1.3	0.9	0.6	47.9

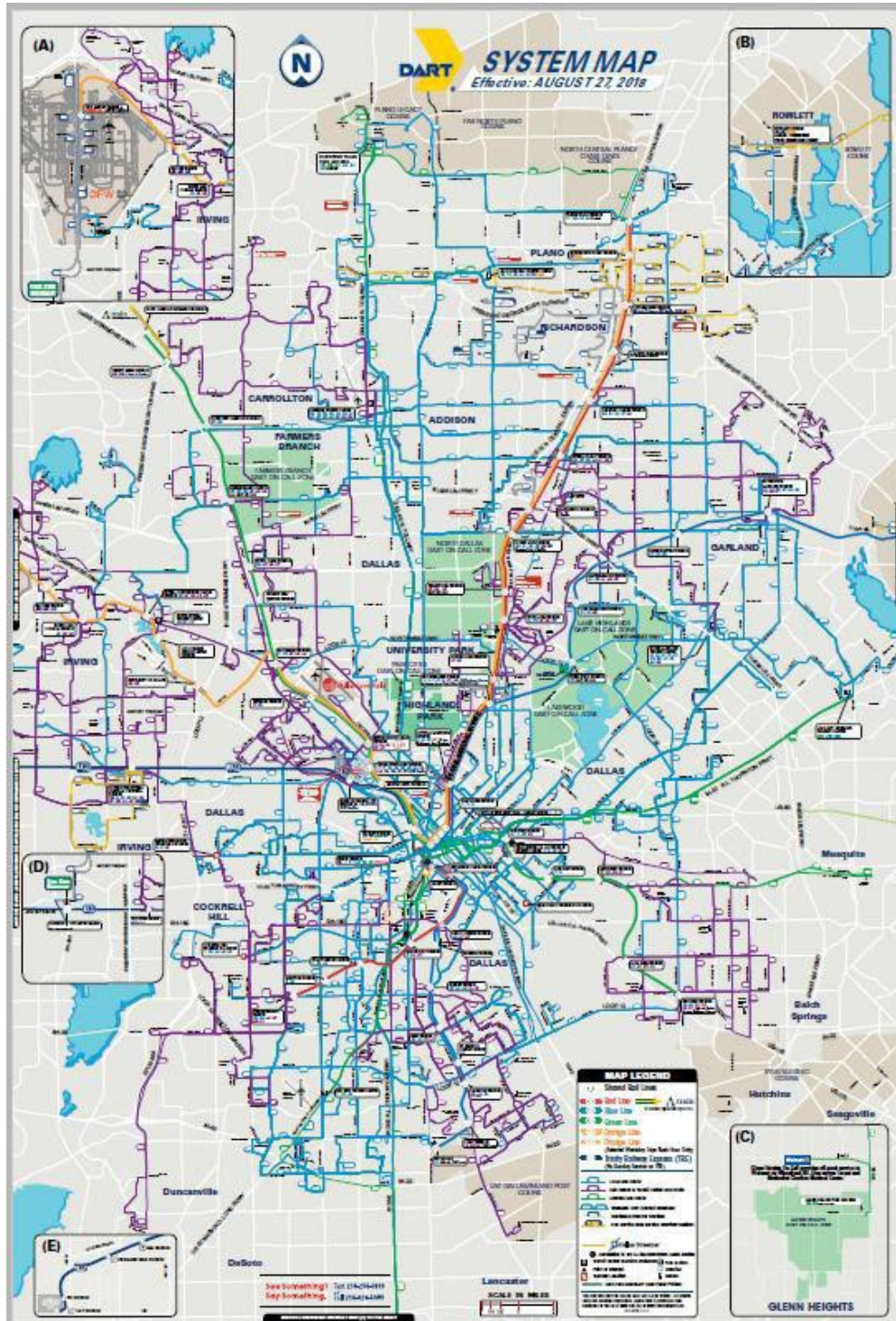
* Streetcar ridership is included in the LRT totals.

**Reporting of HOV ridership was discontinued effective 10/01/2015. Without HOV, Total Agency Ridership will not match previously reported totals.

Note: Automatic Passenger Counter (APC) data used for LRT beginning in 2012, Bus and Commuter Rail beginning in 2019. The counters have proven to be considerably more accurate than our previous manual ridership counting methodology. The APCs show that we have been underreporting ridership by approximately 23%.

Exhibit 6

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 2021 including:

Forbes

America's Best-In-State Employer

Government Finance Officers Association

Distinguished Budget Presentation Award

South West Transit Association (SWTA)

2021 SWTA Spotlight Award

Campaign Awards

South West Transit Association (SWTA)

2021 SWTA Hit the Spot

Special Events Awards

South West Transit Association (SWTA)

2021 SWTA Hit the Spot

Social Media Awards

DFW Clean Cities Fleet

2021 DFW Clean Cities Shining Star for both NOX & GGE reductions

Gold Fleet Awards

Asian American Contractors & Professional Association (AACATX)

2021 Outstanding Public Entity of the Year

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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 outlined in the Fiscal Year (FY) 2021 Annual Budget. This report is for the fourth quarter of FY 2021 ending September 30, 2021.

Exhibit 1 KPI Summary

FY18A	FY19A	FY20A	Indicators	FY 2021 Quarter 4					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Customer/Quality Indicators									
62.69	70.79	50.25	Total Agency Ridership (M)	10.17	8.53	✓ 119.25%	36.12	32.31	✓ 111.81%
61.33	69.27	49.30	Fixed-Route Ridership (M)	10.00	8.30	✓ 120.49%	35.52	31.36	✓ 113.25%
\$6.94	\$6.41	\$9.91	Subsidy Per Passenger - Total System	\$11.65	\$13.43	✓ 86.75%	\$13.56	\$15.20	✓ 89.22%
\$6.52	\$5.97	\$9.28	Subsidy Per Passenger - Fixed-Route	\$10.93	\$12.59	✓ 86.81%	\$12.73	\$14.24	✓ 89.37%
90.7%	89.6%	90.7%	On-Time Performance - Fixed Route	90.84%	89.67%	✓ 101.31%	91.17%	89.67%	✓ 101.68%
34.62	28.88	36.07	Complaints Per 100,000 Passengers - Fixed-Route	49.45	36.05	✗ 137.18%	52.03	36.05	✗ 144.34%
1.87	1.82	1.57	Accidents Per 100,000 Miles - Fixed-Route	2.18	2.05	✗ 106.04%	1.97	2.05	✓ 96.02%

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, rounded to millions or thousands (as indicated), is based on actual raw numbers. Consequently, certain schedules may not tie exactly or add properly, and variances discussed in the text 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 or Red status indicator for each measurement:



Green – FY 2021 target was met or exceeded.

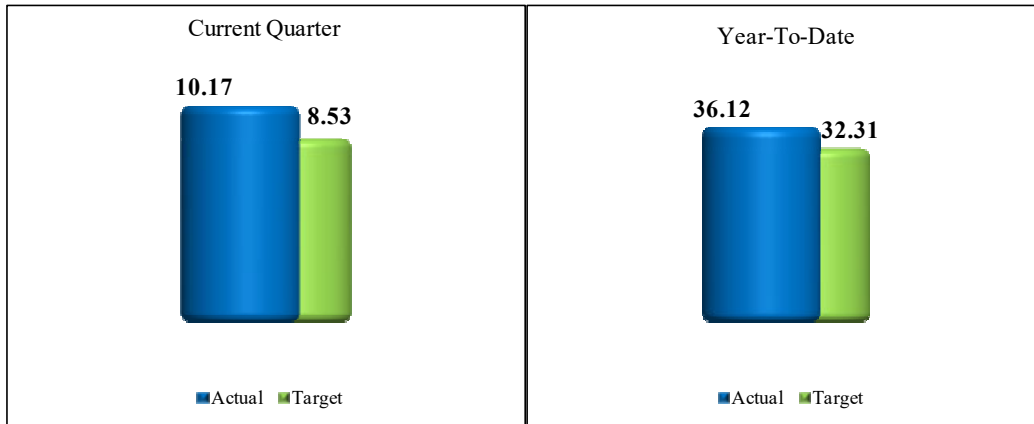


Red – FY 2021 target was not met.

Ridership

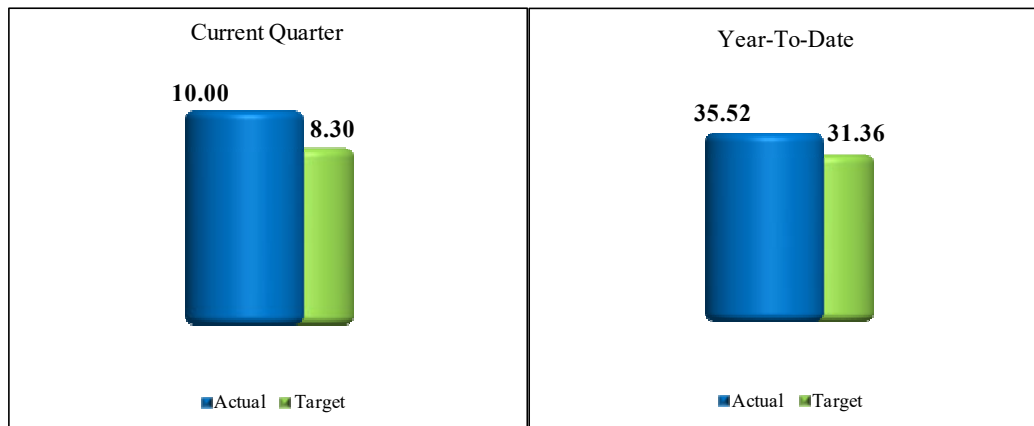
Ridership over the next few years will continue to be influenced by the effects of COVID-19 and service changes. DART is now using Automatic Passenger Counter (APC) to report bus, streetcar, and TRE ridership. Light Rail (LRT) Ridership is determined by statistically factoring APC sample data collected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

Exhibit 2
Total Agency Ridership
(in Millions)



Total Agency Ridership: For FY 2021 is 36.12 million, 3.82 million above (better than) the target of 32.31 million. Current quarter ended September 30, 2021 is 10.17 million, 1.64 million above (better than) the target of 8.53 million.

Exhibit 3
Fixed Route Ridership
(in Millions)



Fixed-Route Ridership: For FY 2021 is 35.52 million, 4.16 million above (better than) the target of 31.36 million. Current quarter ended September 30, 2021 is 10.00 million, 1.70 million above (better than) the target of 8.30 million.

Exhibit 4 Agency Ridership Scorecard

FY18A	FY19A	FY20A	Indicators	FY 2021 Quarter 4					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership									
62.69	70.79	50.25	Total Agency(M)	10.17	8.53	✓ 119.25%	36.12	32.31	✓ 111.81%
61.33	69.27	49.30	Fixed-Route (M)	10.00	8.30	✓ 120.49%	35.52	31.36	✓ 113.25%
30.26	38.70	27.76	Bus (M) ^[1]	5.62	4.94	✓ 113.71%	20.09	18.43	✓ 109.03%
29.03	28.56	20.27	LRT (M)	4.15	3.23	✓ 128.57%	14.63	12.39	✓ 118.11%
2.04	2.01	1.27	TRE (M) ^[1]	0.24	0.13	✓ 176.39%	0.80	0.55	✓ 144.92%
771.01	906.15	643.85	Paratransit (000s)	166.14	211.06	✗ 78.72%	571.28	853.29	✗ 66.95%
596.00	611.48	309.75	Vanpool (000s)	7.60	21.13	✗ 35.95%	31.08	87.67	✗ 35.45%

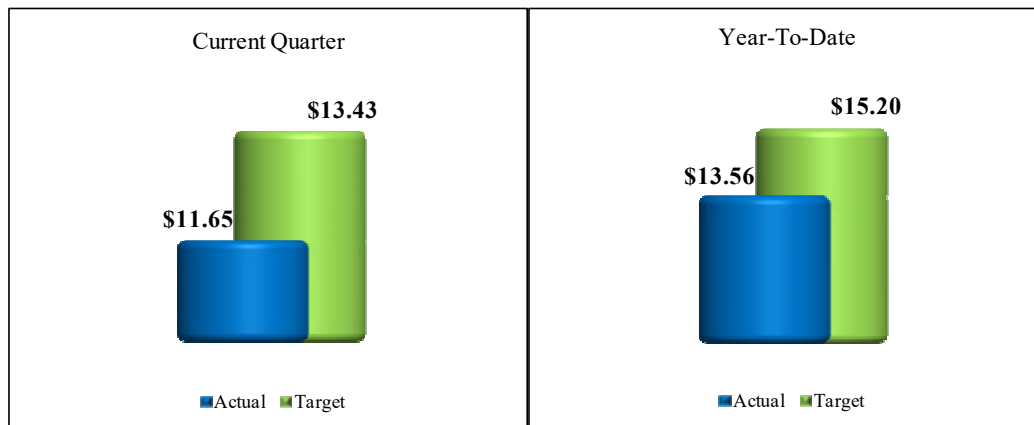
^[1] As of October 2018 (Q1 FY 2019) ridership is based upon APC data.

Total Agency and Fixed Route Ridership are 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 that measures the tax subsidy required for each passenger boarding a mode or combination of modes. Management's goal is to achieve the target ratios.

Exhibit 5 Total System Subsidy Per Passenger



Total System Subsidy Per Passenger: For FY 2021 is \$13.56, \$1.64 below (better than) the target of \$15.20. Current quarter ended September 30, 2021 is \$11.65, \$1.78 below (better than) the target of \$13.43.

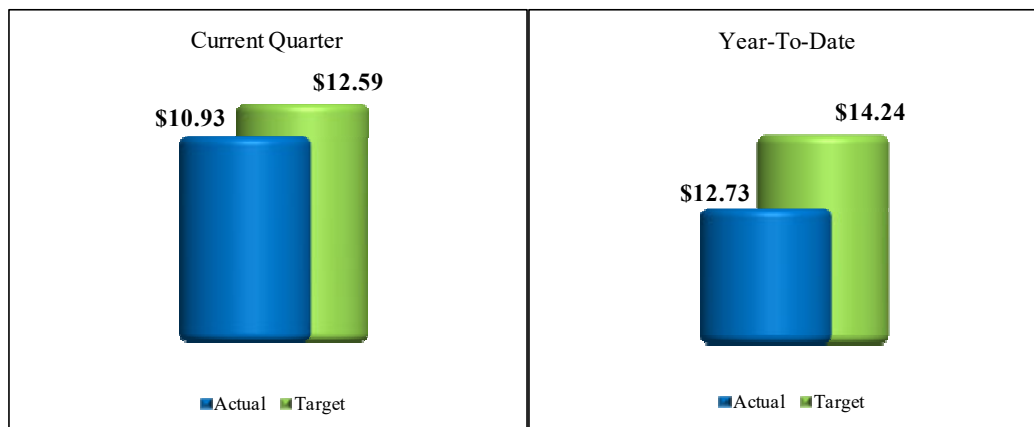
Exhibit 6 Total System Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²					
	DART	Trinity Metro	Total		DART	Trinity Metro				Total
Actual	\$530,621,257	\$3,327,391	\$533,948,647		\$43,559,291	\$643,161	\$44,202,452	\$489,746,196	36,121,989	\$13.56
Budget	\$544,603,965	\$2,436,901	\$547,040,866		\$54,331,565	\$1,735,591	\$56,067,156	\$490,973,710	32,305,556	\$15.20
Variance	(\$13,982,708)	\$890,490	(\$13,092,219)		(\$10,772,274)	(\$1,092,430)	(\$11,864,704)	(\$1,227,515)	3,816,433	(\$1.64)
% to Target	97.43%	136.54%	97.61%		80.17%	37.06%	78.84%	99.75%	111.81%	89.22%

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

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

Exhibit 7 Fixed Route Subsidy Per Passenger



Fixed Route Subsidy Per Passenger: For FY 2021 is \$12.73, \$1.51 below (better than) the target of \$14.24. Current quarter ended September 30, 2021 is \$10.93, \$1.66 below (better than) the target of \$12.59.

Exhibit 8 Fixed Route Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$491,295,474	\$3,327,391	\$494,622,865	\$41,973,737	\$643,161	\$42,616,898	\$452,005,967	35,519,634	\$12.73
Budget	\$496,595,956	\$2,436,901	\$499,032,857	\$50,532,165	\$1,735,591	\$52,267,756	\$446,765,101	31,364,600	\$14.24
Variance	(\$5,300,481)	\$890,490	(\$4,409,992)	(\$8,558,428)	(\$1,092,430)	(\$9,650,858)	\$5,240,866	4,155,034	(\$1.51)
% to Target	98.93%	136.54%	99.12%	83.06%	37.06%	81.54%	101.17%	113.25%	89.37%

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

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

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

Farebox Recovery Ratio

Farebox Recovery Ratio represents the proportion of operating cost generated by passenger fares. For FY 2021 the Farebox Recovery Ratio is 5.41%, 1.59% below (worse than) the target of 7.00%. Current quarter ended September 30, 2021 is 5.91%, 1.67% below (worse than) the target of 7.58%.

Exhibit 9 Fixed Route Farebox Recovery Ratio Calculation

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$26,734,707		\$494,622,865		5.41%
Budget	\$34,913,442		\$499,032,857		7.00%
Variance	(\$8,178,735)		(\$4,409,992)		(1.59%)
% to Target	76.57%		99.12%		77.26%

The primary factor contributing to the decrease in Fixed Route Farebox Recovery Ratio is the decline in farebox revenues. While Farebox Revenues and Modally Allocated Expenses are below target, \$8.18 million (23.43%) and \$4.41 million (0.88%) respectively, the greater 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. Management's objective to continue to maintain this ratio below the target ratio. Administrative costs include (but are not limited to): executive management, finance, purchasing, legal, internal audit, human resources, marketing, board support, and administrative services. Administrative revenues include (but are not limited to) advertising revenue. The Administrative Ratio for FY 2021 is 10.27%, 01.64% above (worse than) the target of 8.62%. The Administrative Ratio for the Current quarter ended September 30, 2021 is 10.68%, 4.27% above (worse than) the target of 6.40%.

Exhibit 10 Administrative Ratio Calculation

	Administrative Costs	-	Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$51,399,131		\$2,164,979		\$479,222,126		\$0.00		10.27%
Budget	\$46,939,797		\$4,016,652		\$497,664,168		\$0.00		8.62%
Variance	\$4,459,334		(\$1,851,673)		(\$18,442,042)		\$0.00		1.64%
% to Target	109.50%		53.90%		96.29%		0.00%		119.12%

Modal Update Bus

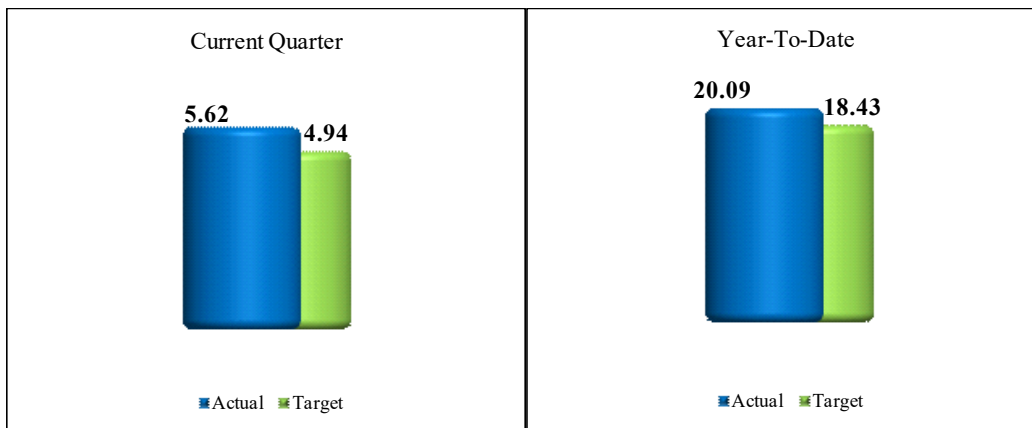
(55.6% of total system ridership in Fiscal Year 2021)



DART's bus system provides local, express, crosstown, 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 17 zones.

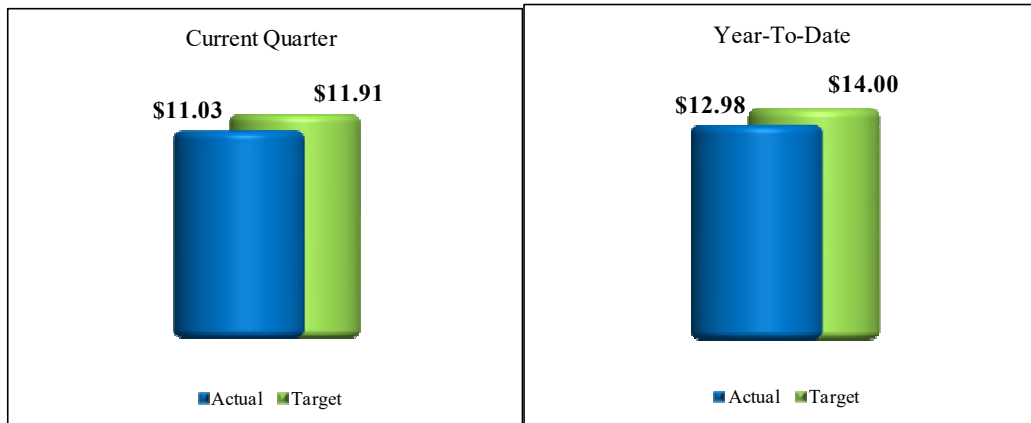
Exhibit 11 Bus Ridership (in Millions)



Bus Ridership: For FY 2021 is 20.09 million, 1.66 million above (better than) the target of 18.43 million. Current quarter ended September 30, 2021 is 5.62 million, 0.68 million above (better than) the target of 4.94 million.

The COVID-19 pandemic has continued to significantly impact Q4 of FY 2021 ridership. Nonetheless, with nicer weather, more people getting vaccinated and feeling more comfortable using transit, and more employees returning to work on-site, DART bus system ridership has been consistently edging up during Q4.

Exhibit 12
Bus Subsidy Per Passenger



Bus Subsidy Per Passenger: For FY 2021 is \$12.98, \$1.02 below (better than) the target of \$14.00. Current quarter ended September 30, 2021 is \$11.03, \$0.88 below (better than) the target of \$11.91.

Exhibit 13
Bus Subsidy Per Passenger Calculation

	Modally Allocated				Net Subsidy	/	Ridership		Subsidy Per Passenger
	Expenses	-	Revenues	=					
Actual	\$274,897,767		\$14,169,865		\$260,727,901		20,092,013		\$12.98
Budget	\$276,127,163		\$18,212,061		\$257,915,102		18,427,155		\$14.00
Variance	(\$1,229,396)		(\$4,042,196)		\$2,812,799		1,664,858		(\$1.02)
% to Target	99.55%		77.80%		101.09%		109.03%		92.69%

Bus Farebox Recovery Ratio: For FY 2021 is 3.93%, 1.04% below (worse than) the target of 4.97%. Current quarter ended September 30, 2021 is 4.34%, 1.19% below (worse than) the target of 5.53%.

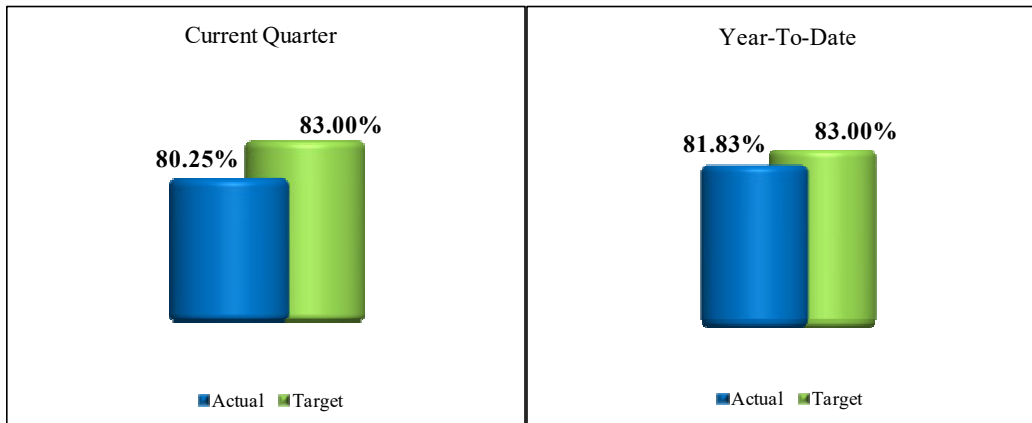
Exhibit 14
Bus Farebox Recovery Ratio Calculation

	Bus Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$10,797,281		\$274,897,767		3.93%
Budget	\$13,729,756		\$276,127,163		4.97%
Variance	(\$2,932,476)		(\$1,229,396)		(1.04%)
% to Target	78.64%		99.55%		78.99%

The primary factor contributing to the decrease in Bus Farebox Recovery Ratio is the decline in farebox revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$2.93 million (21.36%) and \$1.23 million (0.45%) respectively, the greater decline in Farebox Revenues led to the decline in Farebox Recovery Ratio.

Exhibit 15

Bus On-Time Performance



Bus On-Time Performance: For FY 2021 is 81.83%, 1.17% below (worse than) the target of 83.00%. Current quarter ended September 30, 2021 is 80.25%, 2.75% below (worse than) the target of 83.00%.

Bus On-Time Performance has not reached its target in FY 2021. Several factors contributed to this event:

1. Due to increased traffic congestion, Operations noted that 33% of routes experience some if a delay. Traffic congestion has also risen year-over-year due to increased travel by personal vehicles.
2. In February 2021, the area experienced a historic winter weather event negatively impacting DART's ability to deliver more timely service.

Bus Mean Distance Between Service Calls: For FY 2021 is 8,929 miles, 1,929 miles above (better than) the target of 7,000 miles. Current quarter ended September 30, 2021 is 8,648 miles, 1,648 miles above (better than) the target of 7,000 miles.

Bus Complaints Per 100,000 Passengers: For FY 2021 is 84.39, 34.39 above (worse than) the target of 50.00. Current quarter ended September 30, 2021 is 80.26, 30.26 above (worse than) the target of 50.00.

Complaints continue to remain high due to missed service from an operator shortage. Noticeable improvements are being made as we continue to hire operators. In December of 2020, DART provided 97% of the service and are currently providing 99.5% of the service. The Q4 complaints per 100K passengers dropped by 10 from Q3.

Bus Accidents Per 100,000 Miles: For FY 2021 is 2.25, 0.05 below (better than) the target of 2.30. Current quarter ended September 30, 2021 is 2.46, 0.16 above (worse than) the target of 2.30.

Modal Update Light Rail Transit (LRT)

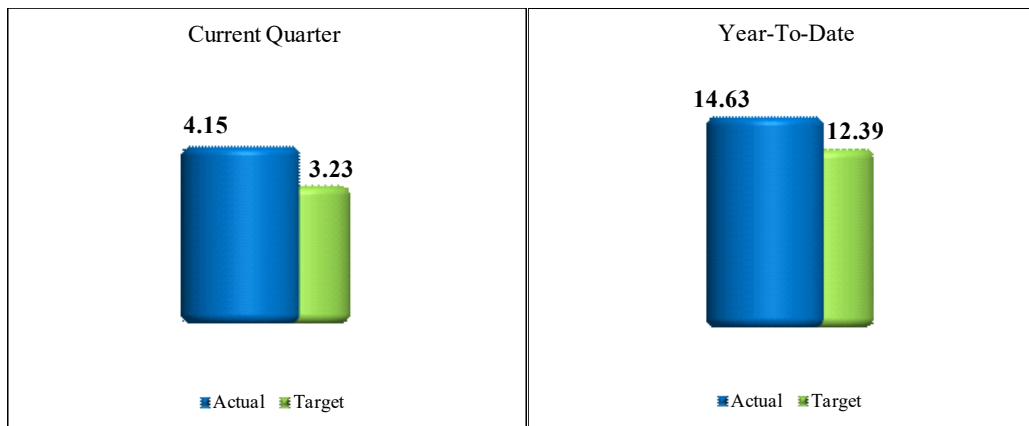
(40.5% of total system ridership in Fiscal Year 2021)



Light Rail Transit is an electrically powered rail system that generally operates at grade. 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 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. In April 2021, DART opened the second infill station at Hidden Ridge in Irving on the Orange Line. DART currently operates a 93-mile light rail system.

**Exhibit 16
Light Rail Transit Ridership
(in Millions)**

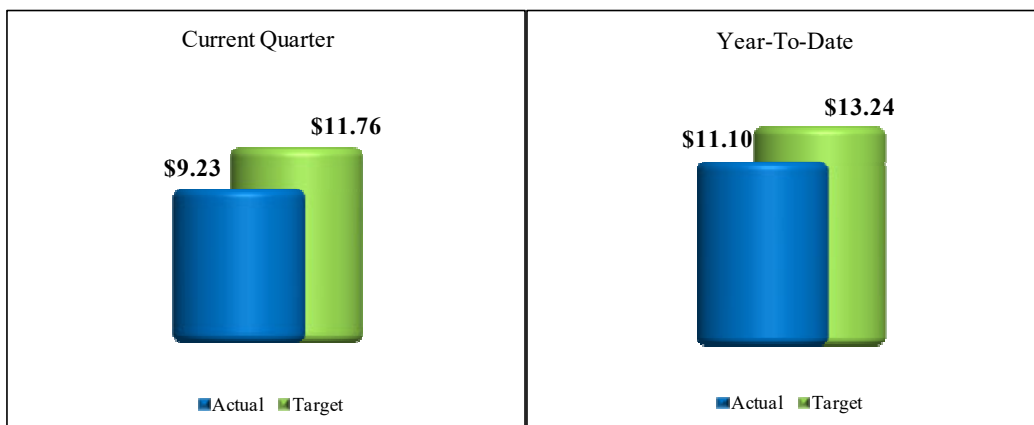


LRT Ridership: For FY 2021 is 14.63 million, 2.24 million above (better than) the target of 12.39 million. Current quarter ended September 30, 2021 is 4.15 million, 0.92 million above (better than) the target of 3.23 million.

The same factors that positively effect bus ridership have carried over to LRT ridership, with a significant impact on Q4 of FY 2021 results. The physical State Fair of Texas resumed from September 25, 2021 through October 17, 2021. DART implemented a special operation plan to accommodate the spiking demand during the event. The State Fair of Texas significantly impacted ridership, which will be explained more in the next quarterly report (FY 2022 Q1).

Exhibit 17

Light Rail Subsidy Per Passenger



LRT Subsidy Per Passenger: For FY 2021 is \$11.10, \$2.14 below (better than) the target of \$13.24. Current quarter ended September 30, 2021 is \$9.23, \$2.53 below (better than) the target of \$11.76.

Exhibit 18

Light Rail Subsidy Per Passenger Calculation

	Modally Allocated								
	Expenses	-	Revenues	=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
Actual	\$181,679,451		\$19,280,238		\$162,399,213		14,632,319		\$11.10
Budget	\$186,982,490		\$22,943,877		\$164,038,613		12,388,639		\$13.24
Variance	(\$5,303,039)		(\$3,663,639)		(\$1,639,400)		2,243,680		(\$2.14)
% to Target	97.16%		84.03%		99.00%		118.11%		83.82%

LRT Farebox Recovery Ratio: For FY 2021 is 6.92%, 1.63% below (worse than) the target of 8.55%. Current quarter ended September 30, 2021 is 7.68%, 1.43% below (worse than) the target of 9.10%.

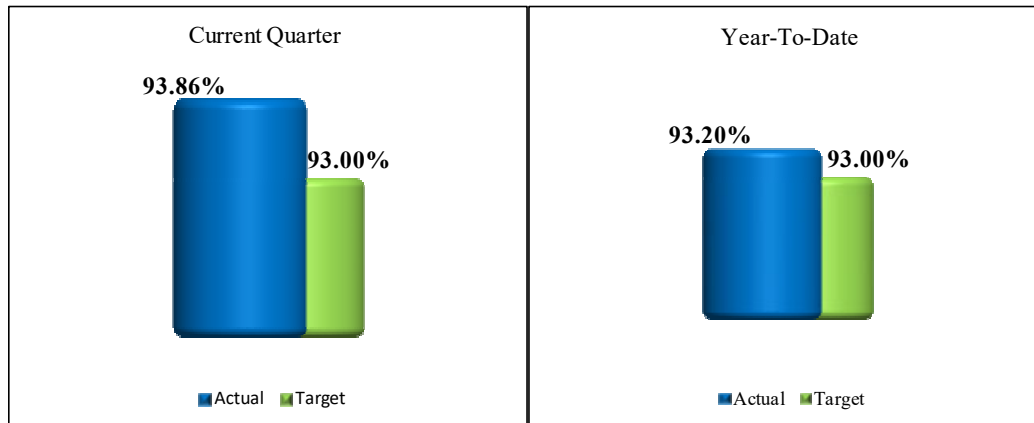
Exhibit 19

Light Rail Farebox Recovery Ratio Calculation

	LRT Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$12,567,943		\$181,679,451		6.92%
Budget	\$15,981,319		\$186,982,490		8.55%
Variance	(\$3,413,377)		(\$5,303,039)		(1.63%)
% to Target	78.64%		97.16%		80.94%

The primary factor contributing to the decrease in Light Rail Farebox Recovery Ratio is the decline in farebox revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$3.41 million (21.36%) and \$5.30 million (2.84%) respectively, the greater decline in Farebox Revenues led to the decline in Farebox Recovery Ratio.

Exhibit 20 Light Rail On-Time Performance



LRT On-Time Performance: For FY 2021 is 93.20%, 0.20% above (better than) the target of 93.00%. Current quarter ended September 30, 2021 is 93.86%, .86% above (better than) the target of 93.00%.

Rail Operations has identified targeted strategies to improve LRT OTPA)

- In Q4, the first steps were taken to develop a needs assessment which will be incorporated into a larger State of the System study.
- During Q4, work began on exploring new Real-Time Asset Management (RTAM) technology made available by Federal grant funds awarded to DART.
- Plans to enhance the functionality of Rail's existing timekeeping tool, INIT VBS, continued into Q4. The bulk of the improvements to provide Train Control more flexibility when managing service disruptions (such as changing scheduled service, curtailing trips, etc.).
- Several pilot programs and projects were undertaken and/or continued in Q4. The initial attempts undertaken during Q3 to prevent major service disruptions caused by flawed interaction between catenary and pantograph have been resoundingly successful. During Q4, four Pantograph/Catenary service disruptions were avoided by employing new processes and procedures identified in Q3.

Rail Operations are continuing to reward its Top Operators each month and identify other resources, such as training and coaching, to assist in transforming non-performing Operators to Top Operators.

LRT Mean Distance Between Service Calls: For FY 2021 is 19,262 miles, 1,738 miles below (worse than) the target of 21,000 miles. Current quarter ended September 30, 2021 is 15,845 miles, 5,155 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.

Exhibit 21
Number of Passenger Delays (>5 Minutes)
Caused by LRV Door Malfunction

FY21			
Q1	Q2	Q3	Q4
312	244	216	118

- In FY 2020 Q1 Rail Operations began an effort to reduce friction brake system failures. Fleet took actions to increase airflow to compressors which overheat and cause friction brake system faults. The increased airflow has alleviated the leading cause of friction brake fault incidents and decreased passenger delays.

Exhibit 22
Number of Friction Break Faults

FY19	FY20	FY21
189	109	129

Exhibit 23
Number of Passenger Delays
Caused by Friction Break Faults

FY19	FY20	FY21
1500	525	772

- Rail Fleet outfitted four additional trains with digital destination signs at the end of Q4. Plans are to continue upgrading the destination signs using LRV's from Fleet 52. Marketing is working on its plans to introduce the improved destination signs to the riding public.
- A study undertaken by Rail Fleet Maintenance and Fleet Engineering concluded at the cessation of Q4. The purpose of the study was to determine if modifying the frequency and scope of the LRV's Preventive Maintenance Inspection Program would improve, decrease, or maintain vehicle reliability. Initial data evaluations indicate that reliability is not diminished by running the cars longer between preventative maintenance inspections. In addition, a marked decrease in costs for parts and labor associated with the LRV's that participated is evident in the results.

LRT Complaints Per 100,000 Passengers: For FY 2021 is 10.18, 9.32 below (better than) the target of 19.50. Current quarter ended September 30, 2021 is 10.71, 8.79 below (better than) the target of 19.50.

LRT Accidents Per 100,000 Miles: For FY 2021 is 0.44, 0.04 above (worse than) the target of 0.40. Current quarter ended September 30, 2021 is 0.71, 0.31 above (worse than) the target of 0.40.

Modal Update Commuter Rail

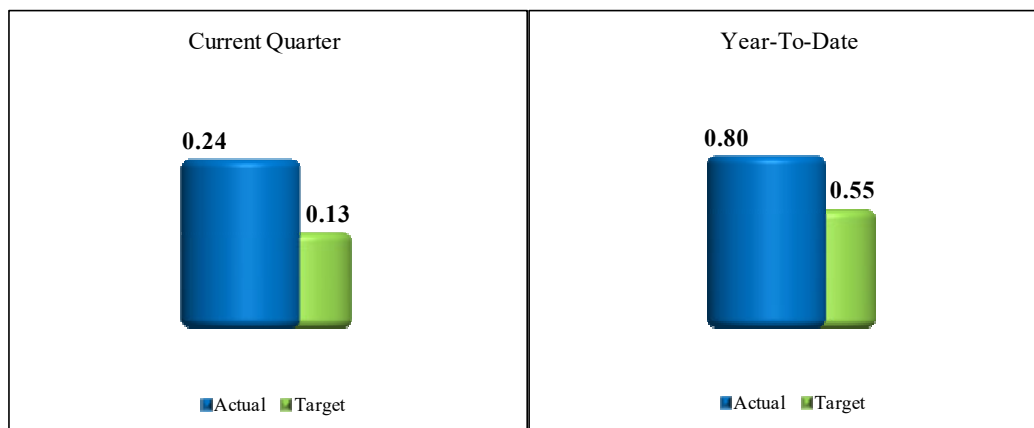
(2.2% of total system ridership in Fiscal Year 2021)



DART's commuter rail system, referred to as Trinity Railway Express (the "TRE"), provides diesel powered commuter railroad services on the TRE Corridor between Dallas and Fort Worth, in mixed traffic with freight and passenger railroad operations. The 34-mile corridor is jointly owned by DART and Trinity Metro. TRE service is provided pursuant to an interlocal agreement between DART and Trinity Metro. This agreement was implemented in 1994 with restatements adopted by both Boards in 2003 and 2021. Pursuant to

Trackage Rights Agreements, the Burlington Northern Santa Fe, the Dallas Garland and Northeastern, the Union Pacific, and the Amtrak railroads pay a fee for the right to operate 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 24
Commuter Rail Ridership
(in Millions)



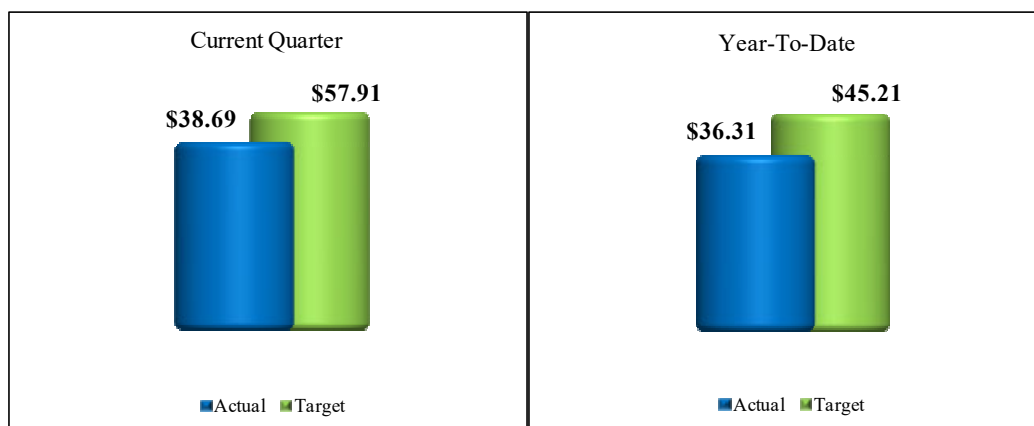
Commuter Rail Ridership: For FY 2021 is 795.3K, 264.5K above (better than) the target of 548.8K. Current quarter ended September 30, 2021 is 235.3K, 101.9K above (better than) the target of 133.4K.

TRE ridership was 235.3K in the fourth quarter, a significant increase of 54.5% from the fourth quarter of FY 2020 but a decrease of 49.4% from the same quarter in FY 2019. Weekday ridership on the TRE averaged 3.2K daily riders in the fourth quarter, a 57.2% increase from FY 2020 but still a decrease of 51.0% from FY 2019. Saturday ridership in the fourth quarter averaged 2.1K daily riders, an increase of 32.0% from FY 2020 but a decrease of 33.9% from the fourth quarter of FY 2019.

The same factors that positively effect bus and LRT ridership have carried over to Commuter Rail ridership, with a significant impact on Q4 of FY 2021 results. During the State Fair of Texas, TRE

was operating special weekend schedules with Sunday service added. TRE ridership was positively impacted by the State Fair, which will be explained in more detail in the next quarterly report.

Exhibit 25 Commuter Rail Subsidy Per Passenger



Commuter Rail Subsidy Per Passenger: For FY 2021 is \$36.31, \$8.90 below (better than) the target of \$45.21. Current quarter ended September 30, 2021 is \$38.69, \$19.22 below (better than) the target of \$57.91.

Exhibit 26 Commuter Rail Subsidy Per Passenger Calculation

	Modally Allocated						= Net Subsidy	/ Ridership	= Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²					
	DART	Trinity Metro	Total		DART	Trinity Metro				Total
Actual	\$34,718,257	\$3,327,391	\$38,045,647		\$8,523,634	\$643,161	\$9,166,794	\$28,878,853	795,302	\$36.31
Budget	\$33,486,303	\$2,436,901	\$35,923,204		\$9,376,227	\$1,735,591	\$11,111,818	\$24,811,386	548,805	\$45.21
Variance	\$1,231,954	\$890,490	\$2,122,443		(\$852,593)	(\$1,092,430)	(\$1,945,023)	\$4,067,467	246,497	(\$8.90)
% to Target	103.68%	136.54%	105.91%		90.91%	37.06%	82.50%	116.39%	144.92%	80.32%

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

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

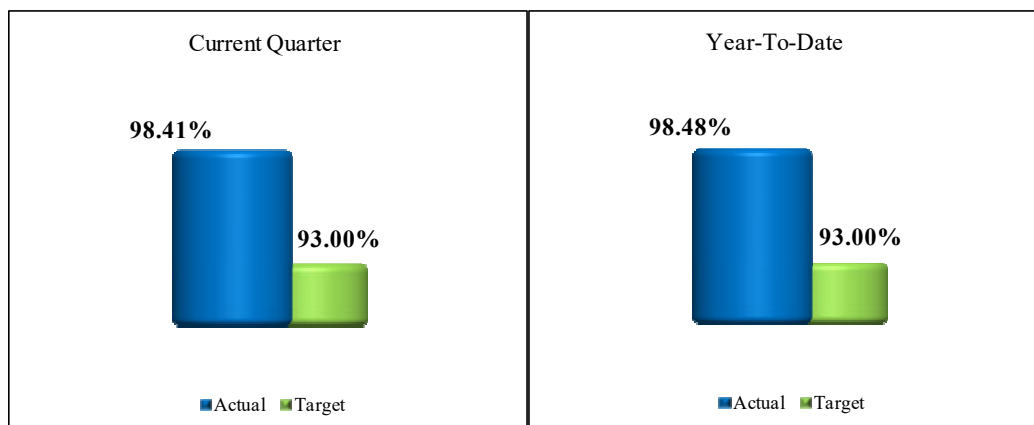
Commuter Rail Farebox Recovery Ratio: For FY 2021 is 8.86%, 5.63% below (worse than) the target of 14.48%. Current quarter ended September 30, 2021 is 8.23%, 6.08% below (worse than) the target of 14.31%.

Exhibit 27 Commuter Rail Farebox Recovery Ratio Calculation

	TRE Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$3,369,484		\$38,045,647		8.86%
Budget	\$5,202,367		\$35,923,204		14.48%
Variance	(\$1,832,883)		\$2,122,443		(5.63%)
% to Target	64.77%		105.91%		61.16%

With Farebox Revenues below target, \$1.83 million (35.23%) and Modally Allocated Expenses above target \$2.12 million (5.91%), Farebox Recovery Ratio was down 5.38%. The decline in Farebox Revenues led to the decline in Commuter Rail Farebox Recovery Ratio.

Exhibit 28 Commuter Rail On-Time Performance



Commuter Rail On-Time Performance: For FY 2021 is 98.48%, 5.48% above (better than) the target of 93.00%. Current quarter ended September 30, 2021 is 98.41%, 5.41% above (better than) the target of 93.00%.

Commuter Rail Complaints Per 100,000 Passengers: For FY 2021 is 4.28, 1.22 below (better than) the target of 5.50. Current quarter ended September 30, 2021 is 8.08, 2.58 above (worse than) the target of 5.50.

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

TRE Accidents Per 100,000 Miles: For FY 2021 is 1.76, 0.76 above (worse than) the target of 1.00. Current quarter ended September 30, 2021 is 1.36, 0.36 above (worse than) the target of 1.00.

Modal Update Paratransit

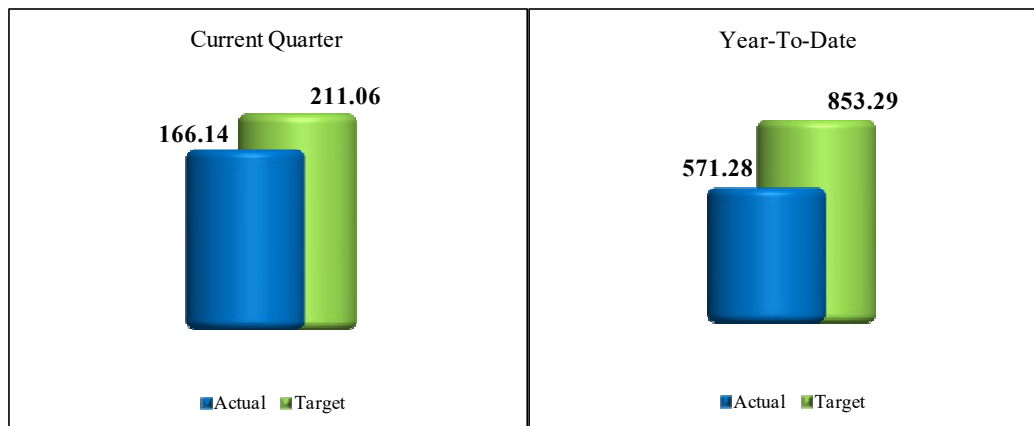
(1.6% of total system ridership in Fiscal Year 2021)



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 opportunities for customers to learn what options are available to them and to assist them in learning to use each of them. 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 4 of FY 2020, in-person training services were suspended due to COVID-19 and will remain on hold until restrictions are lifted.

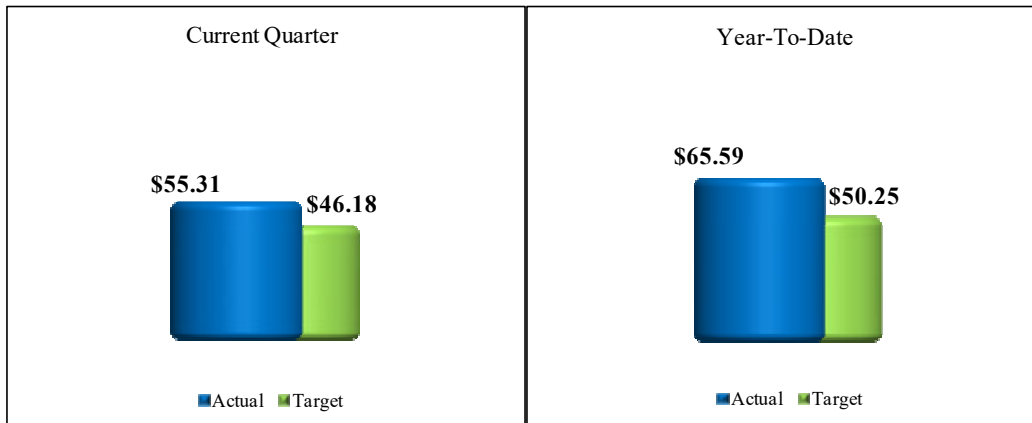
Exhibit 29
Paratransit Ridership
(in Thousands)



Paratransit Ridership: For FY 2021 is 571.3K; 282.0K below (worse than) the target of 853.3K. Current quarter ended September 30, 2021 is 166.1K; 44.9K below (worse than) the target of 211.1K.

Paratransit ridership for the fourth quarter ended September 30, 2021 shows an increase of 38.5% from the fourth quarter of FY 2020 yet still a decrease of 26.0% from FY 2019. Seniors and disabled persons are the highest percentage cohort of the fully vaccinated as of the fourth quarter of FY 2021, thus this group of customers has shown the highest ridership recovery.

Exhibit 30
Paratransit Subsidy Per Passenger



Paratransit Subsidy Per Passenger: For FY 2021 is \$65.59, \$15.33 above (worse than) the target of \$50.25. Current quarter ended September 30, 2021 is \$55.31, \$9.13 above (worse than) the target of \$46.18.

Exhibit 31
Paratransit Subsidy Per Passenger Calculation

	Modally Allocated									
	Expenses	-	Revenues	=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger	
Actual	\$38,862,074		\$1,393,166		\$37,468,908		571,275		\$65.59	
Budget	\$45,297,237		\$2,415,460		\$42,881,777		853,288		\$50.25	
Variance	(\$6,435,163)		(\$1,022,294)		(\$5,412,869)		(282,013)		\$15.33	
% to Target	85.79%		57.68%		87.38%		66.95%		130.51%	

The primary factors contributing to elevated Paratransit Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses below target, \$1.02 million (42.32%) and \$6.44 million (14.21%) respectively, Net Subsidy is below target \$5.41 million (12.62%). Lower Net Subsidy spread over considerably fewer passengers, 282.0K (33.05%), resulted in higher Subsidy Per Passenger \$15.33 (30.51%).

Paratransit Complaints Per 1,000 Trips: For FY 2021 is 4.15, 1.15 above (worse than) the target of 3.00. Current quarter ended September 30, 2021 is 4.73, 1.73 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 rate their driver and trip experience.

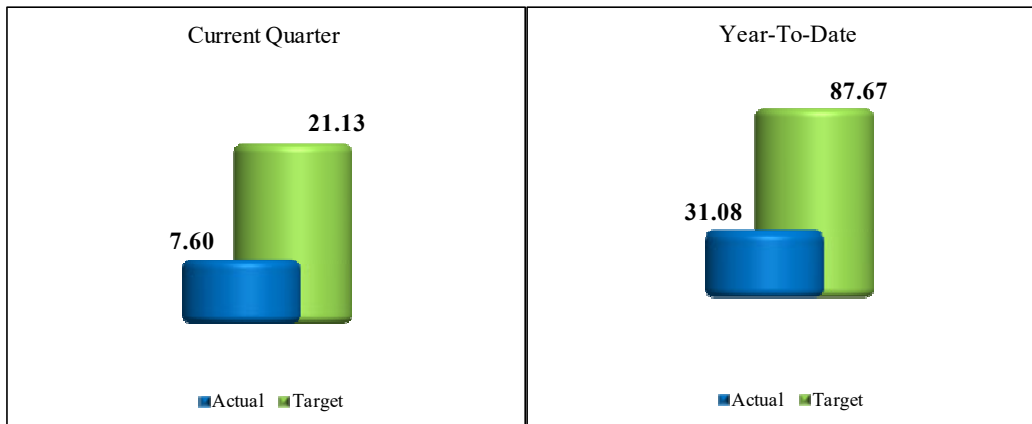
Modal Update Vanpool

(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 32
Vanpool Ridership
(in Thousands)

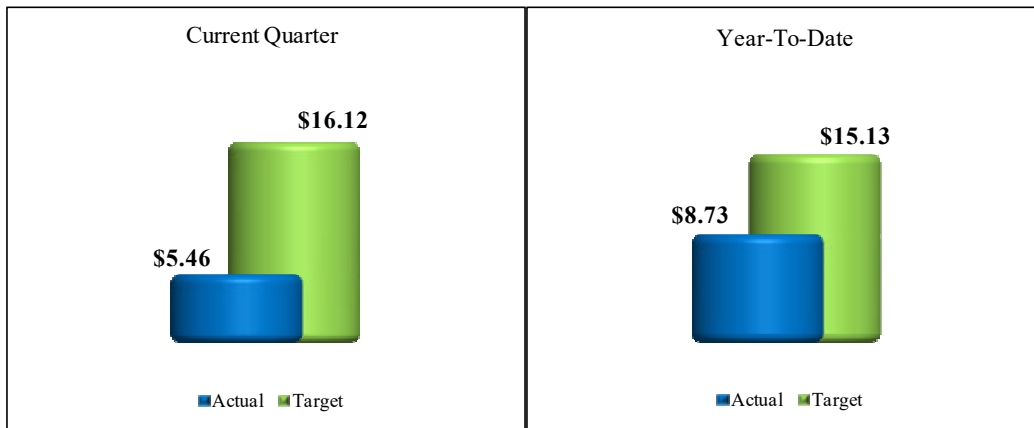


Vanpool Ridership: For FY 2021 is 31.1K; 52.6K below (worse than) the target of 87.7K. Current quarter ended September 30, 2021 is 7.6K; 13.5K below (worse than) the target of 21.1K.

The vanpool program shows some signs of COVID-19 recovery but at a slower pace than our other DART family of services. Traveling in close proximity in commuter vans and a national shortage of vans due to the slow recovery in the semiconductor industry appear to be the root cause. The two van production companies (Ford and Dodge) informed DART's vanpool provider that production delays pushed van orders into 2023. DART is temporarily introducing readily available SUVs and offering "gently used" vans to address shortages of large passenger vans.

Innovative Services collaborates with DCTA, NCTCOG, and Trinity Metro on a Regional Vanpool Program. The NCTCOG will temporarily increase their subsidized contribution on various size vans to have a balanced pricing of vehicles within the region. The program's goal is to eliminate competition amongst the transit agencies by having clearly defined service areas and regional pricing on standard vehicles.

Exhibit 33
Vanpool Subsidy Per Passenger



Vanpool Subsidy Per Passenger: For FY 2021 is \$8.73, \$6.40 below (better than) the target of \$15.13. Current quarter ended September 30, 2021 is \$5.46, \$10.66 below (better than) the target of \$16.12.

Exhibit 34
Vanpool Subsidy Per Passenger Calculation

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$463,708		\$192,388		\$271,320		31,080		\$8.73
Budget	\$2,710,772		\$1,383,940		\$1,326,832		87,668		\$15.13
Variance	(\$2,247,065)		(\$1,191,552)		(\$1,055,512)		(56,588)		(\$6.40)
% to Target	17.11%		13.90%		20.45%		35.45%		57.68%

Exhibit 35

DART Scorecard of Key Performance Indicators

FY18A	FY19A	FY20A	Indicators	FY 2021 Quarter 4							
				Current Quarter			Year To Date				
				Actuals	Target	Status	Actuals	Target	Status		
Ridership Performance											
62.69	70.79	50.25	Total Agency Ridership (M)	10.17	8.53	✓	119.25%	36.12	32.31	✓	111.81%
61.33	69.27	49.30	Fixed-Route Ridership (M)	10.00	8.30	✓	120.49%	35.52	31.36	✓	113.25%
30.26	38.70	27.76	Ridership - Bus (M)	5.62	4.94	✓	113.71%	20.09	18.43	✓	109.03%
29.03	28.56	20.27	Ridership - LRT (M)	4.15	3.23	✓	128.57%	14.63	12.39	✓	118.11%
2.04	2.01	1.27	Ridership - TRE (M)	0.24	0.13	✓	176.39%	0.80	0.55	✓	144.92%
771.01	906.15	643.85	Ridership - Paratransit (000s)	166.14	211.06	✗	78.72%	571.28	853.29	✗	66.95%
596.00	611.48	309.75	Ridership - Vanpool (000s)	7.60	21.13	✗	35.95%	31.08	87.67	✗	35.45%
Efficiency Measures											
\$6.94	\$6.41	\$9.91	Subsidy Per Passenger - Total System	\$11.65	\$13.43	✓	86.75%	\$13.56	\$15.20	✓	89.22%
\$6.52	\$5.97	\$9.28	Subsidy Per Passenger - Fixed-Route	\$10.93	\$12.59	✓	86.81%	\$12.73	\$14.24	✓	89.37%
\$7.50	\$6.37	\$9.85	Subsidy Per Passenger - Bus	\$11.03	\$11.91	✓	92.61%	\$12.98	\$14.00	✓	92.69%
\$5.13	\$5.14	\$8.05	Subsidy Per Passenger - LRT	\$9.23	\$11.76	✓	78.49%	\$11.10	\$13.24	✓	83.82%
\$11.73	\$10.11	\$16.43	Subsidy Per Passenger - TRE	\$38.69	\$57.91	✓	66.81%	\$36.31	\$45.21	✓	80.32%
\$44.97	\$42.87	\$62.43	Subsidy Per Passenger - Paratransit	\$55.31	\$46.18	✗	119.77%	\$65.59	\$50.25	✗	130.51%
\$0.61	\$2.34	\$2.33	Subsidy Per Passenger - Vanpool ^[1]	\$5.46	\$16.12	✓	33.87%	\$8.73	\$15.13	✓	57.68%
13.1%	12.3%	7.7%	Farebox Recovery Ratio - Fixed-Route	5.91%	7.58%	✗	77.95%	5.41%	7.00%	✗	77.26%
11.6%	8.8%	5.4%	Farebox Recovery Ratio - Bus	4.34%	5.53%	✗	78.54%	3.93%	4.97%	✗	78.99%
15.1%	15.5%	9.8%	Farebox Recovery Ratio - LRT	7.67%	9.10%	✗	84.29%	6.92%	8.55%	✗	80.94%
14.9%	23.7%	16.3%	Farebox Recovery Ratio - TRE	8.23%	14.31%	✗	57.50%	8.86%	14.48%	✗	61.16%
10.2%	9.8%	9.8%	Administrative Ratio	10.68%	6.40%	✗	166.77%	10.27%	8.62%	✗	119.12%
Service Quality											
90.7%	89.6%	90.7%	On-Time Performance - Fixed Route	90.84%	89.67%	✓	101.31%	91.17%	89.67%	✓	101.68%
82.5%	82.4%	83.6%	On-Time Performance - Bus	80.25%	83.00%	✗	96.69%	81.83%	83.00%	✗	98.59%
92.3%	92.2%	92.1%	On-Time Performance - LRT	93.86%	93.00%	✓	100.93%	93.20%	93.00%	✓	100.22%
97.4%	94.3%	96.4%	On-Time Performance - TRE	98.41%	93.00%	✓	105.82%	98.48%	93.00%	✓	105.90%
9,696	6,944	7,302	Mean Distance Between Service Calls - Bus	8,648	7,000	✓	123.55%	8,929	7,000	✓	127.55%
20,776	18,247	24,073	Mean Distance Between Service Calls - LRT	15,845	21,000	✗	75.45%	19,262	21,000	✗	91.72%
Customer Satisfaction											
34.6	28.9	36.07	Complaints Per 100,000 Passengers - Fixed-Route	49.45	36.05	✗	137.18%	52.03	36.05	✗	144.34%
54.0	42.3	52.08	Complaints Per 100,000 Passengers - Bus	80.26	50.00	✗	160.52%	84.39	50.00	✗	168.78%
16.6	12.3	16.00	Complaints Per 100,000 Passengers - LRT	10.71	19.50	✓	54.91%	10.18	19.50	✓	52.22%
3.68	5.98	6.40	Complaints Per 100,000 Passengers - TRE	8.08	5.50	✗	146.84%	4.28	5.50	✓	77.73%
3.38	4.15	3.60	Complaints Per 1,000 Trips - Paratransit ^[2]	4.73	3.00	✗	157.58%	4.15	3.00	✗	138.38%
Safety											
1.87	1.82	1.57	Accidents Per 100,000 Miles - Fixed-Route ^[3]	2.18	2.05	✗	106.04%	1.97	2.05	✓	96.02%
2.26	2.26	1.91	Accidents Per 100,000 Miles - Bus ^[3]	2.46	2.30	✗	106.92%	2.25	2.30	✓	97.83%
0.69	0.13	0.24	Accidents Per 100,000 Train Miles - LRT ^{[3][4]}	0.71	0.40	✗	177.67%	0.44	0.40	✗	110.31%
0.09	0.40	0.72	Accidents Per 100,000 Miles - TRE ^[4]	1.36	1.00	✗	136.24%	1.76	1.00	✗	176.27%

[1] Modal Allocation of Shared Services for Vanpool were revisited, resulting in a considerable improvement in Subsidy Per Passenger.

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

[3] This KPI, for FYs 2018 & 2019, is restated due to error in calculation discovered during Quadrennial audit.

[4] 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 33 summarizes of the capital and non-operating expenditures for FY 2021.

Exhibit 36 Capital and Non-Operating Costs

Mode	FY21 Budget	FY21 Actuals	Variance
Agency-Wide	\$33,610	\$12,512	\$21,098
Bus	17,699	7,216	10,483
Light Rail Transit	122,627	50,144	72,483
Streetcar	242	348	(106)
Commuter Rail/RR Management	435,221	241,345	193,876
Paratransit	252	0	252
General Mobility - Road Impr./ITS	10,490	2,308	8,181
Non-Operating	12,591	1,335	11,256
Capital P & D, Start-Up	14,273	10,260	4,014
Total	\$647,005	\$325,468	\$321,538

Capital project expenses are under budget through the fourth quarter of the year. In general, actuals of many projects remain below the projected due to many reasons. Primarily, it is due to the slower pace of construction on the Silver Line, and because the D2 Subway project did not advance as planned due to the change in the east end alignment.

Moreover, supply chain issues of some projects have affected expenses as expenditure occurred slower than planned on some Technology and Road improvement projects. The slow down on some of the Planning and Technology approved projects also contributed to the difference. For example, many of the investments related to MaaS Ecosystem have a dependency on GoPass App development activities and resulting enhancements before they can be undertaken. Thus, the delay in FY21 GoPass App Enhancements has a consequential effect on the MaaS Ecosystem Project investment timing.

The locomotive purchase and locomotive overhaul projects both have progress payment milestones, and the supplier is behind with their invoicing. In addition, the bi-level overhaul project was going slow because DART cannot send as the limited fleet allows the Agency to send one car per type. Furthermore, COVID, resource constraints and vehicle availability has really impacted the movement on this project.

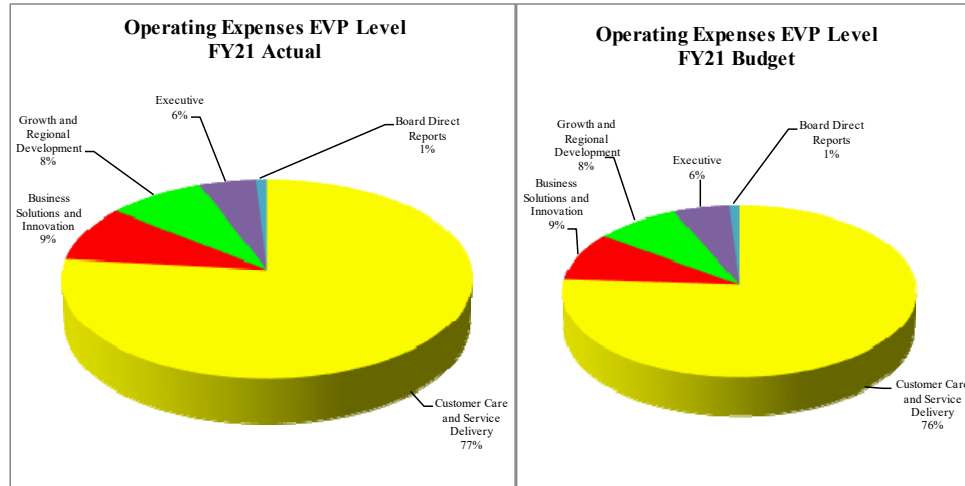
APPENDIX

Dallas Area Rapid Transit
Operating Revenues and Expense Summary
For the Year ended September 30, 2021
(reported on a Budget Basis Amounts in thousands)

ACTUAL VS. BUDGET SUMMARY

	FY21 Actual	FY21 Budget¹	(Under) / over Budget	% Variance
Revenues				
Sales Tax ²	\$681,496	\$583,765	\$97,731	17%
Passenger	27,971	36,752	(8,781)	-24%
Advertising/Rental Income/Misc.	9,408	13,209	(3,801)	-29%
Operating Federal Grants	251	511	(260)	-51%
Non-Operating Revenue	14,489	12,947	1,542	12%
Total Revenues	\$733,615	\$647,184	\$86,431	13%

	FY21 Actual	FY21 Budget¹	Under/ (over) Budget	% Variance
Operating Expenses at EVP level (YTD)				
Customer Care and Service Delivery	\$392,271	\$406,214	\$13,943	3%
Business Solutions and Innovation	46,722	48,622	1,900	4%
Growth and Regional Development	42,879	44,737	1,858	4%
Executive	24,794	29,229	4,435	15%
Board Direct Reports	4,956	5,483	527	10%
Capital P&D ³	(10,260)	(14,273)	(4,013)	28%
Agency Wide ⁴	27,507	22,286	(5,221)	-23%
Fuel Incentives	(18,750)	-	18,750	n/a
Total Operating Expenses at EVP Level (YTD)	\$510,119	\$542,298	\$32,179	6%



1. FY 2021 budget amounts shown above correspond to the operating budget amounts approved by the DART Board on September 22, 2020 (Resolution No. 200104).
2. Sales tax revenue shown in budget report is net of repayments to the State Comptroller.
3. Planning and Development costs related to capital projects.
4. Agency-wide includes benefits which are allocated to each department based on a budgeted ratio, also includes VRIP (Voluntary Retirement Incentive Payment) and disaster reimbursement

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION AS
OF SEPTEMBER 30, 2021 AND 2020**

(In thousands)

	<u>9/30/2021</u>	<u>9/30/2020</u>
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$314,744	\$384,038
Investments	195,203	108,028
Sales tax receivable	121,139	101,988
Transit Revenue Receivable, Net	5,337	4,835
Due from Other Governments	31,518	20,050
Materials and supplies inventory	35,454	36,870
Prepaid transit expenses and other	5,605	4,217
Restricted investments held by trustee for debt service	129,607	123,111
Restricted investments held for advance funding agreements	27,481	52,205
Restricted investments held to pay capital lease/leaseback liabilities	18	6,374
TOTAL CURRENT ASSETS	<u>866,106</u>	<u>841,716</u>
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	3,415	4,616
Investments restricted for system expansion and acquisition	943	57,931
Investments in joint venture	7,946	7,821
Capital assets		
Land and rights of way	618,572	618,572
Depreciable capital assets, net of depreciation	2,942,729	3,148,006
Projects in progress	658,168	405,380
Restricted investments held to pay capital lease/leaseback liabilities	121,159	112,342
Net other post-employment benefit (OPEB) asset	6,653	-
Unamortized debt issuance costs and other	493	536
TOTAL NONCURRENT ASSETS	<u>4,360,078</u>	<u>4,355,204</u>
TOTAL ASSETS	<u>5,226,184</u>	<u>5,196,920</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	98,137	92,195
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$5,324,321</u>	<u>\$5,289,115</u>

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION - CONT'D
AS OF SEPTEMBER 30, 2021 AND 2020**

(In thousands)

	<u>9/30/2021</u>	<u>9/30/2020</u>
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$96,245	\$103,363
Commercial paper notes payable	119,100	74,100
Current portion of Capital lease/leaseback liabilities	18	6,374
Current portion of amount due to the State Comptroller	2,410	1,393
Local Assistance Program Payable	6,524	5,622
Retainage Payable	24,755	17,669
Unearned revenue and other liabilities	64,035	92,965
Interest payable	47,684	50,248
Current portion of senior lien revenue bonds payable	71,355	62,689
TOTAL CURRENT LIABILITIES	<u>432,126</u>	<u>414,423</u>
NON-CURRENT LIABILITIES		
Accrued liabilities	38,348	40,172
Net pension liability	38,283	51,025
Net other post-employment benefits (OPEB) liability	0	5,048
Repayment due to State Comptroller	5,702	8,394
Senior lien revenue bonds payable	3,177,009	3,261,677
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	35,845	35,845
Capital lease/leaseback liabilities	121,159	112,342
TOTAL NON-CURRENT LIABILITIES	<u>3,416,346</u>	<u>3,514,503</u>
TOTAL LIABILITIES	<u>3,848,472</u>	<u>3,928,926</u>
Deferred Inflows of resources	25,671	19,209
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	<u>3,874,143</u>	<u>3,948,135</u>
NET POSITION		
Net investment in capital assets	838,658	796,675
Restricted for debt service	81,923	72,863
Restricted as security for capital lease/leaseback liabilities	3,415	4,616
Unrestricted	526,182	466,826
TOTAL NET POSITION	<u>\$1,450,178</u>	<u>\$1,340,980</u>

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED SEPTEMBER 30, 2021 AND 2020

(In thousands)

	<u>9/30/2021</u>	<u>9/30/2020</u>
OPERATING REVENUES:		
Passenger	\$28,975	\$42,119
Advertising, rent and other	11,902	13,023
Total Operating Revenues	<u>40,877</u>	<u>55,142</u>
OPERATING EXPENSES:		
Labor	256,170	268,436
Benefits	116,517	108,341
Services	55,247	55,943
Materials and supplies	47,344	55,753
Purchased transportation	57,044	57,079
Depreciation and amortization	251,045	249,778
Utilities	16,034	16,717
Taxes, leases, and other	5,649	3,492
Casualty and liability	5,444	6,266
TOTAL OPERATING EXPENSES	<u>810,494</u>	<u>821,805</u>
NET OPERATING LOSS	<u>(769,617)</u>	<u>(766,663)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	683,171	616,220
Investment income	869	6,575
Interest income from investments held to pay capital lease/leaseback	8,835	8,904
Interest expense on capital leases/leaseback	(8,835)	(8,904)
Interest and financing expenses	(134,170)	(142,413)
Build America Bonds tax credit	21,286	21,390
Other federal grants	197,655	294,136
Other non-operating revenues	37,275	15,156
Other non-operating expenses	(5,779)	(25,181)
TOTAL NET NON-OPERATING REVENUES	<u>800,307</u>	<u>785,883</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS	<u>30,690</u>	<u>19,220</u>
CAPITAL CONTRIBUTIONS, AND GRANTS:		
Federal capital contributions	54,189	98,924
State capital contributions	19,922	19,843
Local capital contributions	4,397	492
TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS	<u>78,508</u>	<u>119,259</u>
CHANGE IN NET POSITION	<u>109,198</u>	<u>138,479</u>
TOTAL NET POSITION - Beginning of the year	<u>1,340,980</u>	<u>1,202,501</u>
TOTAL NET POSITION - End of the reporting period	<u><u>\$1,450,178</u></u>	<u><u>\$1,340,980</u></u>

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

Calculation = [Modal Farebox Revenue / Modal Operating Expense]

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

Off-Peak – Non-rush hour time periods.

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

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

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

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

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

Passenger Mile – A single passenger traveling one mile.

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

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

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

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

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

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

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

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

Peak Period – Morning or evening rush hour.

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Subsidy per Passenger – Efficiency ratio, which measures the tax subsidy required for each passenger boarding a mode or combination of modes. Management's objective is to reduce this ratio.

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

Section 2 – Ridership and Route Performance Highlights

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R6 Bus System Ridership

R8 Light Rail System Ridership

R9 Trinity Railway Express Ridership

R10 Dallas Streetcar

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Introduction

This section of the Quarterly Report starts with the total system ridership summary and then focuses on fixed route ridership, including Bus, Light Rail, Trinity Railway Express (TRE), and Streetcar. 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 has been using automatic passenger counters (APC) to report bus, streetcar, and TRE ridership. With APC systems in place for both FY 2020 and FY 2021, we can 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. The estimates of ridership for each of the 13 DART cities have been based upon stop-level APC boardings. The results of the new approach appear in Table 3.

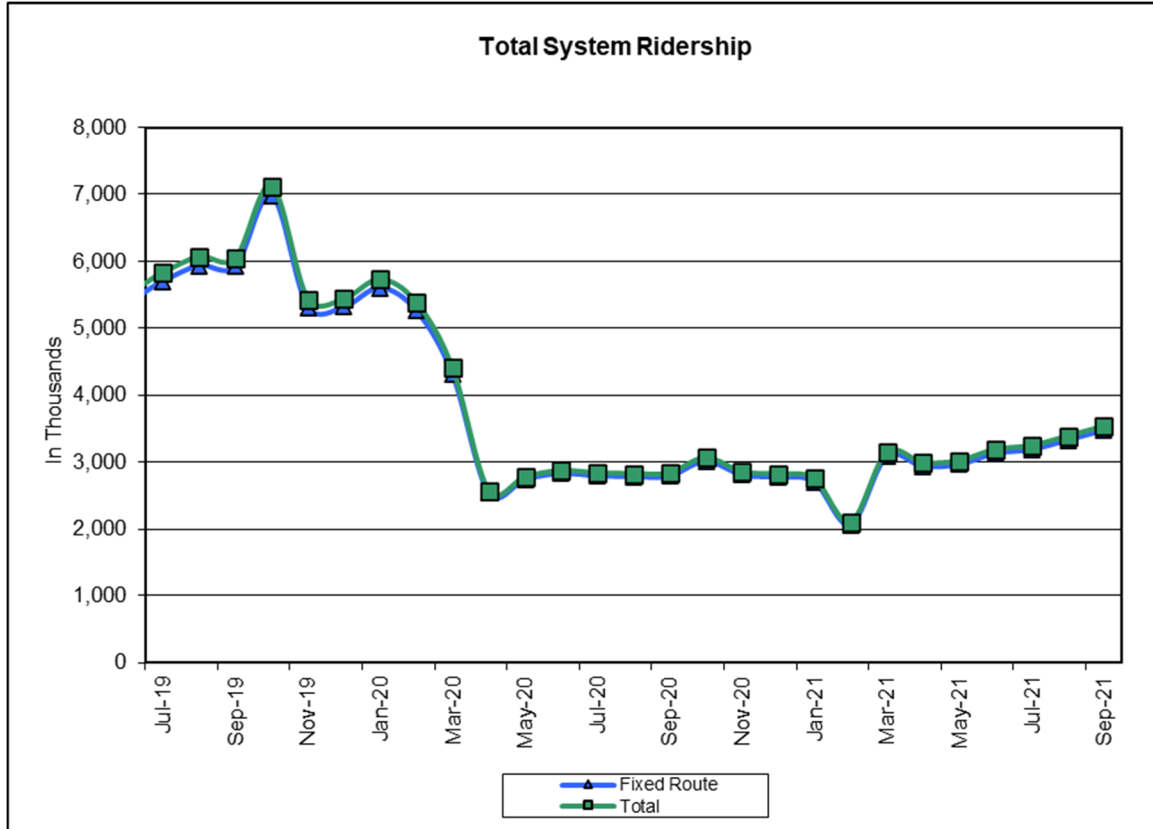
FY 2020 Q4 was fully under the impact of COVID-19 pandemic and was operating under the reduced weekday service. DART service was restored to nearly 90% pre-pandemic service levels from October 19, 2020. The comparison of FY 2021 Q4 with FY 2020 Q4 reflects the ridership change under the similar condition (both quarters have been under pandemic). To understand the ridership compared to pre-pandemic level, this report also added comparison to FY 2019 Q4.

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. 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.

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.

Measurement system changes has been incorporated into the Ridership and Route Performance Report effectively. Each element of this report is accompanied by a series of charts or tables summarizing ridership and performance during this quarter.

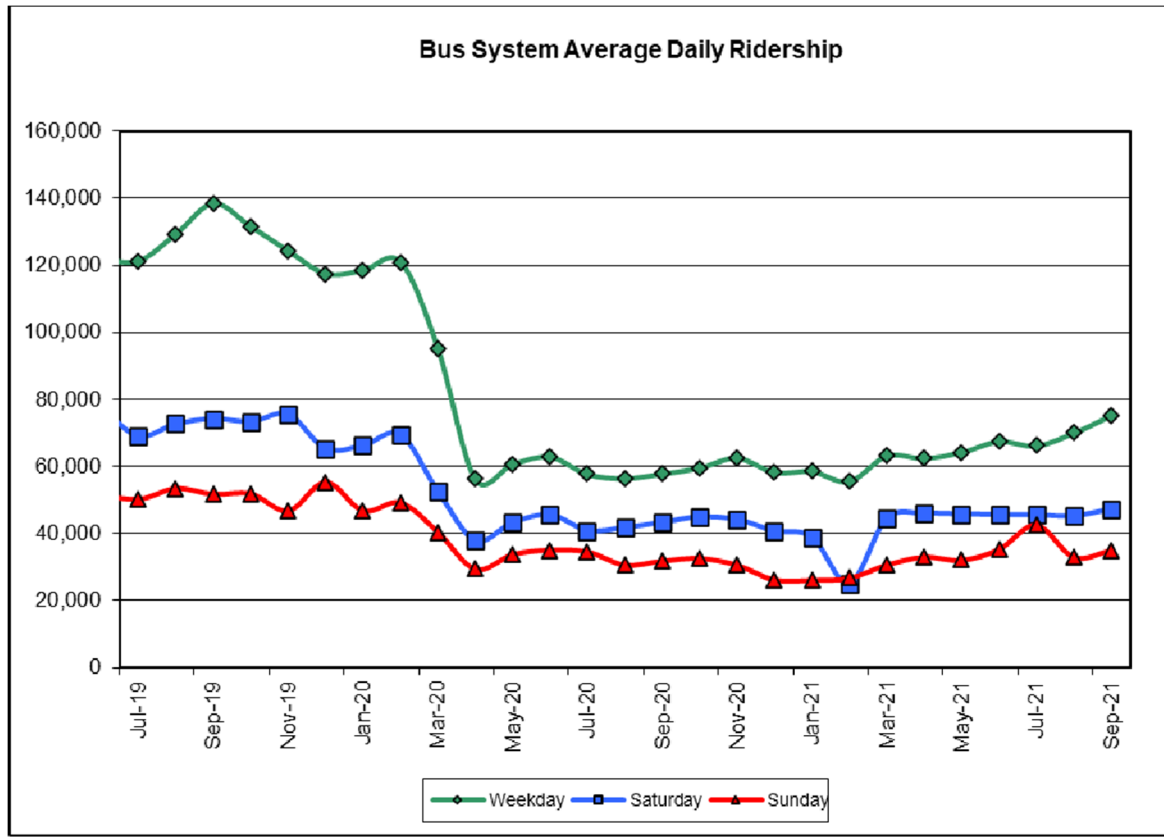
Total System Ridership



- 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 higher than the same period last year.
- The COVID-19 has continued to have a significant impact on Q4 of FY 2021 ridership. Nonetheless, with more people getting vaccinated and feeling more comfortable to use transit, more employees returning to work on site, schools back in person, and weather getting nicer, DART system ridership has been consistently edging up during Q4.
- The physical State Fair of Texas resumed from September 25, 2021 through October 17, 2021. DART implemented a special operation plan to accommodate the spiking demand during the event. For September 25-30, 2021 during Q4, supplemental rail service was added: Orange Line trains extended to Parker Road; Green Line added “Loop” train making a 10-minute frequency from Downtown to Fair Park 9:00 a.m. to 6:00 p.m.; and improved headways on all lines in the evening; TRE was operating special weekend schedules during the 2021 State Fair of Texas that Sunday service was added.
- Total system ridership in the fourth quarter of FY 2021 was 10.2 million riders, an increase of 19.5% from the fourth quarter of FY 2020, but a decrease of 43.3% from the fourth quarter of FY 2019.
- Fixed route ridership totaled 10.0 million passengers in the fourth quarter of FY 2021, an increase of 19.3% from the fourth quarter of FY 2020, but a decrease of 43.1% from the fourth quarter of FY 2019.

- Bus System ridership totaled 5.6 million riders, 19.4% above the fourth quarter of FY 2020 but 43.8% below the fourth quarter of FY 2019.
- Light rail ridership for the fourth quarter ended September 30, 2021 was 4.1 million, an increase of 17.8% from the fourth quarter of FY 2020 but a decrease of 41.7% from FY 2019 fourth quarter ridership of 7.0 million.
- TRE ridership was 235.3K passengers in the fourth quarter, a significant increase of 54.5% from the fourth quarter of FY 2020 but still a decrease of 49.4% from the same quarter in FY 2019.
- Dallas Streetcar ridership for the fourth quarter ended September 30, 2021 was 40.7K, an increase of 8.6% from same quarter of FY 2020 but a decrease of 33.9% from FY 2019.
- Paratransit ridership for the fourth quarter ended September 30, 2021 was 166.1K, a remarkable increase of 38.5% from the fourth quarter of FY 2020 yet still a decrease of 43.1% from FY 2019.

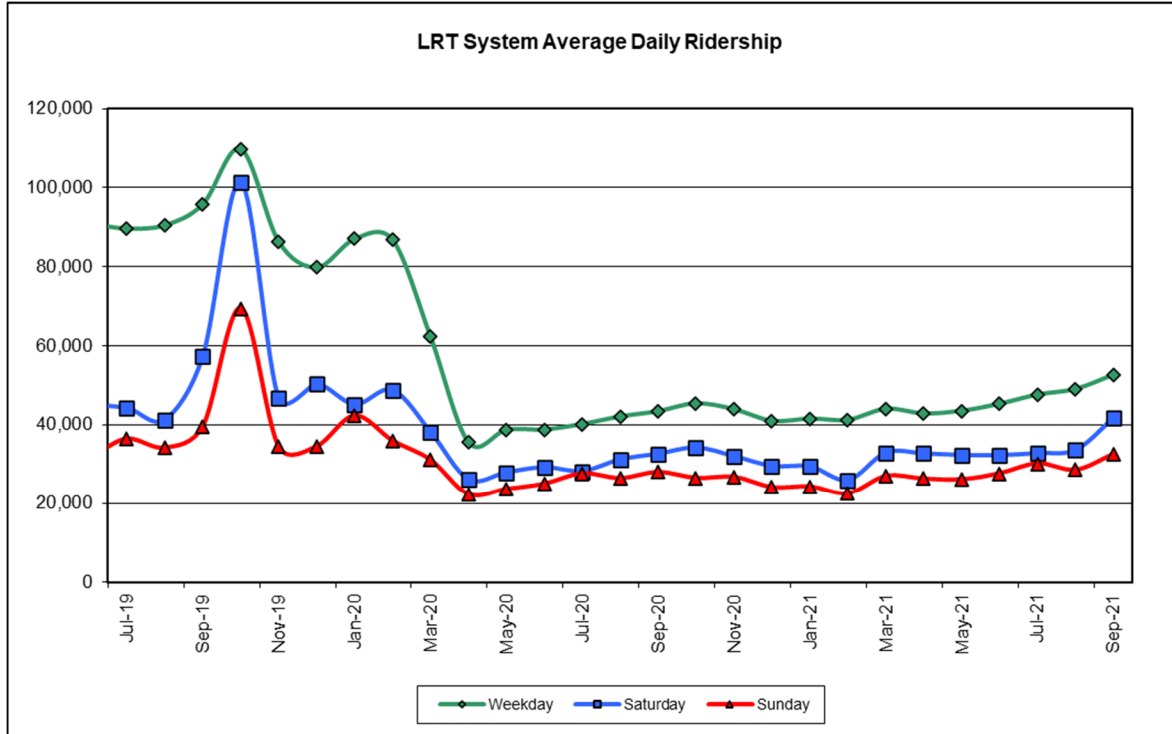
Bus System Ridership



- Bus System ridership totaled 5.6 million riders, 19.4% above the fourth quarter of FY 2020 but 43.8% below the fourth quarter of FY 2020.
- Average weekday ridership in the fourth quarter of FY 2021 was 70.5K daily riders, a significant 22.8% increase from the same quarter of FY 2020 and 45.6% decrease from FY 2019. Saturday bus system ridership averaged 46.0K daily riders, up by 9.6% from last year but down by 36.1% from FY 2019. Sunday bus system ridership averaged 36.8K daily riders, an increase of 13.7% from the same quarter of FY 2020 but a decrease of 28.8% from FY 2019.
- During Q4, bus ridership began to move up more rapidly, especially on Weekday.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

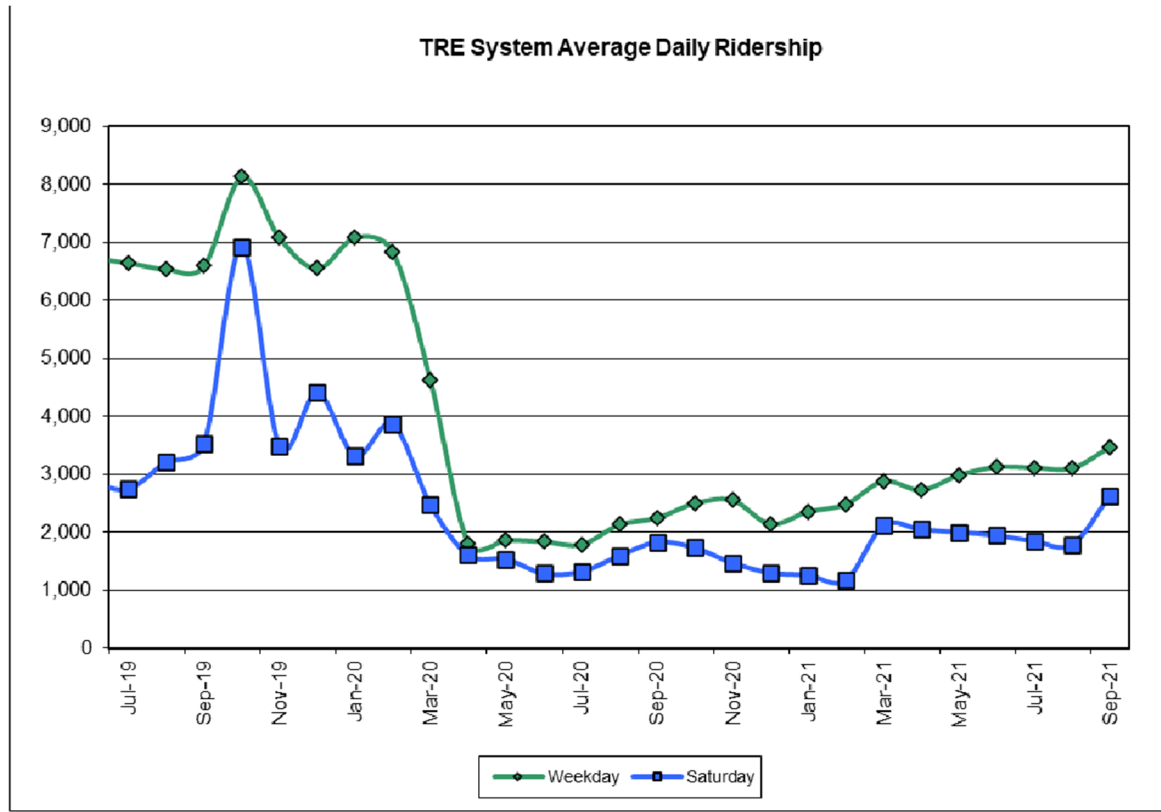
Route Type	Route Number and Name	Weekday Ridership
Local	11 Jefferson-Malcolm X	2,535
Express	208 NW Plano Park and Ride-Downtown Dallas	278
Crosstown	404 Westmoreland Station/Parkland	2,263
Feeder	583 Richland College-Lovers Lane Station	1,315
Site Specific	883 UTD	2,449
Shuttle	702 NorthPark Mall / Park Lane Station	293
GoLink	Rowlett	102

Light Rail System Ridership



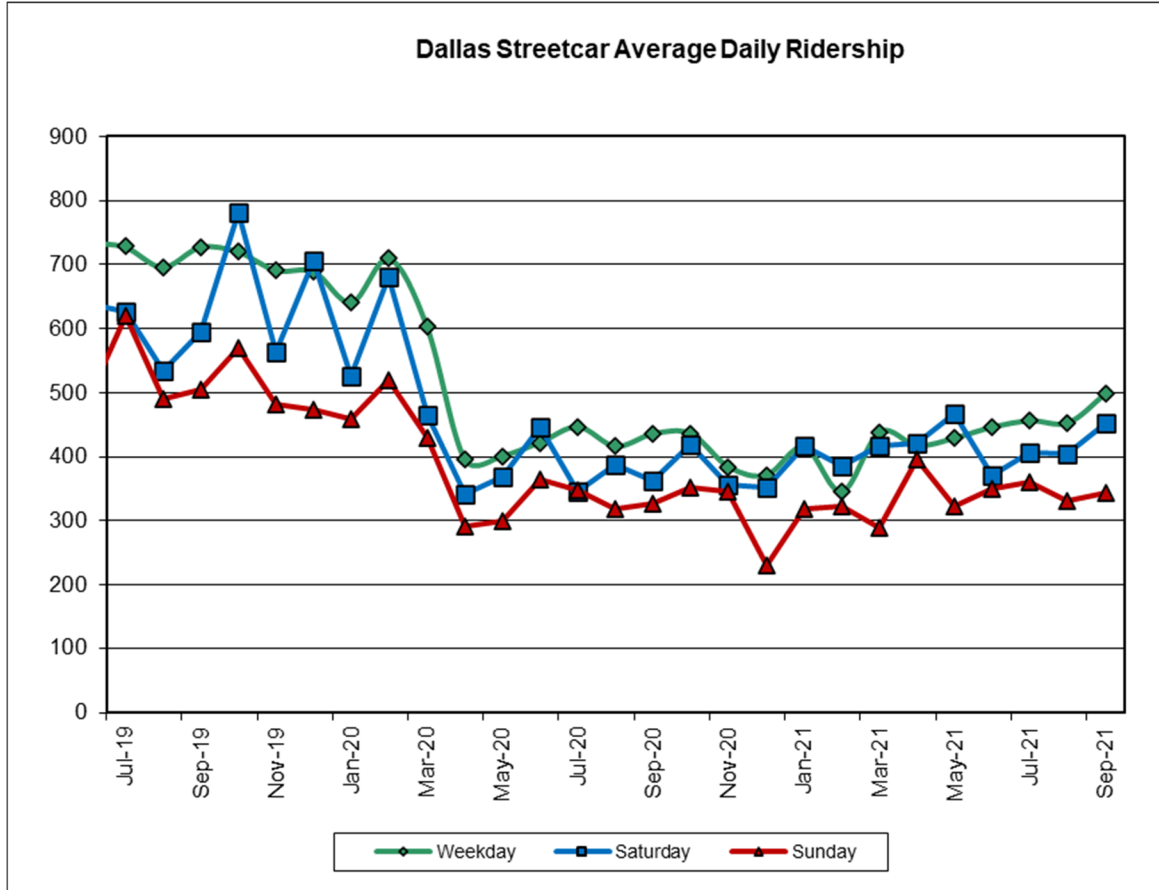
- Light rail ridership for the fourth quarter ended September 30, 2021 was 4.1 million, an increase of 17.8% from the fourth quarter of FY 2020 but a decrease of 41.7% from FY 2019 fourth quarter ridership of 7.0 million.
- Weekday ridership in the fourth quarter averaged 49.8K passengers, an increase of 18.9% from the fourth quarter of FY 2020 but a decrease of 45.9% from the fourth quarter of FY 2019.
- Saturday ridership in the fourth quarter averaged 36.0K passengers, an increase of 17.4% from the fourth quarter of FY 2020 but a decrease of 24.3% from the fourth quarter of FY 2019.
- Sunday ridership in the fourth quarter averaged 30.4K passengers, an increase of 11.3% from the fourth quarter of FY 2020 and a decrease of 17.1% from the fourth quarter of FY 2019.
- Ridership began to show more rapid increase during Q4, on all types of days (Weekday, Saturday, Sunday).
- The physical State Fair of Texas resumed from September 25, 2021 through October 17, 2021. DART implemented a special operation plan to accommodate the spiking demand during the event. For September 25-30, 2021 during Q4, supplemental rail service was added: Orange Line trains extended to Parker Road; Green Line added “Loop” train making a 10-minute frequency from Downtown to Fair Park 9:00 a.m. to 6:00 p.m.; and improved headways on all lines in the evening. More impact from State Fair of Texas on ridership will be reflected more in the next quarterly report (FY 2020 Q1).

Trinity Railway Express



- TRE ridership was 235.3K passengers in the fourth quarter, a significant increase of 54.5% from the fourth quarter of FY 2020 but still a decrease of 49.4% from the same quarter in FY 2019.
- Weekday ridership on the TRE averaged 3.2K daily riders in the fourth quarter, a 57.2% increase from FY 2020 but still a decrease of 51.0% from FY 2019.
- Saturday ridership in the fourth quarter averaged 2.1K daily riders, an increase of 32.0% from FY 2020 but a decrease of 33.9% from the fourth quarter of FY 2019.
- The physical State Fair of Texas resumed from September 25, 2021 through October 17, 2021. DART implemented a special operation plan to accommodate the spiking demand during the event. For September 25-30, 2021 during Q4, TRE was operating special weekend schedules during the 2021 State Fair of Texas that Sunday service was added. The Sunday September 26, 2021 TRE ridership was 1681.

Dallas Streetcar



- Dallas Streetcar ridership for the fourth quarter ended September 30, 2021 was 40.7K, an increase of 8.6% from same quarter of FY 2020 but a decrease of 33.9% from FY 2019.
- Weekday ridership averaged 469 daily riders in the fourth quarter of FY 2021, an increase of 8.5% from FY 2020 but a decrease of 34.6% from FY 2019.
- Saturday ridership averaged 421 daily riders in the fourth quarter of FY 2021, an increase of 15.3% from FY 2020 but a decrease of 28.0% from FY 2019.
- Sunday ridership averaged 345 daily riders in the fourth quarter of FY 2021, an increase of 4.4% from FY 2020 but a decrease of 35.8% from FY 2019.

Ridership Tables

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

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Streetcar Monthly	Fixed Route Total
2019	September	3,373	2,383	148	20	5,924
2020	October	3,528	3,210	227	22	6,987
	November	3,046	2,092	156	18.9	5,313
	December	3,059	2,084	155	20.1	5,318
	January	3,103	2,307	171	18.5	5,600
	February	2,963	2,124	156	19.7	5,263
	March	2,508	1,679	112	17.3	4,316
	April	1,507	975	46	11.3	2,539
	May	1,634	1,055	45	11.7	2,746
	June	1,706	1,069	46	12.5	2,834
	July	1,607	1,134	45	12.9	2,799
	August	1,549	1,171	53	12.3	2,785
	September	1,548	1,181	55	12.2	2,796
2021	October	1,666	1,275	64	13.1	3,018
	November	1,593	1,154	56	11.1	2,814
	December	1,576	1,139	52	10.7	2,778
	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
	April	1,683	1,178	68	12.0	2,941
	May	1,699	1,188	70	12.9	2,969
	June	1,809	1,236	77	12.7	3,134
	July	1,788	1,315	75	13.4	3,191
	August	1,886	1,356	75	13.2	3,331
	September	1,942	1,436	85	14.0	3,477

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
	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
	April	62.5	42.8	2.7	0.4	108.5
	May	64.2	43.5	3.0	0.4	111.1
	June	67.5	45.3	3.1	0.4	116.4
	July	66.2	47.6	3.1	0.5	117.4
	August	70.0	49.0	3.1	0.5	122.6
	September	75.1	52.7	3.5	0.5	131.8

Table 3: Passenger Boardings for DART Cities for the Fourth Quarter Fiscal Year 2021, Period Ending September 30, 2021

Cities	Bus	LRT	TRE	Streetcar	GoLink	Paratransit	Total System
Addison	127,828	0	0	0	0	446	128,274
	2.29%	0.00%	0.00%	0.00%	0.00%	0.27%	1.26%
Carrollton	73,198	138,860	0	0	0	5,500	217,558
	1.31%	3.38%	0.00%	0.00%	0.00%	3.31%	2.14%
Cockrell Hill	55,676	0	0	0	0	118	55,794
	1.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.55%
Dallas	4,292,539	3,335,979	97,977	40,660	12,206	107,722	7,887,083
	76.88%	81.24%	41.65%	100.00%	36.83%	64.84%	77.59%
Farmers Branch	63,974	34,316	0	0	1,655	1,715	101,660
	1.15%	0.84%	0.00%	0.00%	4.99%	1.03%	1.00%
Garland	303,854	82,434	0	0	2,739	15,339	404,366
	5.44%	2.01%	0.00%	0.00%	8.26%	9.23%	3.98%
Glenn Heights	7,336	0	0	0	1,375	930	9,641
	0.13%	0.00%	0.00%	0.00%	4.15%	0.56%	0.09%
Highland Park	3,100	0	0	0	82	31	3,213
	0.06%	0.00%	0.00%	0.00%	0.25%	0.02%	0.03%
Irving	261,666	162,398	35,342	0	411	9,377	469,194
	4.69%	3.95%	15.02%	0.00%	1.24%	5.64%	4.62%
Plano	131,766	171,297	0	0	6,554	15,797	325,414
	2.36%	4.17%	0.00%	0.00%	19.77%	9.51%	3.20%
Richardson	252,020	109,901	0	0	0	6,354	368,276
	4.51%	2.68%	0.00%	0.00%	0.00%	3.82%	3.62%
Rowlett	0	71,046	0	0	6,521	2,312	79,879
	0.00%	1.73%	0.00%	0.00%	19.68%	1.39%	0.79%
University Park	10,201	0	0	0	29	298	10,528
	0.18%	0.00%	0.00%	0.00%	0.09%	0.18%	0.10%
DART Cities	5,583,160	4,106,230	133,319	40,660	31,572	165,939	10,060,880
Others	0	0	101,934	0	1571	205	103,710
Total	5,583,160	4,106,230	235,253	40,660	33,143	166,144	10,164,590

Q4 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the fourth quarter of FY 2021, specifically July 1 to September 30, 2021. This report follows current Service Standards, which describe DART's route performance measurement methodology. There are three measures of performance:

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

Though it started late in FY 2020 Q2, the COVID-19 continued to have a significant impact on 21Q4 ridership. With nicer weather, more people getting vaccinated and feeling more comfortable to use transit, and more employees returning to work on site, DART system ridership has been consistently edging up during Q4, which will be reflected in the three performance measures at the route level in the following section.

Route Performance Tables

The following tables show route performance for FY 2021 Q4 based on the three performance measures. Targets are shown for each route and each route category. Performance measures shaded with green backgrounds indicate performance above the minimum level. Red backgrounds identify routes with deficiencies for specific measures. According to the Service Standards, routes with all three performance measures in deficiency will be reviewed for possible modification or corrective actions.

The following table shows overall FY2021 Q4 riders per revenue hour, passenger miles per revenue mile of service, and subsidy per passenger for each route/service.

		Utilization of Resources			
Type	Route	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Local	2	78,416	4,833.47	16.22	
Local	11	211,051	10,880.90	19.40	
Local	12	62,203	6,853.55	9.08	
Local	19	101,987	9,536.15	10.69	
Local	21	17,333	3,420.97	5.07	
Local	24	42,486	3,315.77	12.81	
Local	26	67,727	4,686.37	14.45	
Local	29	42,416	4,821.23	8.80	
Local	31	51,266	7,312.82	7.01	
Local	35	25,152	3,457.32	7.28	
Local	36	59,043	6,322.55	9.34	

Local	39	38,492	3,538.52	10.88	
Local	52	48,728	5,726.98	8.51	
Local	59	36,933	4,047.62	9.12	
Local	60	39,001	4,532.30	8.61	
Local	63	33,562	2,858.13	11.74	
Local	76	44,556	4,353.12	10.24	
Local	81	41,854	4,487.08	9.33	
Local	82	25,962	3,607.73	7.20	
Local	84	45,465	5,809.32	7.83	
Local	110	73,883	4,520.03	16.35	
Local	111	35,993	3,771.75	9.54	
Local	161	88,319	7,641.03	11.56	
Local	164	131,619	10,278.80	12.80	
Local	183	46,552	3,813.07	12.21	
Local Total	25	1,489,998	134,426.57	11.08	8.31
Express	205	9,098	1,102.37	8.25	
Express	206	14,676	2,492.47	5.89	
Express	208	17,823	4,092.80	4.35	
Express	278	6,928	1,457.73	4.75	
Express	283	16,781	2,677.33	6.27	
Express Total	5	65,306	11,822.70	5.52	4.14
Feeder	333	6,161	1,148.80	5.36	
Feeder	347	22,373	2,572.55	8.70	
Feeder	350	37,181	3,865.37	9.62	
Feeder	360	45,917	3,747.98	12.25	
Feeder	361	23,341	2,721.60	8.58	
Feeder	362	19,973	2,402.13	8.31	
Feeder	372	22,364	2,502.02	8.94	
Feeder	374	28,223	2,618.03	10.78	
Feeder	376	19,285	1,774.07	10.87	
Feeder	377	14,271	1,215.02	11.75	
Feeder	378	56,323	3,254.07	17.31	
Feeder	380	9,387	1,102.27	8.52	
Feeder	500	4,536	1,536.47	2.95	
Feeder	501	49,350	4,777.13	10.33	
Feeder	502	28,211	3,356.07	8.41	
Feeder	504	12,526	2,369.78	5.29	
Feeder	505	10,402	1,696.00	6.13	
Feeder	506	72,194	3,958.77	18.24	

Feeder	507	8,578	2,435.40	3.52
Feeder	508	7,666	1,275.07	6.01
Feeder	509	12,322	1,341.27	9.19
Feeder	510	6,643	2,263.47	2.93
Feeder	513	11,880	2,119.10	5.61
Feeder	514	12,122	2,094.93	5.79
Feeder	515	19,916	2,994.65	6.65
Feeder	516	12,641	1,742.07	7.26
Feeder	521	10,310	2,515.20	4.10
Feeder	522	29,615	3,053.80	9.70
Feeder	524	31,557	3,223.58	9.79
Feeder	525	8,732	1,995.23	4.38
Feeder	526	19,792	1,439.75	13.75
Feeder	527	34,255	2,608.75	13.13
Feeder	528	26,289	2,822.68	9.31
Feeder	529	18,717	3,328.25	5.62
Feeder	531	25,318	2,523.45	10.03
Feeder	532	7,013	1,182.93	5.93
Feeder	533	6,292	557.87	11.28
Feeder	534	57,743	4,855.27	11.89
Feeder	535	54,308	5,276.07	10.29
Feeder	536	3,197	1,153.07	2.77
Feeder	538	39,025	4,197.73	9.30
Feeder	541	29,628	3,562.93	8.32
Feeder	542	18,116	3,130.48	5.79
Feeder	544	42,901	4,986.85	8.60
Feeder	547	52,263	4,955.37	10.55
Feeder	549	78,252	5,211.47	15.02
Feeder	551	14,990	1,474.13	10.17
Feeder	553	10,278	1,038.70	9.89
Feeder	554	69,317	4,448.10	15.58
Feeder	555	7,166	931.87	7.69
Feeder	560	8,740	1,146.67	7.62
Feeder	566	7,035	1,057.83	6.65
Feeder	568	30,258	4,831.57	6.26
Feeder	571	14,022	2,252.80	6.22
Feeder	574	12,732	1,562.43	8.15
Feeder	582	12,799	2,183.85	5.86
Feeder	583	109,895	8,135.97	13.51

Feeder	585	1,592	605.33	2.63	
Feeder	591	8,935	1,552.82	5.75	
Feeder	592	58,081	4,962.68	11.70	
Feeder	593	55,533	4,108.78	13.52	
Feeder	594	13,300	2,113.07	6.29	
Feeder	595	16,509	3,755.63	4.40	
Feeder	597	50,827	5,227.17	9.72	
Feeder Total	64	1,669,120	176,854.20	9.44	7.08
Crosstown	401	40,005	4,068.47	9.83	
Crosstown	402	70,392	6,854.50	10.27	
Crosstown	403	56,263	6,769.48	8.31	
Crosstown	404	188,599	13,581.48	13.89	
Crosstown	405	80,706	8,253.33	9.78	
Crosstown	408	81,041	6,616.23	12.25	
Crosstown	409	97,459	7,977.35	12.22	
Crosstown	410	50,436	4,959.32	10.17	
Crosstown	415	35,840	3,972.85	9.02	
Crosstown	426	50,544	3,769.07	13.41	
Crosstown	428	124,475	9,191.73	13.54	
Crosstown	444	45,931	5,764.15	7.97	
Crosstown	445	43,801	3,853.15	11.37	
Crosstown	451	60,986	5,124.63	11.90	
Crosstown	452	27,349	3,954.83	6.92	
Crosstown	453	105,441	9,258.73	11.39	
Crosstown	463	87,324	5,952.93	14.67	
Crosstown	466	168,321	11,642.77	14.46	
Crosstown	467	146,013	10,116.02	14.43	
Crosstown	475	52,391	6,382.58	8.21	
Crosstown	486	131,447	8,318.60	15.80	
Crosstown	488	99,904	6,283.92	15.90	
Crosstown Total	22	12,408	152,666.13	12.08	9.06
Shuttle	702	26,043	1,199.57	21.71	
Shuttle	749	19,695	2,733.50	7.21	
Shuttle	841	3,933	942.93	4.17	
Shuttle	843	2,405	462.93	5.19	
Shuttle	870	4,271	954.15	4.48	
Shuttle Total	5	56,347	6,293.08	8.95	6.72
GoLink	Inland Port Exp.	6,640	3,095.92	2.14	
GoLink	Kleberg	1,090	537.13	2.03	

GoLink	Rylie	861	438.09	1.97	1.35
GoLink	N Central Plano	3,890	1,987.83	1.96	
GoLink	Legacy West	1,043	967.75	1.08	
GoLink	Rowlett	6,521	2,803.41	2.33	
GoLink	Far North Plano	1,621	1,123.40	1.44	
GoLink	Farmers Branch	1,655	1,047.04	1.58	
GoLink	Glenn Heights	1,375	800.59	1.72	
GoLink	West Carrollton	0	0.00	0.00	
GoLink	Lake Highlands	1,796	1,115.43	1.61	
GoLink	Lakewood	921	608.90	1.51	
GoLink	North Dallas	2,034	903.21	2.25	
GoLink	Park Cities	340	206.14	1.65	
GoLink	South Dallas	206	449.75	0.46	
GoLink	South Irving	411	965.66	0.43	
GoLink	SE Garland	2,739	1,337.20	2.05	
GoLink Total	17	33,143	18,387.45	1.80	
Site Specific	Baylor Shuttle	7,705	994.13	7.75	8.58
Site Specific	DFWIA	5,992	1,420.65	4.22	
Site Specific	Medical City	5,198	716.80	7.25	
Site Specific	Richardson	3,569	457.60	7.80	
Site Specific	TI Shuttles	5,723	3,234.13	1.77	
Site Specific	883	191,809	6,754.33	28.40	
Site Specific	UTSW	5,999	844.80	7.10	
Site Specific	768	26,624	3,034.05	8.78	
Site Specific	704	19,894	3,244.87	6.13	
Site Specific	705	17,403	3,343.82	5.20	
Site Specific	706	9,807	2,144.50	4.57	
Site Specific Total	11	299,723	26,189.68	11.44	
Grand Total	146	5,458,302	526,639.82	10.36	

		Utilization of Capacity			
Type	Route	Total Passenger Miles	Total Revenue Miles	Total Pass. Mile/Rev.	Overall Target
Local	2	208,059.02	48,307.39	4.31	
Local	11	744,650.42	123,553.42	6.03	
Local	12	182,123.32	70,935.89	2.57	
Local	19	305,705.42	97,050.00	3.15	
Local	21	67,126.21	37,721.46	1.78	
Local	24	82,901.55	26,701.13	3.10	
Local	26	177,411.56	44,826.42	3.96	
Local	29	103,826.47	47,710.19	2.18	
Local	31	256,332.35	81,575.33	3.14	
Local	35	94,034.46	38,802.70	2.42	
Local	36	336,583.31	77,646.32	4.33	
Local	39	80,400.61	25,957.51	3.10	
Local	52	170,643.19	60,631.76	2.81	
Local	59	144,632.17	46,792.65	3.09	
Local	60	194,147.14	57,319.56	3.39	
Local	63	131,842.08	41,462.24	3.18	
Local	76	134,737.96	42,843.35	3.14	
Local	81	141,179.27	49,369.52	2.86	
Local	82	90,799.05	40,616.99	2.24	
Local	84	168,396.32	63,728.42	2.64	
Local	110	437,147.00	60,772.79	7.19	
Local	111	156,808.35	43,034.35	3.64	
Local	161	581,534.43	118,569.65	4.90	
Local	164	774,005.96	154,471.14	5.01	
Local	183	448,321.39	70,222.55	6.38	
Local Total	25	6,213,349.02	1,570,622.72	3.96	2.97
Express	205	102,940.03	20,770.78	4.96	
Express	206	218,461.76	54,635.87	4.00	
Express	208	271,297.81	81,177.19	3.34	
Express	278	61,311.13	25,632.88	2.39	
Express	283	216,770.49	55,616.40	3.90	
Express Total	5	870,781.22	237,833.12	3.66	2.75
Feeder	333	22,603.31	14,579.01	1.55	
Feeder	347	122,185.29	31,150.84	3.92	
Feeder	350	192,884.75	53,213.25	3.62	
Feeder	360	115,832.11	41,682.25	2.78	

Feeder	361	73,585.78	26,132.38	2.82
Feeder	362	92,683.97	26,562.72	3.49
Feeder	372	100,301.10	31,654.46	3.17
Feeder	374	87,422.26	28,638.18	3.05
Feeder	376	48,557.45	20,927.70	2.32
Feeder	377	38,545.83	14,419.35	2.67
Feeder	378	251,098.33	40,734.40	6.16
Feeder	380	29,011.01	13,256.82	2.19
Feeder	500	23,735.53	16,610.65	1.43
Feeder	501	221,621.92	63,039.43	3.52
Feeder	502	51,294.76	32,138.81	1.60
Feeder	504	39,973.44	20,848.86	1.92
Feeder	505	39,242.40	22,587.49	1.74
Feeder	506	110,003.48	38,088.22	2.89
Feeder	507	34,395.90	23,036.28	1.49
Feeder	508	17,611.84	11,942.79	1.47
Feeder	509	46,052.22	17,179.52	2.68
Feeder	510	36,617.60	27,404.47	1.34
Feeder	513	38,025.47	23,945.25	1.59
Feeder	514	33,958.10	20,297.11	1.67
Feeder	515	52,778.62	32,886.99	1.60
Feeder	516	31,239.55	18,765.63	1.66
Feeder	521	23,400.73	22,906.98	1.02
Feeder	522	81,189.08	35,508.23	2.29
Feeder	524	60,199.42	22,096.46	2.72
Feeder	525	32,832.72	22,461.19	1.46
Feeder	526	34,210.47	15,362.96	2.23
Feeder	527	79,034.26	30,913.38	2.56
Feeder	528	81,039.94	35,620.16	2.28
Feeder	529	65,677.06	38,661.25	1.70
Feeder	531	90,199.53	34,110.44	2.64
Feeder	532	20,058.56	12,326.67	1.63
Feeder	533	13,084.53	6,565.97	1.99
Feeder	534	288,256.90	63,567.84	4.53
Feeder	535	160,908.16	61,854.87	2.60
Feeder	536	14,052.64	11,411.30	1.23
Feeder	538	92,575.84	44,396.52	2.09
Feeder	541	88,844.39	38,759.93	2.29
Feeder	542	54,090.63	30,902.12	1.75

Feeder	544	142,500.10	59,878.75	2.38	
Feeder	547	215,649.18	58,333.75	3.70	
Feeder	549	302,944.56	57,050.36	5.31	
Feeder	551	48,284.13	21,310.36	2.27	
Feeder	553	21,191.41	10,955.28	1.93	
Feeder	554	179,290.27	51,405.91	3.49	
Feeder	555	19,633.64	10,148.58	1.93	
Feeder	560	30,233.32	14,188.46	2.13	
Feeder	566	22,772.22	12,211.05	1.86	
Feeder	568	97,378.25	50,391.14	1.93	
Feeder	571	60,615.75	26,514.71	2.29	
Feeder	574	70,630.85	26,205.03	2.70	
Feeder	582	36,413.47	25,402.63	1.43	
Feeder	583	333,103.91	104,977.83	3.17	
Feeder	585	5,167.34	3,916.09	1.32	
Feeder	591	20,771.96	15,404.13	1.35	
Feeder	592	147,650.00	54,673.58	2.70	
Feeder	593	144,285.14	44,225.29	3.26	
Feeder	594	37,538.23	26,664.55	1.41	
Feeder	595	65,814.26	47,122.96	1.40	
Feeder	597	241,407.66	68,484.67	3.52	
Feeder Total	64	5,474,192.50	2,028,614.21	2.70	2.02
Crosstown	401	172,751.53	50,761.00	3.40	
Crosstown	402	378,400.87	96,251.63	3.93	
Crosstown	403	318,543.68	103,479.80	3.08	
Crosstown	404	920,392.87	176,387.22	5.22	
Crosstown	405	445,341.23	107,259.65	4.15	
Crosstown	408	447,409.15	84,178.70	5.31	
Crosstown	409	243,458.35	70,927.87	3.43	
Crosstown	410	245,543.09	66,921.92	3.67	
Crosstown	415	159,388.89	43,722.72	3.65	
Crosstown	426	130,628.41	37,162.41	3.52	
Crosstown	428	543,671.32	119,317.99	4.56	
Crosstown	444	166,484.72	68,390.36	2.43	
Crosstown	445	110,639.37	36,293.54	3.05	
Crosstown	451	307,635.70	65,525.46	4.69	
Crosstown	452	138,895.63	49,798.58	2.79	
Crosstown	453	481,977.69	114,837.77	4.20	
Crosstown	463	353,500.18	76,403.60	4.63	

Crosstown	466	748,985.20	154,947.64	4.83	
Crosstown	467	636,188.90	138,192.31	4.60	
Crosstown	475	283,340.37	85,570.09	3.31	
Crosstown	486	528,994.23	101,112.17	5.23	
Crosstown	488	374,640.68	75,212.82	4.98	
Crosstown Total	22	8,136,812.08	1,922,655.25	4.23	3.07
Shuttle	702	17,140.83	4,374.13	3.92	
Shuttle	749	49,201.30	24,115.81	2.04	
Shuttle	841	19,005.97	14,642.77	1.30	
Shuttle	843	7,733.94	5,680.32	1.36	
Shuttle	870	13,681.66	8,507.59	1.61	
Shuttle Total	5	106,763.70	57,320.63	1.86	1.40
GoLink	Inland Port Exp.				
GoLink	Kleberg				
GoLink	Rylie				
GoLink	N Central Plano				
GoLink	Legacy West				
GoLink	Rowlett				
GoLink	Far North Plano				
GoLink	Farmers Branch				
GoLink	Glenn Heights				
GoLink	West Carrollton				
GoLink	Lake Highlands				
GoLink	Lakewood				
GoLink	North Dallas				
GoLink	Park Cities				
GoLink	South Dallas				
GoLink	South Irving				
GoLink	SE Garland				
GoLink Total					
Site Specific	Baylor Shuttle				
Site Specific	DFWIA				
Site Specific	Medical City				
Site Specific	Richardson				
Site Specific	TI Shuttles				
Site Specific	883				
Site Specific	UTSW				
Site Specific	768				
Site Specific	704				

Site Specific	705	NA	NA		
Site Specific	706	NA	NA		
Site Specific Total					
Grand Total	146	20,801,898.52	5,817,045.93	3.58	

		Fiscal Responsibility			
Type	Route	Total Passengers	Subsidy	Subsidy per Passenger	Overall Target
Local	2	78,416	\$554,205.84	\$7.07	
Local	11	211,051	\$1,170,198.11	\$5.54	
Local	12	62,203	\$827,409.34	\$13.30	
Local	19	101,987	\$1,156,897.45	\$11.34	
Local	21	17,333	\$412,958.86	\$23.82	
Local	24	42,486	\$347,716.46	\$8.18	
Local	26	67,727	\$504,552.03	\$7.45	
Local	29	42,416	\$539,195.13	\$12.71	
Local	31	51,266	\$842,808.28	\$16.44	
Local	35	25,152	\$410,884.52	\$16.34	
Local	36	59,043	\$794,754.01	\$13.46	
Local	39	38,492	\$374,701.68	\$9.73	
Local	52	48,728	\$671,958.87	\$13.79	
Local	59	36,933	\$507,263.95	\$13.73	
Local	60	39,001	\$571,389.73	\$14.65	
Local	63	33,562	\$398,706.27	\$11.88	
Local	76	44,556	\$492,820.68	\$11.06	
Local	81	41,854	\$546,389.19	\$13.05	
Local	82	25,962	\$460,576.67	\$17.74	
Local	84	45,465	\$696,949.16	\$15.33	
Local	110	73,883	\$577,072.75	\$7.81	
Local	111	35,993	\$453,080.54	\$12.59	
Local	161	88,319	\$1,082,324.04	\$12.25	
Local	164	131,619	\$1,374,820.04	\$10.45	
Local	183	46,552	\$541,704.88	\$11.64	
Local Total	25	1,489,998	\$16,311,338.47	\$10.95	\$14.60
Express	205	9,098	\$213,838.37	\$23.50	
Express	206	14,676	\$522,388.47	\$35.59	
Express	208	17,823	\$785,465.80	\$44.07	
Express	278	6,928	\$282,431.74	\$40.77	

Express	283	16,781	\$441,435.22	\$26.31	
Express Total	5	65,306	\$2,245,559.60	\$34.39	\$45.85
Feeder	333	6,161	\$154,977.44	\$25.15	
Feeder	347	22,373	\$349,331.57	\$15.61	
Feeder	350	37,181	\$525,131.34	\$14.12	
Feeder	360	45,917	\$489,227.37	\$10.65	
Feeder	361	23,341	\$335,452.65	\$14.37	
Feeder	362	19,973	\$306,487.95	\$15.35	
Feeder	372	22,364	\$326,412.23	\$14.60	
Feeder	374	28,223	\$322,712.28	\$11.43	
Feeder	376	19,285	\$224,115.52	\$11.62	
Feeder	377	14,271	\$158,858.21	\$11.13	
Feeder	378	56,323	\$416,327.21	\$7.39	
Feeder	380	9,387	\$159,166.78	\$16.96	
Feeder	500	4,536	\$189,386.74	\$41.75	
Feeder	501	49,350	\$612,508.23	\$12.41	
Feeder	502	28,211	\$377,084.75	\$13.37	
Feeder	504	12,526	\$272,788.84	\$21.78	
Feeder	505	10,402	\$239,802.05	\$23.05	
Feeder	506	72,194	\$432,843.68	\$6.00	
Feeder	507	8,578	\$282,899.89	\$32.98	
Feeder	508	7,666	\$147,580.00	\$19.25	
Feeder	509	12,322	\$162,682.58	\$13.20	
Feeder	510	6,643	\$279,123.00	\$42.02	
Feeder	513	11,880	\$307,147.50	\$25.85	
Feeder	514	12,122	\$269,381.12	\$22.22	
Feeder	515	19,916	\$349,372.25	\$17.54	
Feeder	516	12,641	\$221,325.76	\$17.51	
Feeder	521	10,310	\$284,284.30	\$27.57	
Feeder	522	29,615	\$381,154.45	\$12.87	
Feeder	524	31,557	\$326,136.52	\$10.33	
Feeder	525	8,732	\$249,171.37	\$28.54	
Feeder	526	19,792	\$173,193.89	\$8.75	
Feeder	527	34,255	\$311,707.64	\$9.10	
Feeder	528	26,289	\$343,158.72	\$13.05	
Feeder	529	18,717	\$398,537.17	\$21.29	
Feeder	531	25,318	\$401,444.99	\$15.86	
Feeder	532	7,013	\$137,448.52	\$19.60	
Feeder	533	6,292	\$79,583.61	\$12.65	

Feeder	534	57,743	\$667,245.08	\$11.56	
Feeder	535	54,308	\$636,020.76	\$11.71	
Feeder	536	3,197	\$170,671.55	\$53.38	
Feeder	538	39,025	\$497,917.05	\$12.76	
Feeder	541	29,628	\$437,778.23	\$14.78	
Feeder	542	18,116	\$394,857.38	\$21.80	
Feeder	544	42,901	\$627,206.75	\$14.62	
Feeder	547	52,263	\$644,741.04	\$12.34	
Feeder	549	78,252	\$606,097.85	\$7.75	
Feeder	551	14,990	\$219,056.23	\$14.61	
Feeder	553	10,278	\$156,054.96	\$15.18	
Feeder	554	69,317	\$531,839.28	\$7.67	
Feeder	555	7,166	\$126,399.26	\$17.64	
Feeder	560	8,740	\$152,353.23	\$17.43	
Feeder	566	7,035	\$161,664.10	\$22.98	
Feeder	568	30,258	\$597,634.97	\$19.75	
Feeder	571	14,022	\$301,362.91	\$21.49	
Feeder	574	12,732	\$250,602.46	\$19.68	
Feeder	582	12,799	\$267,846.88	\$20.93	
Feeder	583	109,895	\$979,660.10	\$8.91	
Feeder	585	1,592	\$87,218.28	\$54.77	
Feeder	591	8,935	\$197,035.68	\$22.05	
Feeder	592	58,081	\$582,029.02	\$10.02	
Feeder	593	55,533	\$459,454.12	\$8.27	
Feeder	594	13,300	\$276,438.53	\$20.79	
Feeder	595	16,509	\$467,524.96	\$28.32	
Feeder	597	50,827	\$664,695.77	\$13.08	
Feeder Total	64	1,669,120	\$22,159,354.56	\$13.28	\$17.70
Crosstown	401	40,005	\$514,926.33	\$12.87	
Crosstown	402	70,392	\$964,430.85	\$13.70	
Crosstown	403	56,263	\$918,846.05	\$16.33	
Crosstown	404	188,599	\$1,694,928.22	\$8.99	
Crosstown	405	80,706	\$1,037,748.22	\$12.86	
Crosstown	408	81,041	\$819,216.32	\$10.11	
Crosstown	409	97,459	\$826,051.44	\$8.48	
Crosstown	410	50,436	\$693,313.70	\$13.75	
Crosstown	415	35,840	\$519,838.37	\$14.50	
Crosstown	426	50,544	\$413,168.50	\$8.17	
Crosstown	428	124,475	\$1,172,668.53	\$9.42	

Crosstown	444	45,931	\$723,118.53	\$15.74	
Crosstown	445	43,801	\$431,271.97	\$9.85	
Crosstown	451	60,986	\$731,921.07	\$12.00	
Crosstown	452	27,349	\$600,766.47	\$21.97	
Crosstown	453	105,441	\$1,186,463.95	\$11.25	
Crosstown	463	87,324	\$796,030.31	\$9.12	
Crosstown	466	168,321	\$1,486,789.18	\$8.83	
Crosstown	467	146,013	\$1,282,603.41	\$8.78	
Crosstown	475	52,391	\$827,317.79	\$15.79	
Crosstown	486	131,447	\$994,650.59	\$7.57	
Crosstown	488	99,904	\$757,873.77	\$7.59	
Crosstown Total	22	1,844,665	\$19,393,943.59	\$10.51	\$14.02
Shuttle	702	26,043	\$109,638.42	\$4.21	
Shuttle	749	19,695	\$318,429.47	\$16.17	
Shuttle	841	3,933	\$203,886.48	\$51.84	
Shuttle	843	2,405	\$86,008.48	\$35.76	
Shuttle	870	4,271	\$139,377.65	\$32.63	
Shuttle Total	5	56,347	\$857,340.48	\$15.22	\$20.29
GoLink	Inland Port Exp.	6,640	\$140,116.51	\$21.10	
GoLink	Kleberg	1,090	\$36,930.92	\$33.88	
GoLink	Rylie	861	\$30,189.38	\$35.06	
GoLink	N Central Plano	3,890	\$86,301.46	\$22.19	
GoLink	Legacy West	1,043	\$46,050.22	\$44.15	
GoLink	Rowlett	6,521	\$116,180.02	\$17.82	
GoLink	Far North Plano	1,621	\$51,157.06	\$31.56	
GoLink	Farmers Branch	1,655	\$63,093.10	\$38.12	
GoLink	Glenn Heights	1,375	\$43,907.45	\$31.93	
GoLink	West Carrollton	0	\$0.00		
GoLink	Lake Highlands	1,796	\$64,487.34	\$35.91	
GoLink	Lakewood	921	\$35,289.25	\$38.32	
GoLink	North Dallas	2,034	\$44,117.70	\$21.69	
GoLink	Park Cities	340	\$12,000.28	\$35.29	
GoLink	South Dallas	206	\$29,021.12	\$140.88	
GoLink	South Irving	411	\$46,304.71	\$112.66	
GoLink	SE Garland	2,739	\$55,911.33	\$20.41	
GoLink Total	17	33,143	\$901,057.85	\$27.19	\$36.25
Site Specific	Baylor Shuttle	7,705	\$12,500.00	\$1.62	
Site Specific	DFWIA	5,992	\$45,329.18	\$7.56	
Site Specific	Medical City	5,198	\$6,900.00	\$1.33	

Site Specific	Richardson	3,569	\$16,030.25	\$4.49	
Site Specific	TI Shuttles	5,723	\$68,750.00	\$12.01	
Site Specific	883	191,809	\$280,695.54	\$1.46	
Site Specific	UTSW	5,999	\$24,875.00	\$4.15	
Site Specific	768	26,624	\$95,481.00	\$3.59	
Site Specific	704	19,894	\$153,897.99	\$7.74	
Site Specific	705	17,403	\$203,678.61	\$11.70	
Site Specific	706	9,807	\$141,352.96	\$14.41	
Site Specific Total	11	299,723	\$1,049,490.52	\$3.50	\$4.67
Grand Total	146	5,491,445	\$63,819,142.92	\$11.62	

Route Deficiencies

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

We would note that all these routes and services are being thoroughly reviewed as a part of the DARTzoom Bus Network Redesign process. The Draft Final Bus Network Plan and associated January 2022 service change proposals would replace the entire bus route network with new routes and expanded GoLink service. Many routes would feature more frequent service, and all local routes would operate seven days per week over full DART operating hours. Details on the proposed changes are available at dartzoom.org.

Route	Discussion
21	Route 21 is a local route operating in Dallas, generally in Oak Cliff along Bishop, Llewellyn, and Edgefield. Sections of the route track closely with other routes in the area, diminishing potential ridership. This route shares the same path as Dallas Streetcar. Due to the outbreak of COVID-19 many of the Downtown Dallas businesses and medical facilities were closed, which impacted ridership. Starting on January 24, 2022, Route 21 will not be in service. Riders along this route would have to walk to a major arterial, which more frequent service is provided.
35	Route 35 is a Dallas local route that serves two different areas. In West Dallas, the route covers industrial and commercial areas along West Commerce and La Reunion that do not generate major ridership. In South Dallas, the route covers Harwood, Crozier, and several other streets. The western portion of this route runs parallel with Route 52 which is a Core

	Frequent Route. Starting on January 24, 2022, segments between Postal Way and Norwich will be replaced by West Dallas GoLink. The South Dallas portion will be replaced by Route 13, which will be a Core Frequent Route.
82	Route 82 is a Dallas local route that serves Skillman and Live Oak to the North and Beckley and Zang to the south. It is effectively a branch of the former Route 1, a route which was re-branded as Routes 81 and 82 in March 2018 service changes. Parts of this route are relatively close to other parallel services, and this route is an example of duplication in the DART network. Starting on January 24, 2022, Route 82 will be replaced by Route 109 to cover the southern segments of the route. The northern segment on Live Oak and Skillman will be replaced by Routes 3 and 9 both being Core Frequent Routes.
84	Route 84 is a Dallas local route that serves along Greenville Ave between downtown East Transfer Center and Richland College at 30/60 frequency. Parts of this route are relatively close to other parallel services including bus and light rail. Starting on January 24, 2022, the downtown to Mockingbird segment will be replaced largely by Route 105. The Ross segments will be replaced by Route 3. Some of the US 75 service will be picked up by Route 209; and the north segment will be covered by the expanded North Dallas GoLink.
333	Route 333 is a feeder route operating in Addison, Carrollton, and a small portion of Far North Dallas, mainly along Marsh Lane. It is a perennial low performer, and we believe it may be a candidate (along with Route 536) for potential conversion to GoLink demand responsive service, which is the recommendation of the DARTzoom plan.
403	Route 403 is a crosstown route connecting Irving Convention Center Station in Irving to Spring Valley Station in Richardson, passing through areas in Irving, Farmers Branch, Addison and Richardson. This route has not, historically, been a low performer. The failure of this route to meet the Service Standards benchmarks may be due to the current pandemic. Major changes have been proposed for this route in the DARTzoom plan. Staff is especially hopeful for the extension of the route to South Irving and the additional service on weekday-middays and weekends for increased ridership and lower subsidy measures.
444	Route 444 is a crosstown route operating in Dallas, mainly in Oak Cliff, with key route segments on Clarendon, 8th, Corinth, and Lancaster. It has traditionally been a moderate performer – particularly on the western end of the route along Clarendon. Starting on January 24, 2022, the southern segment along Lancaster was given to Route 217. DART Staff also shorten Rt. 444 (New Route Number 226), which was done to improve East & West transfer connections at Cockrell Hill PTL & 8 th & Corinth Station.
452	Route 452 was a crosstown route operating in Plano, a service to Parker Road Station, Northwest Plano Park & Ride and Jack Hatchell Transit Center (served Sundays only). This route has been one of the ones with

	modified weekday service during COVID-19 pandemic. Due to the outbreak of Covid-19 many businesses were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service. Only minor changes are proposed for this route in the DARTzoom plan. Employers in the Legacy West area may be working remotely more (and longer) than in other places. On January 24 th this alignment has changed to 234, we will continue to monitor the new service.
500	Route 500 is a feeder route operating in Irving and the Cypress Waters section of Dallas via Belt Line Road. It connects Belt Line Station with commercial destinations to the north. This route is plagued by Member City service issues (part of it runs through Coppell) and sub-optimal service frequency. It has traditionally been a low performer, and service was not restored to pre-pandemic levels in October 2020. It is proposed to be replaced by a GoLink zone in the DARTzoom Bus Network Redesign plan.
504	Route 504 is a feeder route operating in Irving, running along Story Road. It has traditionally been a low-performing route and was not recommended to return to regular (pre-pandemic) weekday service. This route has been recommended to be replaced with a GoLink zone in the DARTzoom Bus Network Redesign plan.
505	Route 505 is a feeder route operating in Irving, running along Northgate, Rochelle, and Esters. It was not recommended to return to regular (pre-pandemic) weekday service in October 2020. It has been recommended by staff in the DARTzoom plan that this route be replaced by a GoLink zone.
507	Route 507 is a feeder route operating in Irving, primarily on O'Connor between Downtown Irving and Las Colinas Urban Center. This route connects an important transit connection (Downtown Irving and the Orange Line) with a major job center (Las Colinas). It also provides an important connection from Downtown Irving to the Baylor – Irving hospital complex on the weekends. However, it has not performed up to expectations and has therefore been not recommended to return to regular weekday service in October 2020. Due to its low performance yet important connections, it was recommended in the DARTzoom plan that this service be joined to a longer crosstown route with increased frequency – especially in the weekday-midday and weekends. Based on a fourth quarter review of performance, DART is observing about half of desired performance according to the three indicators above.
508	Route 508 is an historical service along Nursery Road and Carl Road in Irving which connects Downtown Irving (a bus hub and TRE Station) with Light Rail at the University of Dallas. The service corridor is densely developed with low-income older apartments, important commercial destinations, light industrial manufacturing, and higher-end residential communities. A closer review of the performance indicators shows below-target performance, but not as poor as other Irving routes

	such as 507 and 500 which are being replaced with GoLink zones in the future. This low but not desperate performance and the marginalized nature of the surrounding community supported the decision to continue this service in the new bus network. Staff will closely monitor performance to verify that increased frequency will make a difference.
510	Route 510 is a feeder route operating in Irving. It has traditionally been a low performer and functioned to connect Royal Lane apartment complexes with the Light Rail system. Many of these workers are presumably staying home for now due to the pandemic. This route was recommended to be replaced by a GoLink zone in the DARTzoom Bus Network Redesign plan.
513	Route 513 was a feeder route operating in Garland departing from Downtown Garland Station. We will examine this route in greater detail during Service Plan work. Due to the outbreak of Covid-19 stores and schools were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service. In the New Network, the route that replaces 513 will be extended west to Arapaho Center Station and combined with portions of existing Routes 566 and 372. On January 24 th this alignment has changed to 238, we will continue to monitor the new service.
514	Route 514 is a feeder route operating in Irving, generally along Grauwyler and Pioneer. This route has been above standard in the past, and we will conduct an analysis to determine whether performance changes are part of a trend or due to other factors. This route was recommended for discontinuation in the DARTzoom plan.
521	Route 521 is a feeder route operating in Dallas and the Park Cities, connecting Cityplace Station, Mockingbird Station, and sections along Hillcrest Road. Ridership has improved in recent years, but this route remains underperforming. Starting on January 24, 2022, Route 521 will be replaced by Route 209 with service to Downtown Dallas. The Hillcrest portion of this route will be replaced by the expanded Park Cities GoLink which includes weekend service.
525	Route 525 is a feeder route operating in the Stemmons Corridor of Dallas, primarily along Regal Row, Texas 183, and IH-35E. Ridership has suffered more than usual since the onset of the pandemic. However, the important connections made for jobs and residents in the Regal Row / Brook Hollow areas required that this service be retained in the DARTzoom plan – with increased service frequency.
529	Route 529 is a feeder route operating in Dallas, primarily along Lemmon Avenue and Marsh Lane. It connects Inwood/Love Field and Royal Lane Stations. This route was recommended for replacement with a GoLink zone in the DARTzoom plan.
532	Route 532 has failed to regain lost ridership since the beginning of the pandemic. Whether its market has shifted or the service itself has failed is unclear. The sustained low performance has resulted in a recommendation to discontinue the route in January 2022.

536	Route 536 is a feeder route operating in Addison and Carrollton, anchored at either end by Trinity Mills Station or Addison Transit Center. This route (along with nearby service on Route 333) was recommended for replacement by a GoLink zone in the DARTzoom plan.
542	Route 542 is a feeder route operating in Dallas and Cockrell Hill, mainly along Davis Street. The western part of the route (along with Route 568) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
566	Route 566 is a feeder route operating in Garland, serving locations along N Garland Avenue. This route may be a candidate for possible GoLink conversion or modification, and we will examine options during Service Plan work. Due to the outbreak of COVID 19 stores and schools were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service. In the New Network, the commercial district at the northern end of 566 will be served by the route that replaces 513, which will be extended west to Arapaho Center Station. Other segments of 566 will not have service. On January 24 th this alignment changed to, we will continue to monitor the new service.
568	Route 568 is a feeder route operating in West Oak Cliff in Dallas. It has generally been a low performer historically, and there is duplicate service along some of its segments. The proposed New Network reduces the duplication with other routes and combines the remaining segments with portions of Route 376.
582	Route 582 is a feeder route departing from LBJ/Central Station and ending in Walnut Hill Station. A large segment of this route between Forest Ln and Walnut Hill is comprised of enclosed subdivision with large single-family homes making it a non-friendly transit corridor. Starting on January 24, 2022, Route 582 will be replaced by North Dallas GoLink and the 17 Skillman route with the extension to LBJ/Central Station.
585	Route 585 is a feeder route operating in Dallas and Richardson, serving Hamilton Park, TI, Richland College, and surrounding residential neighborhoods. This route was established in March 2018 and is in its developmental phase. Due to low ridership levels, Route 585 is now shortened between Forest Lane and LBJ/Central Station in October 2020. Starting on January 24, 2022, Hamilton Park will be served by the North Dallas GoLink zone.
591	Route 591 is a feeder route operating in Dallas, serving Pleasant Grove. It runs between Lake June Station and Buckner Station. Starting on January 24, 2022, Route 591 will be replaced by an expanded Rylie GoLink which includes weekend service.
594	Route 594 is a rail feeder route in the south Pleasant Grove area connecting Spruce High School neighborhood with Lake June Station in the South Dallas area at the 60-minute frequency. Due to low

	performance, this route will be replaced by the expanded Rylie GoLink zone starting on January 24, 2022.
595	Route 595 is a feeder route operating in Dallas, serving Pleasant Grove and other neighborhoods. It runs to/from MLK Station and Buckner Station. Starting on January 24, 2022, Route 595 will be replaced by Routes 218 and 220.
841	Route 841 is a shuttle route operating in Plano, a service to City Line/Bush Station, Horizon North and Telecom Corridor. This route has been one of the ones with modified weekday service during COVID-19 pandemic. Under the proposed draft network plan the East Telecom portion of this route will become GoLink service, and other portions will be absorbed by several longer routes providing connections across the service area. On January 24 th this alignment has changed to GoLink, we will continue to monitor the new service.
843	Route 843 is a shuttle type route, serving an area bounded by North Central Expressway to the west, Technology to the north, Los Rios and Shiloh to the east, and PGBT Service Road to the south. The route also starts/ends in City line/ Bush Station. Due to the outbreak of COVID 19 stores and schools were closed and that may have impacted this routes ridership even more. Under the draft network plan, the Eastern portion of this route will be covered by two separate GoLink zones. On January 24 th this alignment changed to GoLink Zone(s), we will continue to monitor the new service.
Legacy West	This zone has declined due to the Pandemic major corporations allowed employees to work remote/hybrid. On January 24 th we added Saturday service to the zone. We will continue to monitor this zone as business brings employees back.
Western Carrollton	The zone is a relatively new zone to serve a small area of businesses and residents in Western Carrollton with connections to Downtown Carrollton Station. The service is 100% funded by NCTCOG. The zone has been in extremely low activity since its inception.
South Dallas	South Dallas GoLink launched on April 26, 2021, as a 6-month pilot test to see how service gaps can be filled in South Dallas. With additional funding from NCTCOG, the pilot test has now been extended to January 2022. Service is available Monday to Friday from 9AM to 4PM. Due to the abundance of fixed routes in South Dallas, we expect ridership to be relatively low for this GoLink zone.
South Irving	The zone is a newly developed zone to serve South Irving residents with connections to Downtown Irving/ Heritage Crossing Station with UberPool as an option for the residents to use. We expect the zone to attract more riders as it gets more popular. Service Planning will continue to monitor this service.

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

Figure 1: Location of the Deficient Performers in 4th QTR FY21

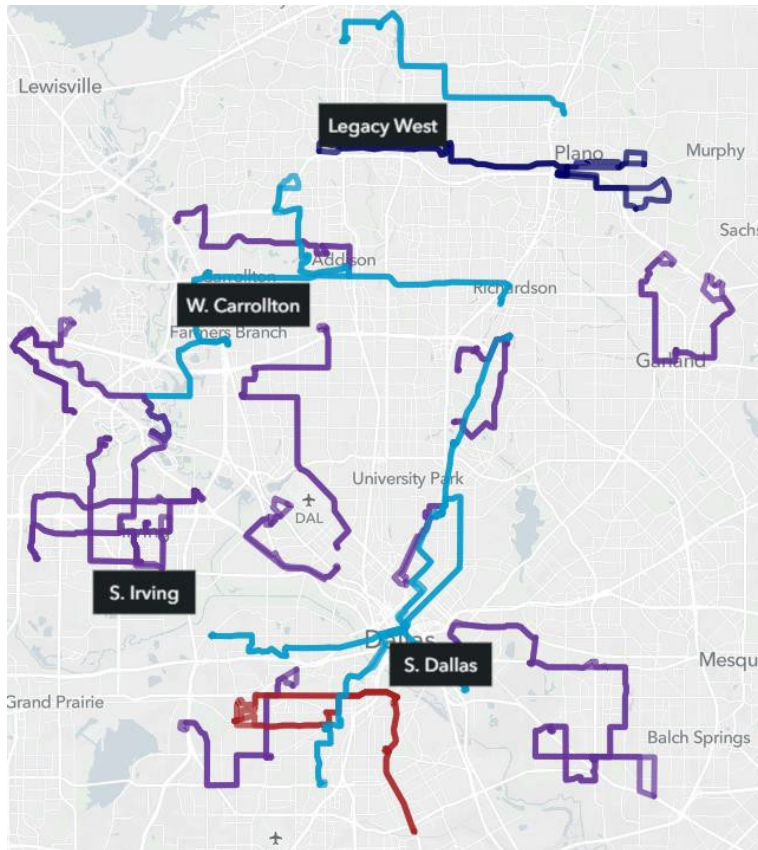


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FY 2021 Quarterly Marketing & Communications Report Fourth Quarter

New Bus Network Bus Stop Conversions

Project Overview:

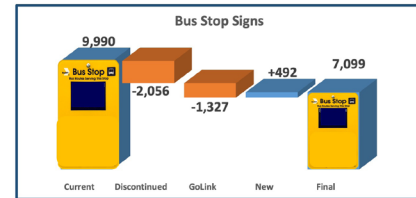
DART is completely transforming its entire bus system with the most extensive service change in agency history. Every single bus route in the DART System will change and that also means every single bus stop will change in some way.

Bus stop communication to riders began in October 2021 with the installation of temporary bus stop sign covers that convey the current service and the new service. The sign covers will enable DART's Passenger Amenities staff to install the new signs – also known as bus blades – while maintaining information about current bus service at that stop.

Project Elements:

- 6 different types of communications or bus stop location covers:
 - New bus stop
 - Discontinued bus stop
 - Remaining bus stop
 - Discontinued bus stop due to GoLink zone
 - New GoLink zone pick-up bus stop
 - New GoLink zone hybrid pick-up and bus stop

Bus stops will go from approximately 10K to 7K including 1,300 in new GoLink™ Zones



Simplified bus signs will aide the Rider

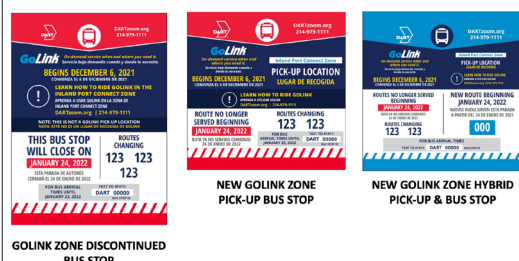


- Most bus stops will only serve 1 bus route
- 94% of bus routes in the New Bus Network will serve 1 or 2 routes only

Most bus stop LOCATIONS will remain in the same place. However, the routes and the route numbers may change.



Temporary Bags will cover the Blades in the New GoLink Zones as well



New Bus Network Bus Stop Conversions (continued)

Highlights:

- Starting in October, DART Passenger Amenities teams will begin covering bus stops – signaling to our riders that a change is coming.
- Installation of temporary covers will continue through January 2022.
- Bus stop unveiling media events will occur in January 2022.

By the Numbers:

- The number of bus stops will go from approximately 10,000 to 7,000 including about 1,300 that will be replaced by new GoLink™ zones:
 - 9,990 current bus stops
 - 2,056 bus stops will be removed
 - 1,327 bus stops will be converted into GoLink zones
 - 492 new bus stops will be added including some GoLink pick-up locations
 - 7,099 total bus stops will exist in the New Bus Network

Bus Stop Conversion by Type

	GoLink	GoLink Cluster	GoLink Cluster & Bus Stop	Discontinued Stops	New Stops	Remaining Stops
Install	Bag	Pole*, Blade, Bag	Blade, Bag	Bag	Pole**, Blade, Bag	Blade, Bag
Installation Period	Oct. 1 - Nov. 15	Oct. 15- Nov. 15	Oct. 15- Nov. 15	Oct. 1 - Jan. 3	Nov 1 - Jan. 3	Nov 1 - Jan. 3
Service Date	Dec. 6	Dec. 6	Dec. 6	Jan. 24	Jan. 24	Jan. 24
Remove	Pole, Blade, Bag	Bag	Bag	Pole, Blade, Bag, Shelters	Bag	Bag
Removal Period	Jan 24 – Feb 25	Jan 24 – Feb 25	Jan 24 – Feb 25	Jan 24 – Feb 25	Jan 24 – Feb 25	Jan 24 – Feb 25
Service Date	Jan. 24	Jan. 24	Jan. 24	Jan. 24	Jan. 24	Jan. 24

Assumptions:
 1) 3 week notice from Service date or Jan.3/Nov.15
 2) Bags and Blades will be delivered in route order

• * 27 New GoLink Stop poles to be installed
 • ** 390 New Stops poles to be installed

Back2DART

July 19 to August 29

Project Overview:

The overall goal of the Back2DART campaign was to encourage North Texans to start riding DART again. The campaign used a clever, tongue-in-cheek approach to appeal to riders to return to riding DART. Campaign messaging addressed four relevant “pain points” for consumers:

- Rising gas prices
- Traffic
- Ozone reduction action
- Summer heat

Project Elements:

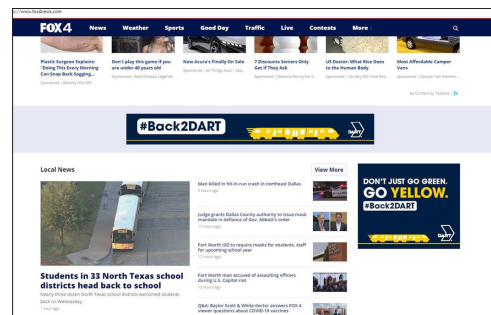
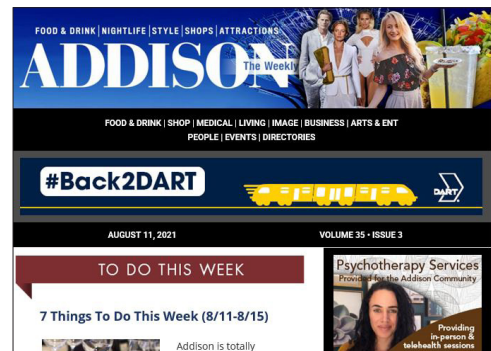
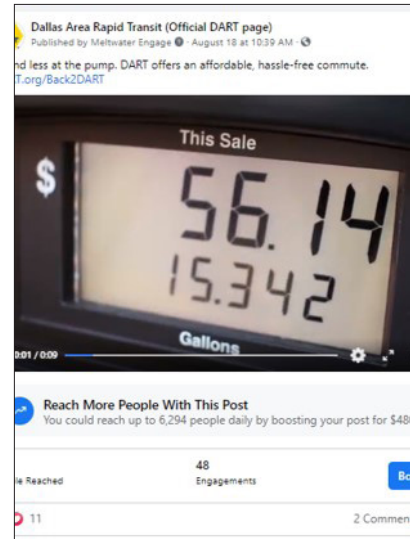
- 6-week media flight (digital outdoor, television, radio, mobile, and digital ads)
- Social media

Highlights:

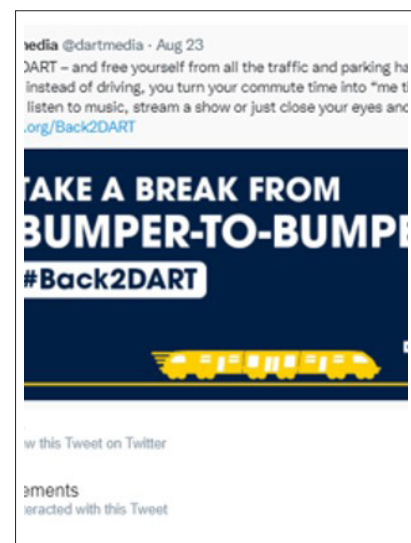
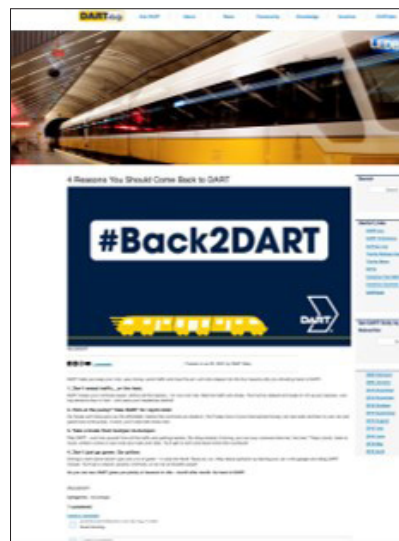
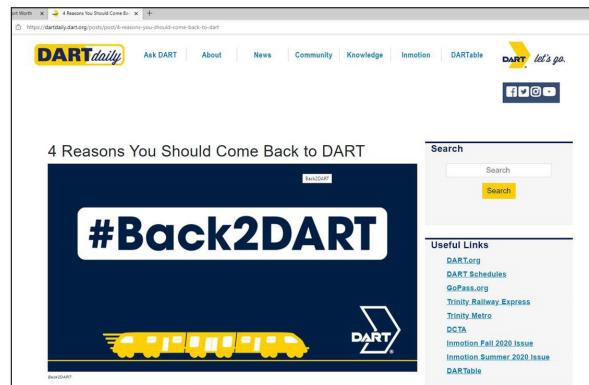
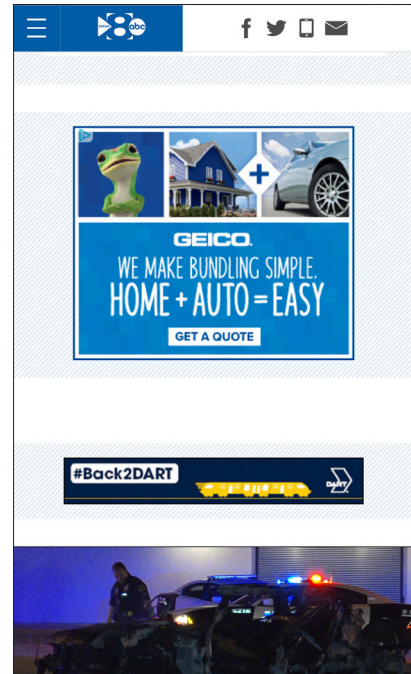
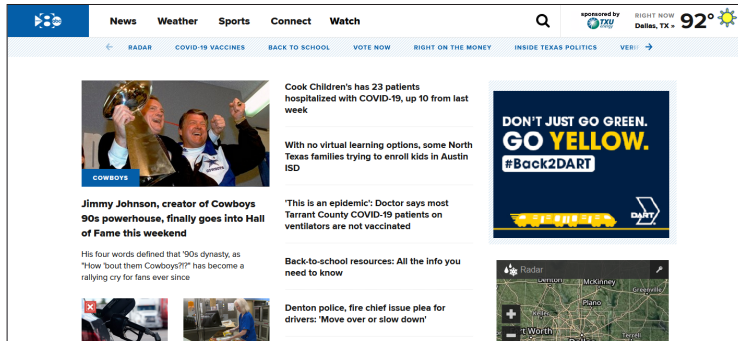
- DART Daily served as the hub for additional information on the campaign and 1 article on the site was viewed 3,608 times.
- The Communications team produced and published 3 videos on YouTube, Facebook, Twitter, and Instagram. These videos were viewed 2,260 times.

By the Numbers:

- Social media
 - Posts: 20
 - Impressions: 17,302
 - Engagements: 763
- Media (outdoor, desktop/mobile, radio, and TV) ads:
 - Ads: 934,839
 - Market value: \$128,209
 - Impressions: 34.6 million



Back2DART (continued)



Contactless Payment

September 21-29

Project Overview:

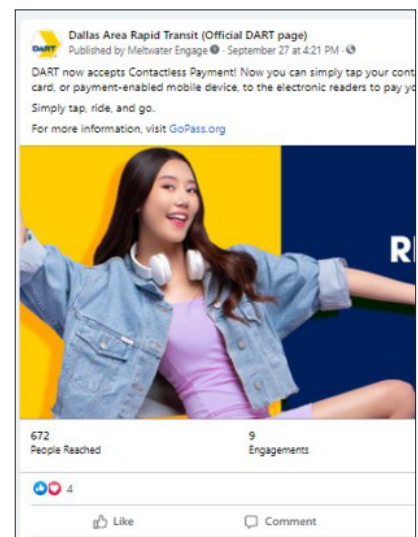
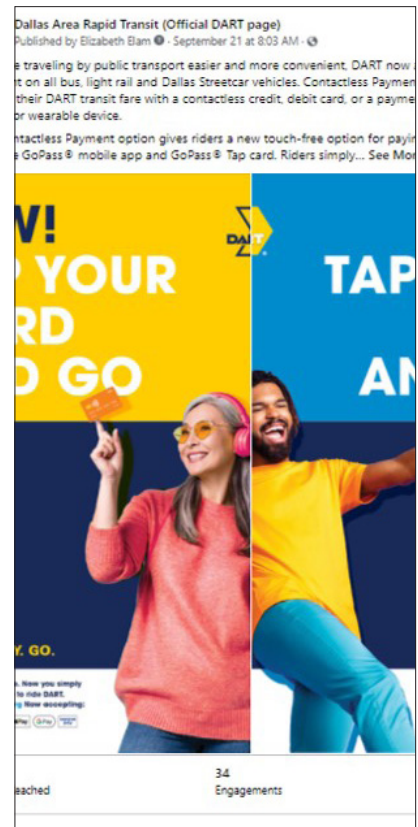
The Contactless Payment campaign is focused on driving awareness that DART now accepts contactless credit and debit cards, along with payment-enabled mobile devices, to purchase a DART fare.

The campaign targets event riders and corporate commuters and was launched in advance of the 2021 State Fair of Texas® to maximize trial by event riders. The campaign features the tag line “Tap. Pay. Go.” to promote ease of use.

A key element of the campaign was launching a new GoPass.org website to promote the features and benefits of all GoPass products and improve the rider’s ability to manage their GoPass Tap and contactless card accounts online.

Project Elements:

- DART assets: Bus interiors, rail interiors, corner markers, windscreens, rail and bus ultra-super king vehicle wraps, INFOtransit digital screens, and digital kiosk signs
- Print: October TMA general market ads, including Hispanic, African American, and Asian publications
- 6-week paid media flight: Pandora radio, programmatic digital, and social media campaign
- GoPass.org site relaunch



Contactless Payment (continued)

Highlights:

- A media release was sent on Sept. 21 and gained coverage by local media outlets and trade publications, including:
 - The Dallas Morning News
 - Richardson Today
 - Good Life Family
 - Progressive Railroading
 - Page views of press release on DART.org: 237
 - Combined media impressions from above listed publications: Over 7 million
- GoPass.org site relaunched on Sept. 20.
- Average daily contactless payment usage has doubled since the launch of the campaign.

By the Numbers:

- Paid campaign Sept. 21-29 (display, streaming audio, and paid social media)
 - Impressions: 780,197
 - Clicks: 1,082
- DART assets (bus exteriors, bus interiors, rail interiors, rail and bus ultra-super king vehicle wraps, INFOtransit digital screens, corner markers, and windscreens)
 - Ads: 1,771
 - Market value: \$633,662
 - Impressions: 37.2 million

TRE Staycation

Project Overview:

To drive summer ridership, DART supported the Trinity Railway Express' (TRE) partnership with WFAA's Good Morning Texas to promote the TRE Staycation Getaway contest. Participants received an opportunity to win transit passes; entrance tickets to regional attractions; and a one-night stay at the Omni Hotel in Dallas or Fort Worth. The promotion included on-air and social media messaging about the contest.

Project Elements:

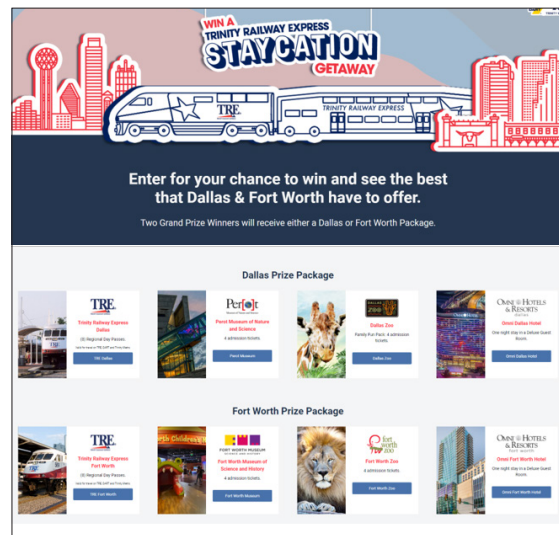
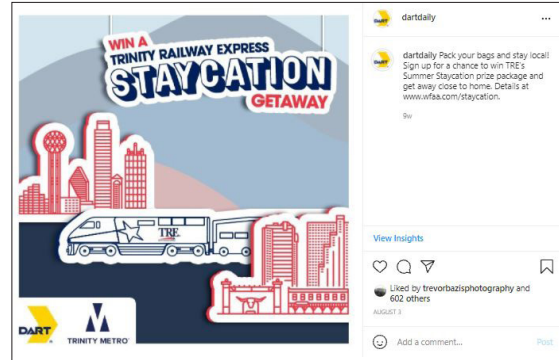
- Good Morning Texas Live on-air interview segment Aug. 3
- 3 one-minute follow up mini-segments Aug. 5, 6, and 9
- Organic and paid social media support from WFAA, Trinity Metro, and DART

Highlights:

- There were 3,168 TRE Staycation contest entries, which is a 44% increase from 2019.
- Good Morning Texas segment, mini-segments, and social media reached 300,000 people.

By the Numbers:

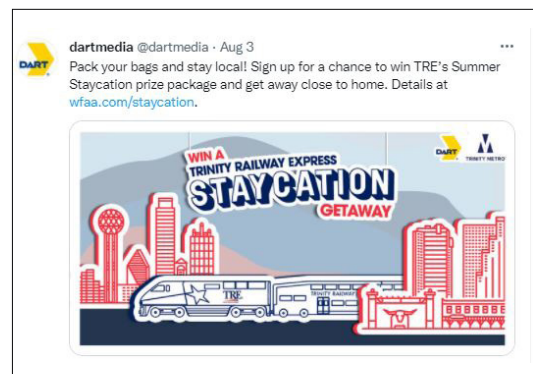
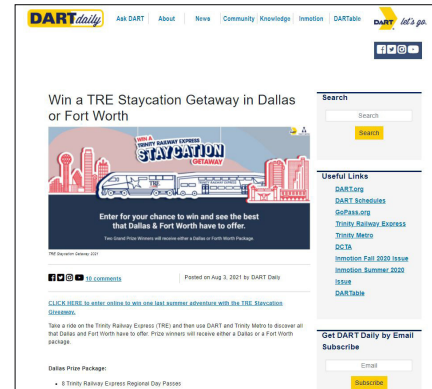
- Social media
 - Posts: 3
 - Impressions: 33,052
 - Engagements: 4,388
- DART Daily
 - Posts: 1
 - Page views: 746
 - Average time on page: 3 minutes, 7 seconds



TRE Staycation (continued)

By the Numbers (continued)

- Television
 - Ads: 5
 - Market value: \$11,690
 - Impressions: 309,214
- WFAA.com/staycation
 - 3,168 entries (including duplicates)
 - 1,406 unique entries
 - 2,648 opt-in entries for TRE, DART, and Trinity Metro to add to email database



Inside Track Meeting

Aug. 23

Project Overview:

The Communications team hosted a virtual Inside Track meeting for city and other communications colleagues on Aug. 23. 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:

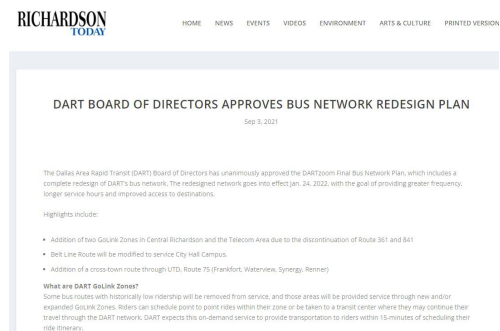
- Provide city communicators with a brief overview of what is happening at DART
- Coordinate with DART staff to identify what key projects/initiatives will be shared with the communicators at each meeting
- Learn what is happening in our service area that DART staff need to know about
- Find out if and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

Highlights:

- Presenters at the Aug. 23 meeting included:
 - Nadine Lee, President & CEO – Vision for DART
 - Rob Smith, Interim VP of Planning & Development – DARTzoom Bus Network Redesign
 - Robbie Douglas, AVP of Marketing & Advertising, and Linda Webb-Mañon, Senior Manager of External Communications – Marketing and Communications about the New Bus Network

By the Numbers:

- 13 attendees, including representatives from Addison, Carrollton, Dallas, Farmers Branch, Glenn Heights, Irving, Plano, and Richardson.



Paid Media

Project Overview:

DART promoted 13 campaigns on DART assets, digital media, social media, print, radio, outdoor, and TV in Q4 FY 2021.

Project Elements:

- Campaigns included:
 - Contactless Payment
 - DART Access
 - DART Diversity
 - DART to the Airport
 - GoLink Plano
 - GoLink South Dallas
 - Job Fair on Aug. 3
 - Ride DART to SMU
 - Staycation
 - State Fair 2021
 - Summer Heat
 - TRE Staycation Giveaway
 - Vaccines at the State Fair
- Media partnerships secured for the following campaigns:
 - COMTO
 - DFW Kids
 - FYI50+
 - Living Well
 - Riverfront Jazz Festival
 - Plano Chamber
 - Southern Dallas Magazine
 - Fox4news.com
 - Telemundo

A-9 達拉斯新聞 DALLAS CHINESE NEWS August 6 (Friday), 2021
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- 離婚協議
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Easy Steps for Earth-Friendly Picnics

By goodlifefamily.com

SHARE

Now is the season of picnic parties with friends and family. Before you stock up on disposable picnic supplies like plastic cups, plates, utensils, and napkins, take a minute to tune-up your eco-friendly lifestyle and learn how to ditch needless plastics.

Here are a few tips from her book to help you reboot your picnicking habits.

Step #1: Unleash the Car

Reduce your carbon footprint and pick a picnic spot you can walk, bike, local, or get to by public transit. If it's not possible, carpool with friends.

Step #2: Park Reusable

Bring reusable picnic blankets and decorate tables with washable tablecloths instead of disposables. We love adding a little extra joy to our celebrations with candles, fresh-cut flowers, or found objects from nature in our table arrangements.

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Paid Media (continued)

By the Numbers:

- Media (digital, social media, print, radio, outdoor, and TV)
 - Ads: 935,791
 - Market value: \$257,498.64
 - Impressions: 42.5 million
- DART assets (bus exteriors, bus interiors, rail interiors, rail and bus ultra-super king vehicle wraps, INFOtransit digital screens, corner markers, and windscreens)
 - Ads: 4,567
 - Market value: \$812,624
 - Impressions: 50 million



Social and Digital Media Recap

Project Overview:

DART's digital and social media channels – including the DART Daily blog, Facebook, Twitter, and Instagram – were leveraged with shareable content that influences the narrative about DART; informs target audiences of relevant news and information to motivate some form of action; and amplifies the DARTable brand positioning. In Q4 FY 2021, 377 messages were posted on social media compared to 485 messages in Q3 FY 2021. Despite the decrease in the number of posts, the number of impressions and engagements increased.

Project Elements:

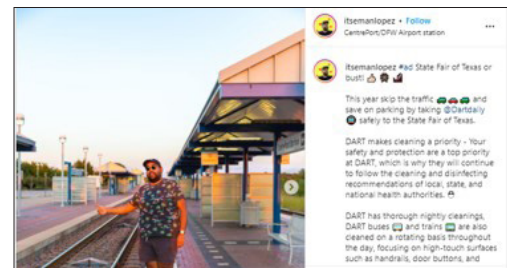
- DART's Facebook, Twitter, and Instagram channels
- DART Daily blog



Highlights:

Top performing campaigns for Q4 FY 2021 include:

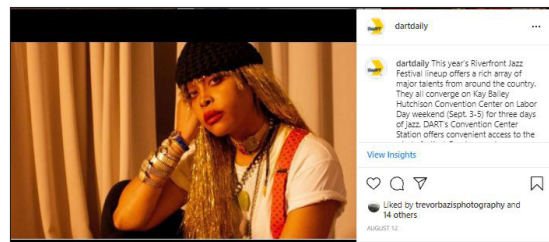
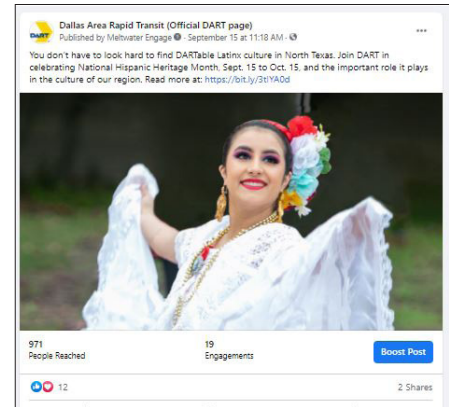
- Back2DART
 - Posts: 20
 - Impressions: 17,302
 - Engagements: 763
 - Represents 17% of impressions and 35% of engagements in Q4
- Riverfront Jazz Festival
 - Posts: 15
 - Impressions: 10,784
 - Engagements: 345
 - Represents 11% of impressions and 16% of engagements in Q4
- Engaged influencer Reuben Lael to promote “DART to Riverfront Jazz Festival”
 - Impressions: Over 6,000
 - Engagements: 330



Social and Digital Media Recap (continued)

Highlights (continued)

- DARTable Weekend Events
 - Posts: 14
 - Impressions: 31,262
 - Engagements: 513
 - Represents 32% of impressions and 24% of engagements in Q4
- State Fair of Texas
 - Posts: 48
 - Impressions: 103,890
 - Engagements: 3,541
 - Represents 40% of impressions and 25% of engagements in Q4



By the Numbers:

- In Q4 FY 2021, 377 messages earned over 1.6 million impressions and 28,090 engagements
 - This is an increase from the 654,314 impressions and 20,949 engagements earned in Q3 FY 2021
 - The significant increase in impressions is attributed to the paid Contactless Payment campaign
- The number of followers increased from 40,744 in Q3 FY 2021 to 40,976 in Q4 FY 2021
- In Q4 FY 2021, the cities of Addison, Carrollton, Dallas, Garland, Irving, Plano, and Richardson, as well as Downtown Dallas, Inc., collectively posted 66 messages related to DART on their social media channels, compared to 61 messages in the previous quarter
 - Top posters in Q4 by reach: Irving (126,000), Plano (67,900), and Garland (48,500)
 - Coverage included Discount GoPass Tap card, Silver Line, Bus Network Redesign, and DART to State Fair
- DART Daily blog received 23,548 page views in Q4, compared to 19,795 page views in Q3



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 116 rider commendations this quarter, including:
 - Barbara was very nice and patient when helping my son plan his trip to school.
 - Roderick was brilliant, magnificent, and like Allstate Insurance says, “You’re good in Roderick’s hands.”
 - Angelica was so helpful and provided vital information to make riding DART a pleasant experience.
 - Anilu was the best Customer Service representative! I was having a bad day and she turned it around with her friendly service.
 - Kudos to Deborah for her courteous and efficient service. She knows her routes and schedules, and it was a pleasure talking to her.
 - Rea was very helpful and thorough. I was waiting for a bus that was running late and she found me another route. Rea saved the day!
 - I am a new rider and new resident in Plano. Shajuan was the most professional, polite, and patient Customer Service Representative. She gave me several options to reach my destination.

Customer Service (continued)

By the Numbers:

- July
 - Received 34,515 calls (4% more than same time last year)
 - Rider Trip Planning in English handled 80% of received calls
 - Rider Trip Planning in Spanish handled 3% of received calls
 - Rider Feedback handled 14% of received calls
 - Lost & Found handled 3% of received calls
- August
 - Received 38,381 calls (13% more than the same time last year)
 - Rider Trip Planning in English handled 79% of received calls
 - Rider Trip Planning in Spanish handled 2% of received calls
 - Rider Feedback handled 16% of received calls
 - Lost & Found handled 3% of received calls
- September
 - Received 37,228 calls (14% more than the same time last year)
 - Rider Trip Planning in English handled 78% of received calls
 - Rider Trip Planning in Spanish handled 2% of received calls
 - Rider Feedback handled 17% of received calls
 - Lost & Found handled 3% of received calls

GoPass Tap Outreach

July 26 – Aug. 7

Project Overview:

The goal of this activation was to drive trial and adoption of the GoPass® Tap card by current cash-paying riders. We placed teams of DART brand ambassadors at designated high-cash sales rail platforms over a two-week period to intercept cash-paying customers.

Brand ambassadors provided:

- Overview of the features and benefits of the card
- Pre-loaded GoPass Tap card loaded with promotional funds equivalent to a day pass
- Online account registration
- Information on the nearest retailer to reload funds

Project Elements:

- Informational rack cards with GoPass Tap features and benefits
- Team of six brand ambassadors available during each station activation

Highlights:

- Brand ambassadors intercepted over 4,000 cash-paying riders at Buckner and Bachman stations.

By the Numbers:

- 1,885 GoPass Tap cards distributed to riders
 - 12,263 total taps from the 1,885 GoPass Tap cards distributed
- 1,455 riders (77%) registered their GoPass Tap card during the activation

Transit Education

Project Overview:

The Transit Education program has a rich tradition of grassroots community outreach, and this continued during Q4 FY 2021. The Transit Education team continued to engage school districts and the community within the Dallas area by attending back-to-school events by way of drive-thru, virtual, and face-to-face events; providing virtual Safety/How to Ride and Career Day presentations for students studying in the classroom and at home; supported the construction safety outreach efforts with schools located near the future Silver Line Regional Rail corridor; and coordinated topical speakers for the Citizens Advisory Committee.

Total stakeholder outreach included the following communities: Carrollton, Coppell, Dallas, Garland, Irving, Lancaster, Plano, Richardson, and Rowlett.

Project Elements:

- Discount GoPass Tap Card brochures/flyers
- DARTzoom cards
- GoLink brochures
- Video
- Silver Line safety tips and display boards
- DART.org/transiteducation
- General DART brochures (e.g., system map, rail schedule, GoPass, See Something Say Something, and Safe Place)
- Other collateral: On the Go! Coloring and Activity Book, DART Safety bookmarker/ruler, pencils, pens, neck wallets, DART masks, and hand sanitizers



Transit Education (continued)

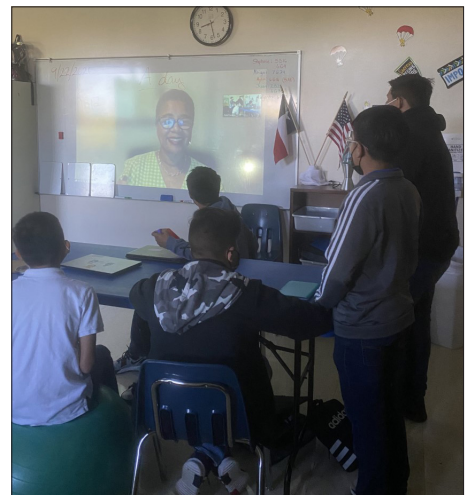
Highlights:

- Participated in back-to-school, new teacher, and community events, including:
 - Dallas Mayor's Back-to-School drive-thru and walk-up events (2)
 - Richardson ISD Back-to-School carnivals (2)
 - Garland ISD/NAACP Back-to-School drive-thru fair
 - Irving ISD Supplies for Success Back-to-School drive-thru
 - Plano ISD Back-to-School drive-thru fair
 - Dallas Police Department UNIDOS Back-to-School fair
 - Back-to-School fairs at Martin Luther King, Jr. Community Center, West Dallas Multipurpose Center, Juanita Craft Recreation Center, Pleasant Oaks Recreation Center, T.R. Hoover Community Development Center, and Senter Park Recreation Center
 - Richardson ISD New Teacher Orientation



By the Numbers:

- 1,253 page views on [DART.org/transiteducation](https://dart.org/transiteducation)
- 3 Silver Line briefings
- 26 programs/activities:
 - 23 community events, including drive-thru and virtual
 - 3 virtual Safety/How to Ride presentations
- 33,730 virtual/face-to-face interactions:
 - 19,630 students
 - 13,500 adults
 - 600 senior citizens



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 support the following initiatives:

- Silver Line Construction Community Meetings in July and August
- Silver Line Landscaping Betterments Meetings in July and September
- Silver Line Station Art & Design Committee Meeting in September
- Silver Line Equipment Maintenance Facility (EMF) Public Hearing Notification Process in September
- D2 Subway East End Evaluation City of Dallas Public Meetings in August and September
- D2 Subway Neighborhood Association Meeting in July
- DARTzoom Limited English Proficiency (LEP) Outreach and Partnership Events in August and September



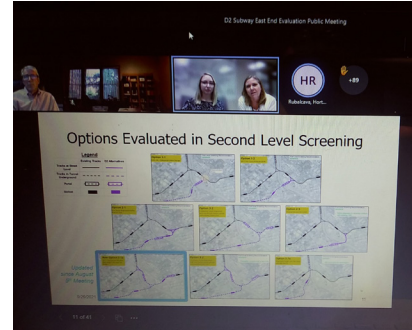
Project Elements:

- Silver Line Construction Community Meetings
 - Flyers, door hangers, website notifications, and digital notices
- Silver Line Landscaping Betterment Meetings
 - Flyers, door hangers, and digital notices
- Silver Line EMF Public Hearing for October 2021
 - Legal ad, display ads, brochures, website notices, and digital reminders
- D2 Subway East End Evaluation City of Dallas Public Meetings
 - Digital invitations, website postings, and email distribution
- DARTzoom LEP Outreach and Partnership Events
- LEP survey, multilingual cards, bilingual flyers/brochures, system maps, and schedules

Community Affairs (continued)

Highlights:

- Silver Line Construction Community Meetings
 - Participated in 6 virtual community meetings in July and August
 - Coppell/Cypress Waters, Carrollton, Addison, Richardson, Plano, and Dallas
- Silver Line Landscaping Betterments Meetings
 - Participated in 5 meetings to discuss final vegetation/landscaping options in qualifying communities
 - Plano, Carrollton, and Coppell
- D2 Subway East End Evaluation Process
 - Participated in 2 public meetings hosted by the city of Dallas to receive public input on different alignment options for the East End and Deep Ellum areas of the D2 Subway project
 - Virtual meetings took place on Aug. 5 and Sept. 29
- DARTzoom LEP Outreach and Partnership Events
 - Participated in 5 events



By the Numbers:

- Silver Line Construction Community Meetings
 - Over 300 people attended
- Silver Line Landscaping Betterments Meetings and Station Art & Design Committee Meeting
 - Over 50 people attended 4 neighborhood Landscaping Betterments Meetings
 - Over 25 people attended Station Art & Design Committee Meeting for Addison Station
- DARTzoom Outreach Events and Partnership Events
 - 750 people attended Aug. 4 event at Uplift Wisdom School
 - Mostly Spanish speakers in attendance
 - 600 people attended Aug. 14 Dallas Police Unidos Health Fair
 - Mostly Spanish speakers in attendance
 - 45 families participated in Sept. 18 Welcoming Week Citizenship event
 - 50 partners participated in Sept. 30 DISD Community Affairs Forum
 - Digital billboard impressions: 34.6 million

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P&D 14	Bus Corridor Concept Development
P&D 15 - 16	Five-Year Action Plan Score Card

Executive Summary

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

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

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

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

Highlights This Quarter

Service Planning & Scheduling

- Employer Services Program: Site-specific shuttles or employer shuttle services incorporate bus services targeted at employers for services designed specifically for the employees of the employer. These services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson/Galatyn Park Station Shuttle, McKinney Avenue Streetcar, UTD, Baylor Scott & White, Parkland Hospital and the Amazon weekend shuttle (JJ Lemmon facility).
- The UTD Site-Specific Shuttle transitioned into a 10-year shuttle agreement (effective October 1, 2016) to correspond with the approval of a contract for operation of the UTD service. On February 12, 2019, the DART Board approved funding to increase the contract value to add three additional buses for the service demand. In May 2019, DART solicited and received bids for purchasing three additional buses to support the UTD shuttle service. The contract was awarded to Gillig. DART accepted bus delivery in July 2020 and the vehicles are now in service. Service with the new buses began during the 4Q20. A new schedule was implemented in 4Q20 which required fewer peak buses and reduced the annual cost for the service. The schedule eliminated the express service between CityLine/Bush Station and the north end of the UTD campus. The UTD has been in discussion with DART to restore to pre-pandemic service level since late July 2021 as UTD campus will be in-person since the Fall 2021 semester.

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- Shuttle Service & Ridership:

- ✓ Baylor Shuttle: Baylor is going through several senior administrative staff changes related to Baylor's Site-Shuttle operations. Baylor will continue to run their service but may not be able to adhere to all the parameters of our Site-Specific Shuttle Agreement. Baylor personnel staff has requested to allow the current agreement to expire and then re-engage once staffing is back to normal around the second quarter of FY22.
- ✓ Parkland Shuttles: Average weekday ridership for Route 704 was 266 in July; 304 in August, and 233 in September 2021. Average weekday ridership for Route 705 was 222 in July, 199 in August, and 241 in September. Route 706 average weekday ridership was 148 in July, and 151 in August and 161 in September 2021.
- ✓ Amazon Shuttle: Average weekday ridership during 4Q21 was 32 passenger trips per day during July, 32 passenger trips during August, and 37 passenger trips during September. This showed a decrease over the same three months in FY20 (37, 35, 38). DART and Amazon staff are processing final signatures for the Amazon FY 22 weekend service Site Specific GoLink Shuttle Agreement.
- ✓ Galatyn Park Shuttle: Due to the COVID-19 Pandemic, Route 824 has operated between 6:25 a.m. and 9:25 a.m. and between 3:45 p.m. and 6:45 p.m., with no changes in route or service area. Regular service will resume when COVID-19 conditions have changed.
- ✓ DFW Circulator Service: There has been a modest increase in ridership since the COVID-19 Pandemic began; however, the service is operating at about 35% of its normal ridership compared to this time last year. DART, Trinity Metro, and DFW Airport are currently evaluating proposals for a contractor to operate this service utilizing Trinity Metro buses. A new vendor should be in place along with a new three-party agreement beginning October 2021.

- On-Time-Performance (OTP) Projects: 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 3Q21 stands at 81.55%, which is below our goal of 83%. Many routes are still operating on pandemic schedules with reduced running time even though weekday traffic levels have almost returned to normal levels. Many running time issues will be addressed with DARTZoom implementation. We would also 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.

- Big Data Analytics Services: DART has contracted to partner with Cambridge Systematics to provide the required functionality of real time predictions. A major focus of Service Planning's FY21 workplan is to implement running times, recovery times and time bands that better match field operations. Cambridge Systematics has been meeting with DART's Service Planning Team on a regular basis to configure and rollout analytical reporting that will improve scheduled runtimes between time points, as well as time bands. Some of the reports

Executive Summary

are available now, and others will become available during FY22. The feed has been integrated with DART GoPass mobile application as of late FY21.

- Special Events:

- ✓ Many special events that are normally held during FY20 and FY21 were either canceled or postponed due to the COVID-19 Pandemic. The Service Planning and Scheduling Department developed special operating plans for the Texas State Fair and Texas/OU Game for FY21. State Fair operations started in late September and continued into early FY22.

- Vanpool Program: At the conclusion of 4Q21, there were nine vanpool groups in operation. The decline in vanpool participation can be attributed to several factors; 1) businesses serving Downtown Dallas and throughout the metroplex are slow to reopen with some planning to return to the worksite in January 2022; 2) the Big Three Automakers (Ford, General Motors, and Stellantis) have halted manufacturing their Transit fleet which is expected to return to the assembly lines in 4Q22; and 3) the semiconductor shortage has created a strain on the used vehicle market with transit vehicles costing 50 percent higher (Manheim Used Vehicle Index) in comparison to pre-pandemic pricing. The Army and Air Force Exchange Service (AAFES) anticipates restarting their vanpool program in 2Q22. 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, 30 vanpools are eligible to return to the DART vanpool program. DART is actively communicating through our vendor (AVR) to discuss return-to-work policies with suspended vanpool groups to prepare for ramping up the program in 4Q21. DART in coordination with AVR is concentrating our efforts to promote and deliver seven passenger vehicles, primarily the Dodge Caravan and Dodge Durango which are more readily available than the larger transit vehicles.

- Service Improvement Activities: Regular service improvement activities have been impacted by the COVID-19 pandemic and work on the Bus Network Redesign. DART implemented an emergency service reduction effective April 6, 2020, due to the COVID-19 Pandemic, and we monitored ridership trends to determine where service needs to be restored or supplemented due to passenger loads. Decisions on restoration of many bus services were approved by the Board of Directors in 4Q20, and bus services were restored to approximately 89% of pre-pandemic levels in October 2020. We anticipate continuing October service levels until the bus network redesign is implemented in January 2022.

- Bus Service Plan: Jarrett Walker + Associates (JWA) began the Bus Network Redesign planning work in 1Q20, with the goal of having a draft plan complete by 1Q21, and all work on the project completed by 2Q21. During 3Q20, JWA and DART completed the first phase of the public engagement process. Because of the COVID-19 Pandemic, all Regional Transit forums and plans for in person meetings and interviews were cancelled. DART replaced these

Executive Summary

meetings with virtual meetings and on-line surveying. The summary report on the feedback on Ridership versus Coverage preferences was completed in 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 was presented to the Board in 2Q21. A final network design workshop was held in 3Q21, with some of the proposals modified. The Board of Directors unanimously approved the Final Bus Network Plan and associated January 2022 service changes in August 2021.

- Service Standards: The Board of Directors adopted the new revised Service Standards Policy at the October 9, 2018, meeting (1Q19). 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 of the support for several 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 DART Mobility Services LGC for FY21. As for other services in the region, Collin County Rides ridership declined significantly with the COVID-19 Pandemic, particularly in Fairview. During 1Q21, DART and DCTA began initial discussions about a possible joint proposal to operate McKinney Urban Transit District services. This arrangement would be subject to negotiation and approval by all the entities involved.
- Collin County Rides: Collin County Rides ridership declined significantly with the COVID-19 Pandemic, particularly in Fairview.
- 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 started April 26, 2021, ridership continues to show improvement from initial startup with 27 passengers in May. 4Q21 numbers were 55 passengers in July, 85 passengers in August, and 66 passengers in September. Under the Final Bus Network Plan, DART will add 13 new GoLink zones and expand many others, with 30 total zones in operation in the new network. On December 6, there will be a soft launch of the new zones to get customers acclimated with the new service.

Executive Summary

Mobility Program Development

- 511DFW: The 511DFW website had 3,018,190 hits with 7,516 visits between July 1, 2021 through September 2021. The Phone system received 17,809 calls during the same time. 26,133 incidents were reported citing road closures, detour information and additional traveler assistance information from the TxDOT center-to-center (C2C), and EcoTrafrix user information was posted on the 511DFW website. 321,603 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) assumed responsibility of management and operation of the 511DFW beginning June of 2017. 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. Special event information in the Arlington sports district is consistently posted on 511DFW. Air Quality alerts in the DFW Metro area are also posted to 511DFW.
- ICM: 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 (Light Rail Transit) stations along N. Central Expressway (US 75) is ongoing and annual repairs is performed with the help from NCTCOG and DART contractors. The Rowlett Parking Lot Camera Occupancy work and accuracy of the system were completed 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 underway, under a new maintenance contract with a DART contractor. NCTCOG is currently working with the contractor receiving API data and documentation provided for development integration of Rowlett parking lot data into 511DFW.
- Rowlett Parking: The Rowlett reserved parking program is managed by the Rowlett Volunteers-On-Patrol. During 4Q21, 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 service area streets heavily used by DART buses is an ongoing effort. DART has completed 95% design work for the widening of the Boedecker St. & Park Lane southeast corner to accommodate a 40' bus curb turning radius in 4Q21. DART is responsible for engineering services required to provide complete design documents, cost estimates and construction services, and it also includes the relocation of traffic signals and cabinets. The City of Dallas is participating in funding additional improvements related to bringing the other three corners of this intersection into ADA compliance, and to upgrade all the traffic signals to meet the

Executive Summary

cities' new standards. Project letting is expected in 2Q22 with construction completion by the end of next year.

- 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.
- Crewrooms Project: The DART Board approved a contract to construct up to 13 Crewroom buildings to address the deficiencies regarding the number of facilities supporting DART's bus operation. Contract ended at the end of 4Q20, and contractor has constructed 10 Crewrooms at the following locations: Dallas Convention Center Station, Parkland Hospital, Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, 8th & Corinth, Glenn Heights, and Forest Lane. DART received approval of Plans for construction of the 2 remaining Crewrooms at Park Lane and Downtown Carrollton from cities of Dallas and Carrollton and project letting will be performed under an on-call construction contract and is expected to be completed by 2Q23.
- 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 concluded at the end of 3Q21. In 4Q21, power consumption concerns with the camera and modem were identified. Staff are exploring the possibility of using electric instead of solar power.
- 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 2018-2021 shelter contract. The FY21 goal is to install 20 shelters, 30 benches and 30 free standing lights. In 3Q21, 12 shelters and 22 benches have been installed. In 4Q21, the goal of installing 20 shelters, 30 benches and free-standing lights were met.

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**
- 4Q21: The DFW Site Specific Shuttle Agreement between Trinity Metro, DFW Airport and DART was approved by the Board for three years.
 - 3Q21: The SMU Site Specific Shuttle Agreement was approved by the Board for three years.
 - 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 expansion of the 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**
- 4Q21: DART staff was informed by Baylor Scott White that they lost several key managers who administrate the Baylor Site Specific Shuttle Service. They wish to allow the current agreement to expire and re-engage around the second quarter of FY22.
 - 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 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.
 - 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.

- Schedule**
- 4Q21: DFW Circulator Shuttle Service 3 Party Agreement projected to be presented to the board for consideration September 2021.
 - 4Q21: Medical City Site Specific Shuttle Agreement is scheduled for Board approval July 6, 2021
 - 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.

Project Manager(s) Dan Dickerson

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

- 4Q21: Innovative Services completed the data collection phase of the micromobility study for all DART Park & Ride Stations and will draft the report in 1Q22.
- 4Q21: Submitted bike lid misuse standard operating procedures final document to committee's upper management.
- 4Q21: Bike lid misuse workflow intranet form developed in testing environment.
- 3Q21: Innovative Services met with Bicycle (Trinity Metro) Director and University Crossing Executive Director on opportunities to partner on a pilot bike share program. The program would use docking stations to encourage responsible bike use.
- 3Q21: Abrams bike lane project between Beacon to Richmond was completed.
- 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: 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 micro mobility vehicles.

Bicycle / Pedestrian Program Development

Service Planning and Scheduling

- 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.

Issues

- 4Q21: None at this time.

Schedule

- 4Q21: Bike lid misuse SOP final document completed.
- 4Q21: Bike lid misuse workflow intranet form developed in testing environment.
- 3Q21: Abrams Bike Lane Project completed.
- 3Q21: Complete draft of bike lid misuse standard operating procedures and forward to committee's upper management.
- 2Q21: Submit Columbia and Main bike lane comments to City of Dallas.
- 1Q21: The City of Dallas requested comments on the 60% bike lane design on Columbia and Main.

Project Manager(s)

Ryan McCutchan / Patricio Gallo

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

- 4Q21: The goal of installing 30 benches, 20 shelters and 30 free standing lights was met.
- 3Q21: Amenity pad packaged for the remainder of the benches and shelters have been approved and awarded to the Miscellaneous On-Call construction Contractor.
- 3Q21: 127 shelters and 22 benches have been installed.

Issues

- None at this time

Schedule

- 1Q21: Identify amenity installation locations.
- 2Q21: CCB approval for FY21 task order.
- 4Q21: 30 benches, 20 shelters and 30 Free Standing lights are be installed.

Project Manager(s) Jennifer Jones

Strategic Priorities	<p>Priority 1: Enhance the safety and service experience through customer-focused initiatives.</p> <p>Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.</p>
Description	<p>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.</p>
Accomplishments	<ul style="list-style-type: none">• 4Q21: Innovative Services completed the framework for the Regional Vanpool Program with our partners NCTCOG, DCTA, and Trinity Metro, but respectfully declined to join the Program due to the unwillingness of the Program to allow multiple vendors to provide vehicles. We will continue to meet as regional partners to share best practices during the pandemic and assist in the promotion of vanpools.• 3Q21: Innovative Services contributed to the creation of a Regional Vanpool Program Request for Proposal to be disseminated by NCTCOG in 4Q21.• 3Q21: The vanpool vehicle fleet in operation is 9. Ridership has fluctuated during the last quarter with many employees continuing to work from home.• 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.

- Issues**
- 4Q21: The Big Three Automakers have halted production of their Transit fleet which is expected to resume in 4Q22. Sourcing used Transit vehicles is cost prohibitive and will hinder the return of vanpool groups such as Tyson Foods who are being served by DCTA and Commute with Enterprise.
 - 3Q21: The semiconductor shortage is stifling auto manufacturer's ability to build new vehicles and has had a negative impact on the price of used vehicles which is up 30 percent.
 - 4Q20: The drastic decline in ridership can be attributed to the fact that many riders are working from home. Based on discussions with individual agencies, companies, and organizations it is anticipated that most vanpool riders will not return to their office until the summer of FY21.
 - 3Q20: Vanpools declined to only nine vehicles due to the COVID-19 Pandemic. This will be a continuing issue in 4Q20 and FY21 as well.
 - 2Q20: The Vanpool Fleet was reduced dramatically from 174 vanpools (1Q20) to 163 vanpool formations in March. We anticipate this number will again drop significantly due to several factors. 1) Enterprise Vanpool has introduced a competitive lease price on vans in an effort to retain business. 2) Fuel prices are currently well below two dollars per gallon. and 3) the COVID-19 Pandemic and its associated restrictions made it impractical to commute in large groups for the time being.

- Schedule**
- 4Q21: Innovative Services and AVR are closely monitoring the Manheim Used Vehicle Value Index to plan for procuring vehicles in 4Q21 and distributing vanpools to returning groups.
 - 4Q21: NCTCOG is drafting a Request for Proposal (RFP) for the Regional Vanpool Program to be disseminated in 4Q21.
 - 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).

Project Manager(s) Dan Dickerson / Ryan McCutchan

Strategic Priorities

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

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

Description

DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas 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

- 4Q21: Grounding issues were resolved.
- 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.

Issues

- 4Q21: Power consumptions issue was identified. Specifically, during winter/low sun months it was identified there will not be sufficient solar power to operate the new camera and updated modem. Staff is exploring converting it from solar to electrical power.

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

Project Manager(s)

Jennifer Jones

Service Planning and Scheduling



FY 2021 Score Card

Five-Year Action Plan

Service Planning and Scheduling

		<p>Pre-pandemic numbers were 17,553 in September 2019. In 4Q21, ridership numbers were 10,209, in July 2021; 11,417 in August 2021; and 11,517 in September 2021.</p> <p>Ridership numbers continue to show a promise of improving as restrictions have been lifted throughout the service area. Service will continue to be reviewed and modified to improve efficiency combining vehicle resources between zones and the introduction of contactless payment via the GoPass App.</p>
	Site-Specific Shuttles	<p>McKinney Avenue Transportation Authority (MATA). We continue to provide MATA with technical information to complete their in-depth assessment plan required NLT November before any future DART funding considerations are addressed.</p> <p>Baylor Scott White wishes to allow the current shuttle agreement to expire due to low staffing and temporary inability to meet all the parameters of the agreement. They wish to re-engage DART 2Q22 when staffing is back to normal.</p> <p>DART, Trinity Metro and DFW Airport shuttle agreement was approved by the board.</p>
	Vanpool Non-Traditional Service	<p>As employers initiate their return-to-work policies, DART will work with AVR to re-establish vanpools that were suspended due to COVID-19 and create new vanpools through a marketing campaign. The FY22 goal is to have 80 vanpools in operation by 4Q22.</p> <p>DART and AVR are pivoting from the Transit vehicles to the seven passenger vehicles which reflect the trend of fewer workers resuming their normal commute. In addition, the smaller vehicles are more readily available and provide greater flexibility for our partner, AVR.</p>

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PDPR-084

TO: Distribution

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

This document is the Fourth 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 September 30, 2021, including Systems Integration and Real Estate.

/s/ *J Todd Plesko*

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

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

JTP/ag

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ACRONYMS

AWP - Annual Work Plan/Program
BNSF - Burlington Northern Santa Fe Railway
CBD - Central Business District
CCTV - Closed-Circuit Television
CM/GC - Construction Manager/General Contractor
CROF - Central Rail Operating Facility
D2 - Dallas Central Business District Second Alignment
D-B – Design-Build
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DFWIA – Dallas/Fort Worth International Airport
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
IFC – Issued for Construction
ILA - Interlocal Agreement
KCS - Kansas City Southern Railway
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
MKT - Missouri-Kansas & Texas Railroad Company
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
RFC- Released for Construction
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)
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
YOE – Year of Expenditure

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.

PROGRAM OF INTERRELATED PROJECTS

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 AND RELATED PROJECTS

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.

Veloweb Hike and Bike (Along the Silver Line)

Cities along the Silver Line Regional Rail and regional stakeholders have advocated for a 21.6-mile Hike and Bike (H/B) Trail project to be added to the current Silver Line project. The proposed trail traverses the cities along the Silver Line, connects to an existing City of Grapevine Trail just west of the Dallas/Fort Worth International Airport (DFWIA) property limits at the north end of the airport, and terminates in the City of Plano at Shiloh Road.

Trinity Railway Express (TRE)

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 a Transportation Improvement 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 provided two (2) remanufactured F40PH locomotives. Delivery of the locomotives is anticipated for November 2021.

Bi-Level Overhaul and Side Sill Repair

This project allows TRE to comply with the OEM requirements of a mid-life overhaul of the bi-level cars to achieve extended service life of the vehicles. CAD Railways was awarded the contract on September 9, 2019. CAD Railways is contracted for the comprehensive overhaul of four (4) bi-level coach cars and three (3) bi-level cab cars and the side sill repair to 12 bi-level coach cars. This is a multi-year contract.

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, and is on schedule for completion in June 2022.

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 has been 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. This station opened for Revenue Service on April 12, 2021.

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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Map

D2 Alignment

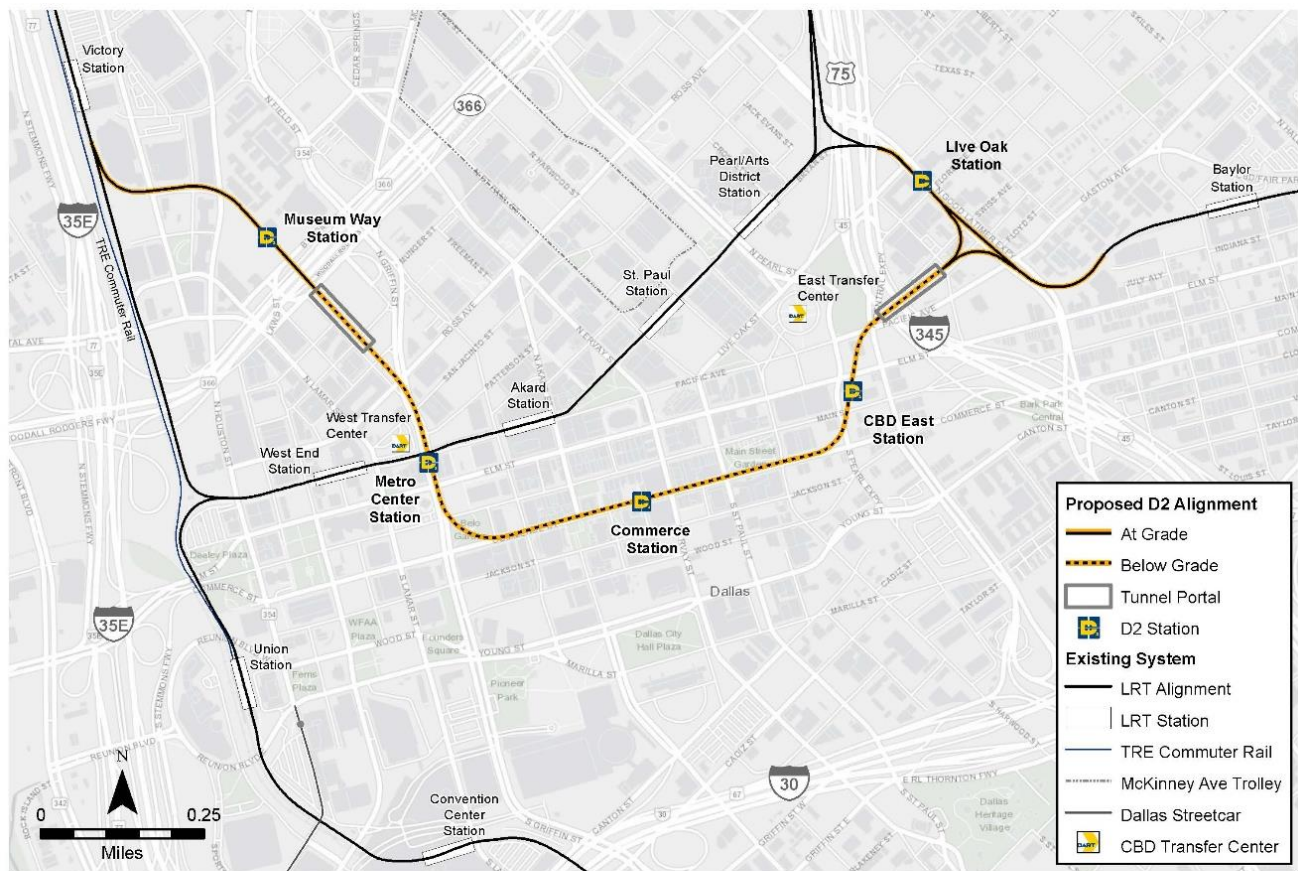


Figure 1-1
D2 Subway Light Rail Transit Project
 Data Source: DART, GPC6

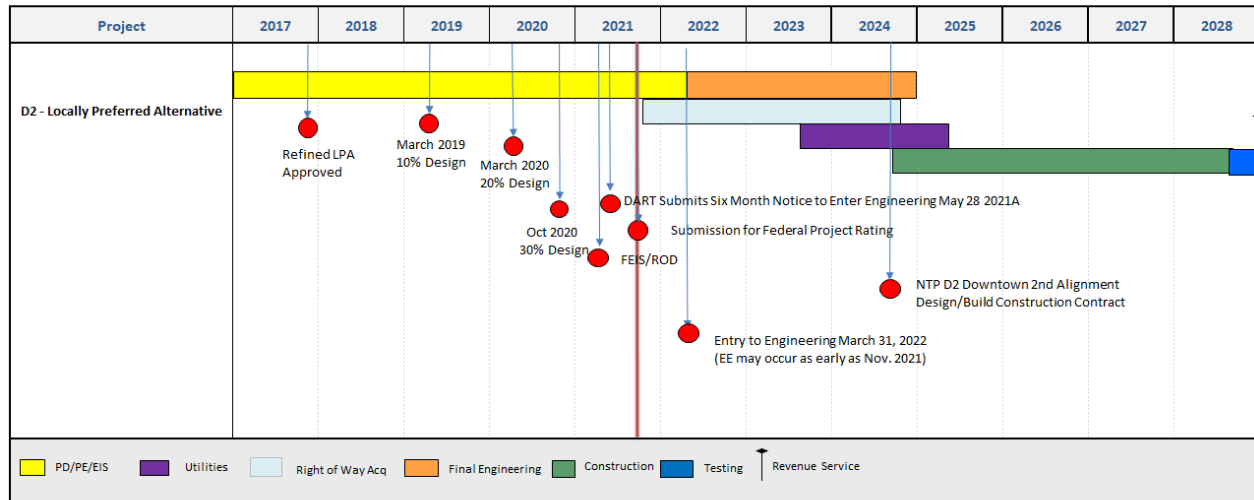
D2 Subway Project
 Supplemental Draft Environmental Impact Statement

Summary Control Schedule

D2 Alignment

Dallas Central Business District (CBD) D2
Summary Control Schedule

09/30/2021



Cost Summary

D2 Alignment

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT Cost Summary (in millions of dollars)			
	Control Budget ^(3, 4,5)	Current Commitment ⁽¹⁾	Expended to Date ^(2, 6)
Dallas Central Business District (CBD) D2	\$ 1,940.0	\$24.9	\$20.4

- 1) Committed values reflect activity through 09/30/21.
- 2) Expended to Date values reflect activity in DART's General Ledger through 09/30/21 prior to the closure of FY21 by DART Finance.
- 3) Control Budget reflects amended FY21 Financial Plan Amendment to \$1,940.00 approved on 5/25/21 (BR 210069).
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) Control Budget reflects FY21 Business Plan increase of approximately \$47M and target RSD change to 1st Qtr., 2026)
- 6) Expended to Date (Prior to Removal from CIG 3/20/18) – \$4,877,671.
Expended to Date (3/20/18 to 09/30/21 after removal from CIG) - \$15,533,359.

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

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

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

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

Assumptions in the initial FY 2021 Twenty-Year Financial Plan reflected a \$1.4 billion project cost and a conservative \$650 million external grant. The 30% project cost estimate is \$1.7 billion (2021\$) and \$1.9 billion (YOE). The Financial Plan was amended on May 25, 2021, to reflect the most recent estimate. DART plans to pursue an approximately 50/50 funding share between local/federal sources, and the project is currently programmed to be completed in 2028 (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. A submittal was made by August 27, 2021 to obtain an updated project rating to support Entry into Engineering. The Project Development (PD) effort 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 was issued by FTA on April 9, 2021.

Discussions and the work effort to prepare for Entry into Engineering have begun both internally and with FTA staff. To that end, DART has multiple Readiness Documents in various forms of completion, including: Project Management Plan (PMP), Risk and Contingency Management Plan, Constructability Review Report, Risk Register, Value Engineering Report, and an Independent Cost Review (ICR), some of which were submitted to FTA Spring/Summer 2021.

The Project Team continues to engage the public and key stakeholders. The Team holds monthly and quarterly meetings with FTA; and one-on-one Stakeholder meetings on an “as needed” basis. The Project Team has coordinated with the Dallas City 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 DART has coordinated with TxDOT on their 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. TxDOT held public meetings in June 2021 to show future I-345 concepts. All concepts show D2 as designed.

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

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Issues (Continued) refinements, enhancements and/or modifications on the east end of the corridor. An Interagency (TxDOT, DART, City of Dallas, NCTCOG) East End Evaluation effort was started in the Spring 2021 and is near completion, where the effort had two screening phases, one paring down from a group of 17 options, down to eight (8), which were then further screened down to three (3). An interagency staff recommendation is expected in early November when City Council and DART Board will be briefed.

Any revisions to the project resulting from this effort, will be taken back to City Council no later than March 2022 for re-approval. This will allow the project to proceed. Delays beyond this period as well as the extent of proposed changes on the east end may affect the ability to remain eligible for core capacity program.

Although early ROW acquisition may be desired, the DART Board has indicated that no major expenditures be made pending final approval by the DART Board and Dallas City Council by March 2022.

Six-Month Look Ahead

D2 Alignment

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

09/30/2021

Project	2021			2022		
	October	November	December	January	February	March
CBD - D2						
	<ul style="list-style-type: none"> • Preparation of PMP and Subplans • Preparation of Readiness Documents • Third Party Agreements List/Plan Value Engineering Submit Project Ratings Templates 	<ul style="list-style-type: none"> Risk Workshop & Analysis Dallas City Council Action on Service Plan Amendment (early) 				<div>Entry into Engineering March 31, 2022 (EE may occur as early as Nov. 2021)</div>
<div>Project Development (Preliminary Engineering/EIS, Public Outreach Activities)</div> <div>1: Notation of "A" adjacent to a date represents "Actual" date of occurrence of the event</div>						

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Program of Interrelated Projects

Red & Blue Line Platform Extensions



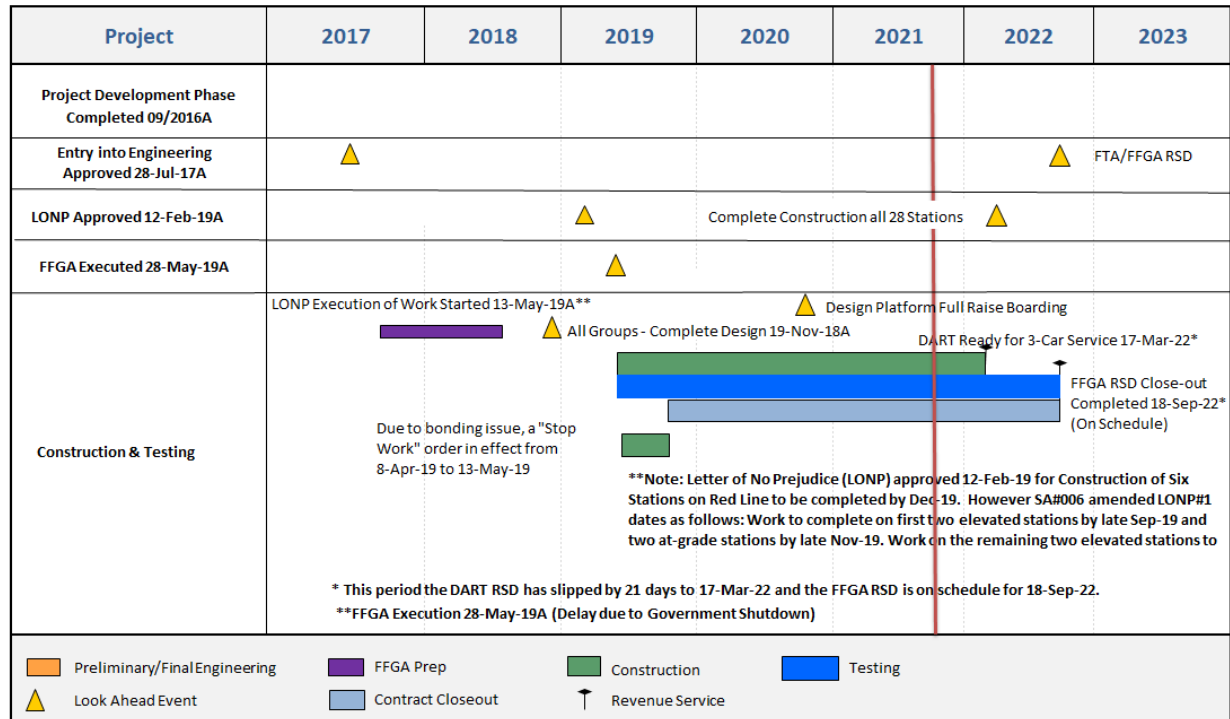
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Summary Control Schedule

Interrelated Projects Platform Extensions

Red and Blue Line Platform Extensions Summary Control Schedule

09/30/2021



Cost Summary

Interrelated Projects Platform Extensions

RED & BLUE LINE PLATFORM EXTENSIONS PROJECT Cost Summary (in millions of dollars)			
	Control Budget ^(3, 4)	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Red & Blue Line Platform Extensions	\$ 128.7	\$ 116.6	\$ 89.4

- 1) Committed values reflect activity through 09/30/21.
- 2) Expended to Date values reflect activity in DART's General Ledger through 09/30/21 prior to the closure of FY21 by DART Finance.
- 3) Control Budget reflects Baseline Budget and Full Funding Grant Agreement (FFGA) executed May 28, 2019.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) CBD Second Alignment (D2) was removed from the Capital Investment Grant (CIG) Program on 03/20/18 and deleted from this slide.
- 6) Control Budget for Red and Blue Line Platform Extensions Project reflects an increase of \$4.2M for Unallocated Contingency identified in DART's Capital Reserves.

Board Strategic Priority	<ol style="list-style-type: none">1: Enhance the safety and service experience through customer-focused initiatives2: Provide stewardship of the transit system, agency assets and financial obligations
Description	Acquisition of property required for construction of the Red and Blue Line Platform Extensions Project
Status	<p>DART has acquired all property required for the project at the Westmoreland Station.</p> <p>Temporary storage and staging areas will be located on DART-owned property.</p> <p>The CM/GC has requested the use of eight properties owned by others. DART staff 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.</p> <p>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.</p> <p>DART will not use eminent domain to acquire temporary storage and staging areas for this project.</p> <p>CROE that allows the contractor to begin construction activities at the 8th and Corinth Station has been secured. Acquisition of permanent easement rights has been completed.</p> <p>CROE that allows the contractor permission to store construction materials for the Tyler/Vernon Station has been secured.</p> <p>As of this date, no utility conflicts have been identified at any of the stations.</p> <p>The Texas Department of Transportation Advance Funding Agreement Regarding a Texas Mobility Fund Grant has been executed. As of this date, this is the only third-party agreement that has been identified.</p>
Issues	None

Red & Blue Line Platform Extensions

Interrelated Projects Platform Extensions

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

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

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

Status Construction cost was negotiated with 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

Status (Continued) to contractor mobilization. In April, a stop work order was issued for site activities only pending resolution of mobilization issues.

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.

All station construction is on-track for the Dallas Area Rapid Transit (DART) Revenue Service Date of February 24, 2022.

In order for the contractor to work safely at multiple station locations during rail operations, the Authority has previously provided the worker-in-charge (WIC) coordinators. Following a review of the Authority's available resources, the approach has changed from Authority-provided WIC coordinators and changed to contractor-provided WIC coordinators. This additional support began on August 16, 2021 and is being paid for under the existing Flagging Allowance within each contract.

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.

On December 16, 2020, Cityplace/Uptown Station was 100% complete; all items had been addressed

Status (Continued) The contractor reached substantial completion on Convention Center and Cedars stations on April 27, 2021.

Notice of Access was given to Group A on April 28, 2021, for the Mockingbird Station and 8th & Corinth Station. Construction work began on those stations on May 3, 2021, with completion for Mockingbird anticipated on December 15, 2021, and for 8th & Corinth on January 15, 2022.

On August 20, 2021, Convention Center Station was 100% complete and on August 27, 2021, Cedars Station was 100% complete; all items have been addressed for both stations.

Group B

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

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

On July 1, 2019, Notice to Proceed letter was issued to 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.

Status (Continued) 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 Lovers Lane Station.

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.

Contract closeout is in progress - closeout binder 98% complete.

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 reached substantial completion on Dallas Zoo Station and Hampton Station on March 30, 2021.

Notice of Access was given to Group C on April 9, 2021, for the Tyler/Vernon Station and the Westmoreland Station. Construction work began on both of these stations on April 12, 2021, with

Status (Continued) completion for Tyler/Vernon anticipated on August 30, 2021 and for Westmoreland on January 9, 2022.

On May 4, 2021, Dallas Zoo and Hampton Stations were 100% complete; all items had been addressed.

On August 20, 2021, Tyler/Vernon Station received substantial completion.

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 reached substantial completion on Forest/Jupiter Station on March 22, 2021, and on White Rock Station on April 5, 2021.

Notice of Access was given to Group D on March 30, 2021 for LBJ/Skillman Station and April 9, 2021 for Downtown Garland Station. Work began on both these stations April 15, 2021 with completion set for Downtown Garland on December 15, 2021 and LBJ/Skillman January 15, 2022.

On May 6, 2021, Forest/Jupiter Station was 100% complete and on May 25, 2021, White Rock Station was 100% complete; all items had been addressed for both stations.

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.

Red & Blue Line Platform Extensions

Interrelated Projects Platform Extensions

Status (Continued) 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.

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

Contract closeout is in progress - closeout binder 98% complete.

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.

Red & Blue Line Platform Extensions 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 347 integrated tests and 649 Safety and Security Certifiable Items (SSCI).

The Systems Integration Group (SIG) activities are ongoing and will continue throughout the project. As of September 30, 2021, the SIG has performed a total of 218 integrated tests. Integrated testing continues as construction progresses. Fifty-three (53) of the 347 integrated tests will be performed after construction is completed as system verification tests.

Safety and Security Certification activities are ongoing and will continue throughout the project. As of September 30, 2021, 550 of the 649 SSCIs 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. The Project has 25 stations that have been issued Substantial Completion. Seventeen (17) of those 25 stations still require systems work and re-testing to be completed by DART Force account.

Issues

SIG and SSC Team(s) are working with the DART SSCRT and PM teams to address Public Announcement and Visual Message Board (PA/VMB) equipment requirements related to Safety/Security Certification and Systems Integration testing.

Six-Month Look Ahead

Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS Six-Month Look Ahead

09/30/2021

Project	2021			2022		
	October	November	December	January	February	March
Red and Blue Line Platform Extensions - Pre-Construction/Force Account Systems Construction/Construction Related Activities	<p>Completed Civil Construction on Forest/Jupiter, Convention Center and Cedars Stations (11-Mar-21); Dallas Zoo and Hampton Stations (5-Apr-21); White Rock (8-Apr-21)</p> <p>Commenced Civil Construction at Westmoreland & Tyler / Vernon (12-Apr-21); LBJ/Skillman and Downtown Garland (15-Apr-21); Mockingbird and 8th & Corinth (19-Apr-21)</p> <p>Complete Civil Construction Tyler/Vernon Station (30-Sep-21)</p> <p>Complete Civil Construction Mockingbird and Downtown Garland Station (15-Dec-21)</p> <p>Complete Civil Construction Westmoreland Station (7-Jan-22)</p> <p>Complete Civil Construction 8th & Corinth and LBJ Skillman Station (14-Jan-22)</p> <p>Systems Force Account Work Continues</p>			<p>Complete Construction all 28 Stations</p>		
Red and Blue Line Platform Extensions - Design Related Activities	DSDC Activities					
Red and Blue Line Platform Extensions - Federal Process	<p>Complete Executive Air Review Apr 26, 2019A (Gov. Shutdown Impact)</p> <p>Receive FTA Approval for Letter of No Prejudice (LONP) Six Stations ariel Red Line Feb 12, 2019A</p> <p>Receive FTA Region 6 approval for Long Lead Material Solicitations March 20, 2019A</p> <p>DART Submits Core Capacity & SCC Templates for FFGA Application - August 17, 2018A</p> <p>FFGA Executed May 28, 2019A</p>					
<p>▲ Look Ahead Event</p> <p>Texas State Fair Window (24-Sep-21 - 17-Oct-21)</p>						

Change Control Summary

Interrelated Projects Platform Extensions

Interrelated Core Capacity Projects - Change Control Summary

Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (September 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%	100%	
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%

Notes:

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



Program of Interrelated Projects

Dallas Streetcar Central Link

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Cost Summary

Interrelated Projects Central Link

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

- 1) Control Budget reflects approved FY19 Financial Plan value (pending City of Dallas Streetcar Interlocal Agreement Execution).
- 2) Committed values reflect activity through 09/30/21.
- 3) Expended to Date values reflect activity in DART's General Ledger through 09/30/21 prior to the closure of FY21 by DART Finance.

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 Fall 2021, pending Dallas city staff and council feedback
- Timely approval of request to enter Project Development once submitted to FTA, anticipated in 2022, pending City of Dallas O&M funding sources study in 2021 and advancement of the D2 Subway project



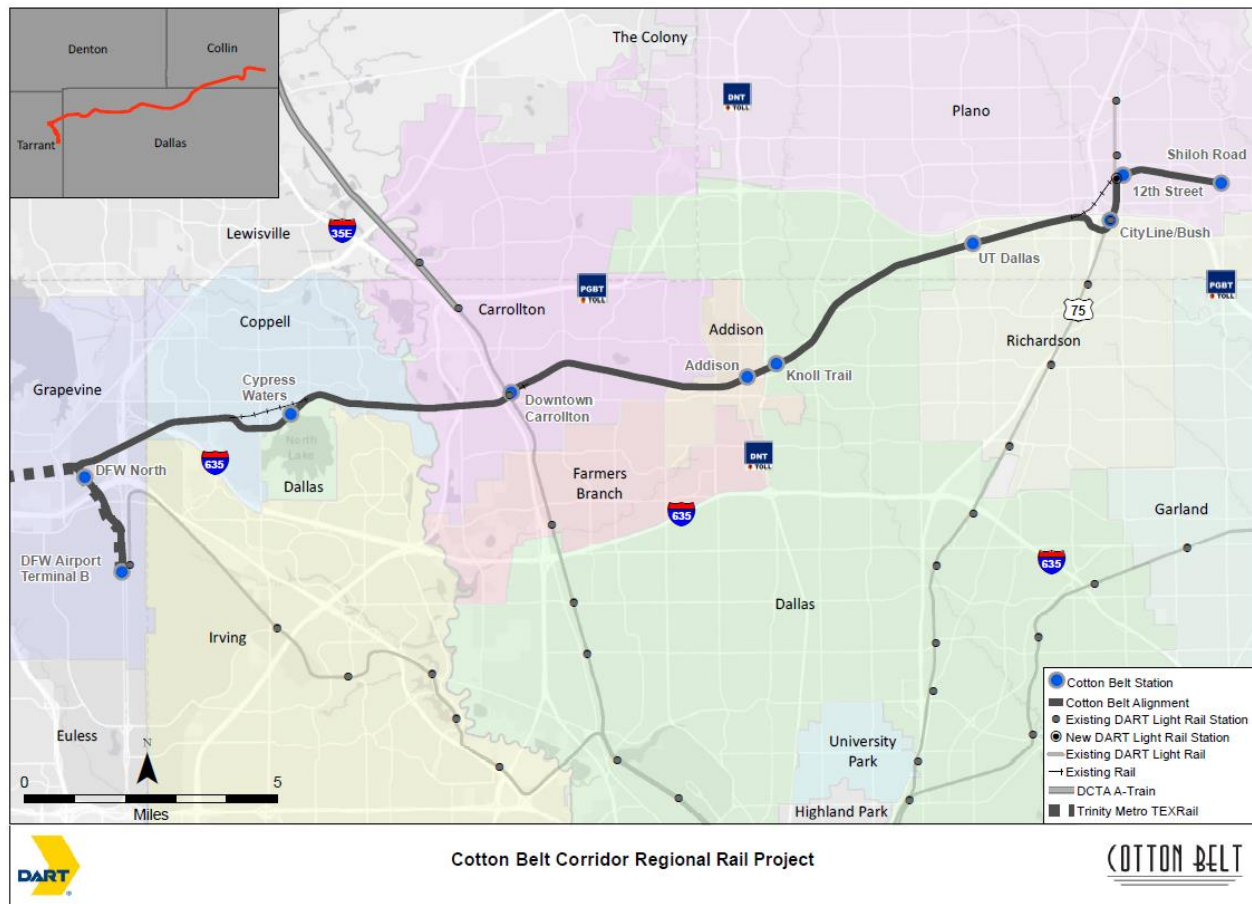
Commuter Rail and Related Projects

Silver Line Regional Rail

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Cotton Belt (Silver Line) Map

Commuter Rail
Silver Line Regional Rail

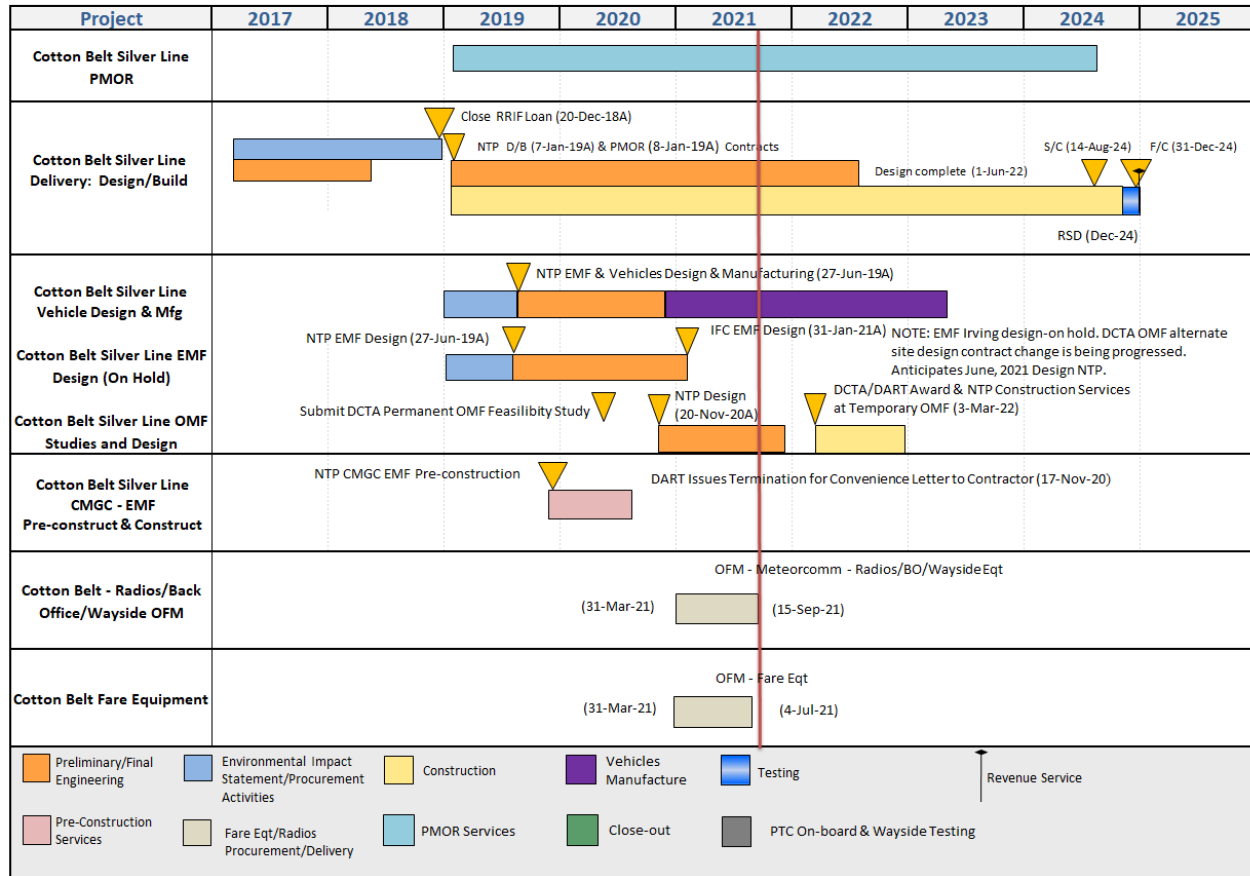


Summary Control Schedule

Commuter Rail Silver Line Regional Rail

Cotton Belt Silver Line Summary Control Schedule

09/30/2021



Cost Summary

Commuter Rail Silver Line Regional Rail

COMMUTER RAIL- Silver Line Cost Summary (in millions of dollars)			
	Control Budget ^(2,3,4,5)	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Cotton Belt Rail Line General	\$1,324.9	\$777.6	238.1
OPS/ Maintenance Facility	50.0	33.5	5.5
Commuter Rail Cars	94.4	119.1	49.6
CB-1	69.2	69.2	65.4
CB-2	60.3	60.3	60.3
CB-3	52.5	52.5	52.4
CB-3 Plano	65.3	65.3	0.2
CB-3 Richardson	45.2	45.2	0.0
CB-3 Richardson TIRZ #2	0.5	0.5	0.5
CB-3 Richardson TIRZ #3	0	0	0.0
CB-3 Plano Betterments	1.5	1.5	0.1
CB-3 Plano Betterments TIF-2	.1	.1	0.0
CB-3 Plano Betterments TIF-3	.1	.1	0.0
CB-3 Richardson Betterments	8.2	8.2	1.0
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	0.5
CB Dallas Betterments	15.1	15.1	0.2
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	0.1
Silver Line Kiosks	0.7	0.7	0.0
Cotton Belt Program	\$1,819.7	\$1,280.6	\$474.1

Cost Summary

Commuter Rail Silver Line Regional Rail

- 1) Expended to date values reflect activity through 09/30/21, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance.
- 2) Control Budget and Current Commitment reflect activity through 09/30/21.
- 3) Control Budget reflects scope related costs only and does not include projected financing costs.
- 4) Control Budget increased to \$1,899,000,000 as per Board Resolutions 200069 passed on May 25, 2021 (FY21 Financial Plan Amendment).
- 5) Cotton Belt Expended to Date (Prior to approval of RRIF Loan 12/19/18) - \$8,265,211.
Cotton Belt Expended to Date (After approval of RRIF Loan 12/19/18 – 09/30/21) - \$ 465,801,499
- 6) Division of Cotton Belt Program Budget into sub-Projects is work-in-progress; reports will reflect updates to these sub-Project budgets periodically.

COMMUTER RAIL- Silver Line Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
CB-3 Plano TIF #2	\$ 9.3	\$ 0.1	\$ 0.0
CB-3 Plano TIF #3	9.3	0.1	0.1
Cotton Belt ILA – City of Coppel	0.9	0.8	\$ 0.2
Cotton Belt ILA - Richardson	49.5	10.7	0.0
Cotton Belt Ancillary Projects	\$ 69.0	\$ 11.7	\$0.3

- 1) Expended to date values reflect activity through 09/30/21, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance.
- 2) Control Budget and Current Commitment reflect activity through 09/30/21.
- 3) Control Budget reflects scope related costs only and does not include projected financing costs.
- 4) Division of Cotton Belt Ancillary Projects 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 The following items have created schedule issues for the Silver Line project:

- Unable to reach property owners in early 2020 to secure rights of entry for surveys due to pandemic.
- Late in securing Construction Right of Entries and acquiring properties per the schedule included in the contract.
- Late in securing Third-Party agreements.
- Awaiting City of Dallas approval of the design plans and issuing construction permits.
- Discussion to change double tracking to single tracking from PGBT 190 crossing to 12th Street Station.

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

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

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

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

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

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

Status (Continued) surveying and data gathering activities were initiated. In March and April 2019, DART conducted coordination meetings with city representatives and provided updates on design and construction activities to the community. In May 2019, coordination with city representatives continued and community workshops for the betterments program were initiated in Dallas neighborhoods. On May 29, 2019, the DART Station Art and Design Orientation Meeting was conducted for the DFW North, Cypress Waters, and Knoll Trail stations. On July 24, 2019, the DART Station Art and Design Orientation Meeting was conducted for the Addison Station. A series of four quarterly design and construction update meetings with the community were initiated in July and concluded in August 2019. All Art & Design and Community Betterment meetings have been concluded. DART is establishing and reaffirming the selections made with the communities and cities. Bi-annual meetings are being conducted to update public on construction progress and discuss Landscaping betterments. These meetings started in June 2021.

The design-builder is progressing the design development including the current status as reflected in the table below.

Design Packages	Qty	100% Submittal		IFC Submittal		RFC* Submittal		Takeoffs @ IFC	Forecast Updated
		Qty	%	Qty	%	Qty	%		
Franchise Utilities	67	67	100%	64	96%	64	96%	64	64
Standards & Specifications	5	5	100%	5	100%	5	100%	5	5
Guideway	16	16	100%	16	100%	14	88%	16	16
Bridges	34	34	100%	34	100%	31	91%	31	31
Stations	11	11	100%	11	100%	10	91%	10	10
Systems	117	28	24%	13	11%	12	10%	Sub	Sub
TOTALS	250	161	64%	143	57%	136	54%	126	126

* 39 Approvals are conditional pending 3rd party approval

Construction of the Phase 1 60" water line at new Mercer Yard is completed and Phase 2 is in progress. Franchise utility relocations continue to progress along the corridor along with grading and grade beam installation at various stations. Bridge construction has also commenced.

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

Status (Continued) change. Design of the Coit and Hillcrest intersections are in RFC stage and awaiting City of Dallas permitting to start construction. City has requested Hillcrest to be redesigned from 6 lanes to 4 lanes. This change to scope is being negotiated with the design-builder.

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 and Phase II designs are complete. DART is discussing plans and funding considerations for execution of next three phases of the project including preliminary design, final design, and construction. Final design negotiations have been completed and design is in progress. Preliminary construction activities will commence soon.

Along with a Financial Plan Amendment, DART sought DART Board authorization to create an allowance and a supplemental contract contingency in the design-builder's contract to address the known and anticipated 59 changes requested by the design-builder. DART Board approved the financial plan amendment and addition of \$237 MM to AWH's contract as an allowance for the changes noted in May 2021. The individual changes are under negotiations with design-builder.

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. The vehicle design was approved as noted in September 2020 and vehicle car body manufacturing is in progress in Hungary. As of end of August 2021, carbodies for the first three vehicles and the trucks for the first vehicle had been completed and shipped to Salt Lake City, UT for assembly. The carbodies for vehicle 4 and the trucks for vehicle 2 were in shipment and carbodies for vehicle 5 and trucks for vehicle 3 were ready for shipment to Salt Lake City.

Status (Continued) As of end of August 2021, 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. A draft ILA for the modification and joint (DART/DCTA) use of the DCTA facilities to support the Silver Line vehicle reception and maintenance is under review.

The anticipated date for project completion, which is March 2023, following extension of time granted due to Hillcrest and Coit changes, is tracking late. Schedule discussions are ongoing with the design-builder. DART has requested the design-builder to mitigate delays experienced due to various reasons. Design-builder is currently projecting 2025 completion, which is a pre-mitigation position and must be improved. Project schedule will be re-baselined following completion of schedule discussions with the design-builder.

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 key agreements to allow DART's contractor to enter onto and begin construction work on DFW property. On September 17, 2021, DART received letter from DFW authorizing construction of the DART Silver Line facilities to commence on all of DFWIA property. DFW approved a compensation agreement that must be approved by the cities of Dallas and Fort Worth to convey the parcels required for the Silver Line. Final plan approval by DFW will trigger DFW to issue a permit allowing the start of construction by contractor while the easements are being approved by the cities, minimizing construction delays.

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. KCS agreements have been

Issues (Continued) drafted and are under review by railroads and DART. DART continues to work through third-party agreements with the railroads. DGNO agreement is finalized and KCS Transitional Operation Agreement was also completed. KCS requests at-grade configuration; DART response under consideration.

UPRR/FWWR agreement for October 2021 is on track. On August 31, 2021, all parties reached agreement on siding approach, freight issues, and alignment on the 4th Amendment.

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.

DART is also progressing an ILA with City of Carrollton and amendments to ILAs with the cities of Plano and Richardson.

Pending Change Issue – Silver Line Hike and Bike Trail

DART worked 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 was in excess of the NCTCOG's budget. DART evaluated cost drivers to narrow 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, beyond the authorized 30% design, is pending approval of the funds by FTA and issuance of the Letter of No Prejudice (LONP). Thirty percent (30%) design has been completed and reviewed by all parties. The 100% design was authorized and is in progress. Changes to the design-build contract being explored include the following:

- Based on review of 30% Design, dated August 30, 2021, stakeholders including NCTCOG, Coppell, Carrollton, Dallas, and Richardson are exploring changes to alignment in five locations that, in some cases, will eliminate or reduce bridges, with resultant changes to design schedule:

- Change from February 28, 2022; Change to July 22, 2022 - Anticipated date of 100% Design Submittal
- Change from June 7, 2022; Change to October 21, 2022 - Anticipated date of Issue for Construction for solicitation of Phase 2 construction
- Phase 1 Construction with design-builder with original budget
 - Original DNT Bridge
 - Add Dallas Bridges (White Rock Creek, Osage Creek near park, Hillcrest)
 - Add Plano Bridges and Street Crossings
- Phase 2 Construction of key bridges with other contractor with original funding
- Phase 3 Construction of remainder of trail with funding and schedule to be determined

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. City of Dallas continues to withhold issuing construction permits. City has now released most of the design reviews and permits but continues to hold permit for the Cypress Waters Station. City is also holding design approval for the intersections.

Six-Month Look Ahead

Commuter Rail Silver Line Regional Rail

COTTON BELT SILVER LINE

Six Months Look Ahead

09/30/2021

Project	2021			2022		
	October	November	December	January	February	March
Cotton Belt - DB Design & Construction Related Activities	AWH continues support of community coordination meetings and other Jurisdictional coordination meetings, ongoing mobilization, corridor and systems 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. AWH Revised Baseline Schedule indicating project completion by December 2024 in progress					
Cotton Belt - CMGC - EMF Pre-Construction & Construction	DART Issues Stop Work Order EMF Design & Pre-Construction Services (17-Nov-20A)					
Cotton Belt - OMF Design	Completed both DCTA Feasibility Studies for Temporary Silver Line Maintenance Facility and Permanent Joint Operations & Maintenance Facility DART continues discussion with DCTA for Agreement for Temporary & Permanent Joint OMF Facility Start Design of Temporary OMF(20-Nov-20A)					
Cotton Belt - Vehicle Manufacturing	Vehicle CDRL Submittals Ongoing: Design & Performance Criteria/Carbody Exterior/Operator's Cab/Doors/Heating Ventilation & AC/Lighting/Auxilliary Electrical Equipment/Propulsion System/Friction Brake Systems/Communication/PTC System/Carbody Interior/Trainline and Local Signal Architecture/Monitoring & Diagnostgics/Software Systems/Finalize Order of LL Items/ Carbodies being shipped to Utah for Assembly.					
<div><div><div>Design/Utilities/ROW</div><div>Design, Build, Integrate</div></div><div><div>GMP /IFB</div><div>Duct bank/Fare Eqt/Radios Procurement/Delivery</div></div><div><div>Construction</div></div><div><div>Vehicles Manufacture</div></div><div><div>LRV Acceptance/Testing</div></div><div><div>CMGC Pre-construction & Construction</div></div></div>						

Change Control Summary

Commuter Rail Silver Line Regional Rail

Commuter Rail Projects - Change Control Summary

Facility/ Contract Package	Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Note (b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (September 2021)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)	
Cotton Belt Regional Rail - Design Build	C-2033270-01	Archer Western Herzog 4 JV	1,008,256,228	67,144,384	1,075,400,612	15,457,223	1,023,713,452	51,687,161	23%	10%
Cotton Belt Regional Rail - PMOR	C-2034482-01	WSP/AZ&B Joint Venture	33,607,625	1,434,025	35,041,650	0	33,607,625	1,434,025	0%	10%
Cotton Belt Regional Rail - Vehicles and EMF	C-2037370-01	Stadler US, Inc.	231,426,937	4,458,000	235,884,937	1,777,658	233,204,595	2,680,342	40%	10%
Cotton Belt Regional Rail EMF CMGC Pre-Construct Services	C-2043451-01	Archer Western Construction, LLC	1,169,565	74,988	1,244,553	0	1,169,565	74,988	0%	5%
TOTALS:		1,041,863,853	68,578,409	1,110,442,262	15,457,223	1,057,321,076	53,121,186			Cancelled

Legend: % Contingency >= 70%

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

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Commuter Rail and Related Projects

Veloweb Hike and Bike Trail (Along the Silver Line)

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Cost Summary

Commuter Rail Veloweb Hike and Bike

COMMUTER RAIL-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	\$25.1	\$3.7	\$3.7
Veloweb Hike and Bike Program	\$25.1	\$3.7	\$3.7

- 1) Expended to date values reflect activity through 09/30/21, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance.
- 2) Control Budget and Current Commitment reflect activity through 09/30/21.
- 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.

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail Veloweb Hike and Bike

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 (H/B) 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 Dallas/Fort Worth International Airport (DFWIA) property limits at the north end of the airport and terminates in the City of Plano at Shiloh Road.

Status The Silver Line design-builder received Notice to Proceed for design services on December 28, 2020, to advance the Hike and Bike Trail to 30%. The designer completed the 30% design package in July 2021. Design comments were submitted to AWH on July 30, 2021. AWH/Jacobs have responded to all design comments. Sixty percent (60%) design is progressing except for areas where there were questions related to the 30% design review. A meeting to review the 30% is pending an agreeable date between NCTCOG/DART and the designers which is expected in October 2021. 60% design is anticipated to be complete by March 2022.

Release of funds intended to authorize completion of the design contract (IFC design) were withheld until the project received an environmental release. DART submitted the environmental release to FTA on June 11, 2021, and received approval from FTA on June 30, 2021. Remaining funds to complete the design package of the hike and bike trail were released in early July 2021. DART Procurement is preparing the supplemental agreement for the next design phase to allow for a fluid transition to the final design package.

DART is working with NCTCOG for construction funding commitments for this project. Currently DART and NCTCOG have identified critical sections classified as Phase 1 that are anticipated to be constructed by AWH under the Silver Line contract. All remaining construction is anticipated to be constructed by a second contractor. Preparation for DART to modify AWH's contract to include Phase 1 construction work as well as to solicit a second construction contractor to complete remaining work is pending commitment of funds from NCTCOG in the form of a letter or transfer of funds. In addition, DART and NCTCOG are collectively working on an ILA for the construction phase of the Hike and Bike Trail.

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail Veloweb Hike and Bike

Issues **Railroad Agreements**

Rail Spur agreements between freight railroads 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. Risk remains that railroads may not allow or substantially revise trail crossings on spurs and main lines, which may trigger modifications to the design plans as they advance to 60%.

Inter-agency Transfer of Funds

An Interlocal Agreement (ILA) between NCTCOG and DART is in the development process, with the intention of providing an appropriate vehicle to transfer funds from NCTCOG to DART.

DART/City Agreements

ILA's between the cities and DART are needed to transfer responsibility from DART to cities, addressing maintenance, security and upkeep of the trail, and other related items.

30% Design Review Comments

DART has provided the designer with an initial set of comments for the 30% design package. Review comments for certain documents such as drainage reports, geotechnical reports, safety plans, etc., were provided to the designer in August 2021.

City of Coppel

Potential Re-alignment: Concern about additional ROW needed to accommodate the Beltline Road pedestrian bridge, designers originally anticipated easements and raised concerns that such purchase would not be acceptable to City Management and City Council. Therefore, the city has asked for a possible alternate alignment evaluation to extend east along the south side of Southwestern Blvd. with a bridge structure to cross Grapevine Creek adjacent to the existing vehicular bridge structure. This section of the trail is on hold and pending resolution.

City of Carrollton

Congested ROW: The space available between the track and ROW has structural walls, utilities, railroad switches and control huts, thereby drastically reducing the width of the Hike and Bike Trail between Kelly Rd. to Marsh Rd.

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail Veloweb Hike and Bike

Issues (Continued) Besides the potential reduction of the trail width from 12 ft. to a usable 6 ft., a gas pipeline under the trail still must be relocated and additional ROW would still be needed to fit around a signal hut. The city rejects the idea of having to ask the property owners for additional ROW and would like to review the prospect of modifying the alignment. The costs of relocating 7,500 ft. of pipeline appear to be exorbitant. Although several concepts have been identified and shared with both the city and NCTCOG, none have been fully vetted.

City of Plano

DART has initiated the paperwork to design and construct the Plano Parkway Bridge. A budget and contract documents are being prepared with plans to submit for approval in DART board meetings in October 2021.

The city requests a trail bridge at Jupiter Road be constructed within the same time frame as the Silver Line Rail bridge. Discussions of timing and funding in relation to the DART/City of Plano ILA and interaction with NCTCOG will be needed.

The city requests an at-grade trail crossing of Ave K, Municipal Drive, and connecting them through the 12th Street Silver Line Station. Discussions of timing and funding in relation to the DART/City of Plano ILA and interaction with NCTCOG will be needed.

City of Richardson/UTD

University of Texas at Dallas (UTD): 30% drawings did not provide details for a Campus and Trail connection. Area is on hold until plans are provided for review.

Richardson: Spring Creek bridge location is currently in discussion. Apparently, the area identified for the location is in the floodplain, so this section of the trail is on hold. Review by city and designers for hydraulic conditions regarding location of Spring Creek Bridge is in progress.

PGBT parking lot modifications: TxDOT provided comments and indicated a need to investigate the modifications for Trail crossings coming out of the CityLine/Bush Station during a meeting held on July 13, 2021.



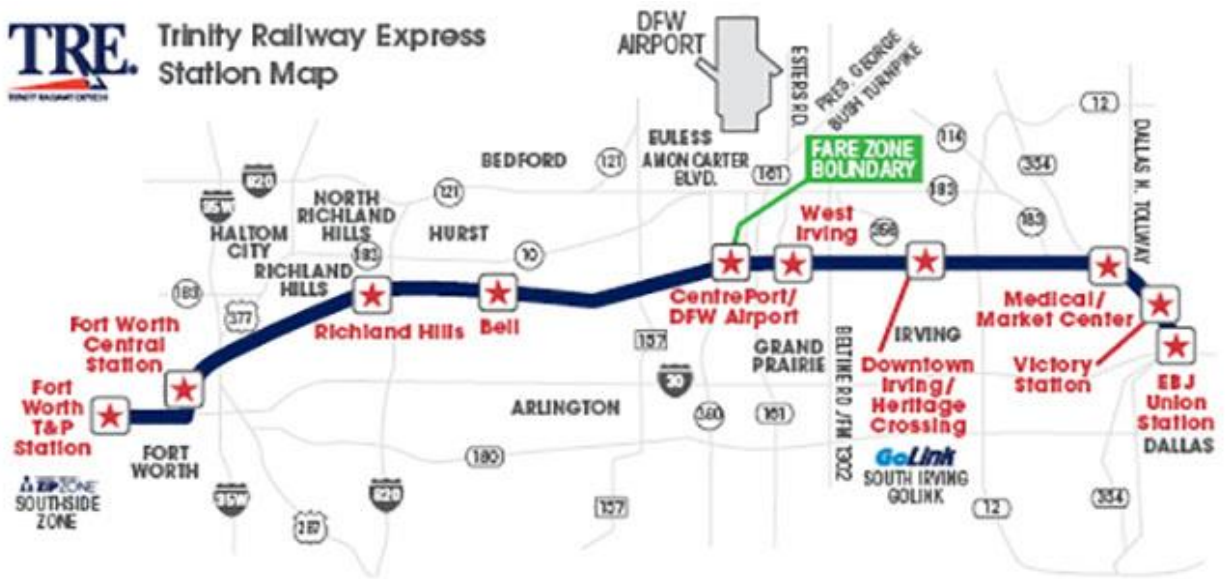
Commuter Rail and Related Projects

Trinity Railway Express (TRE)

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Map

Commuter Rail TRE Projects

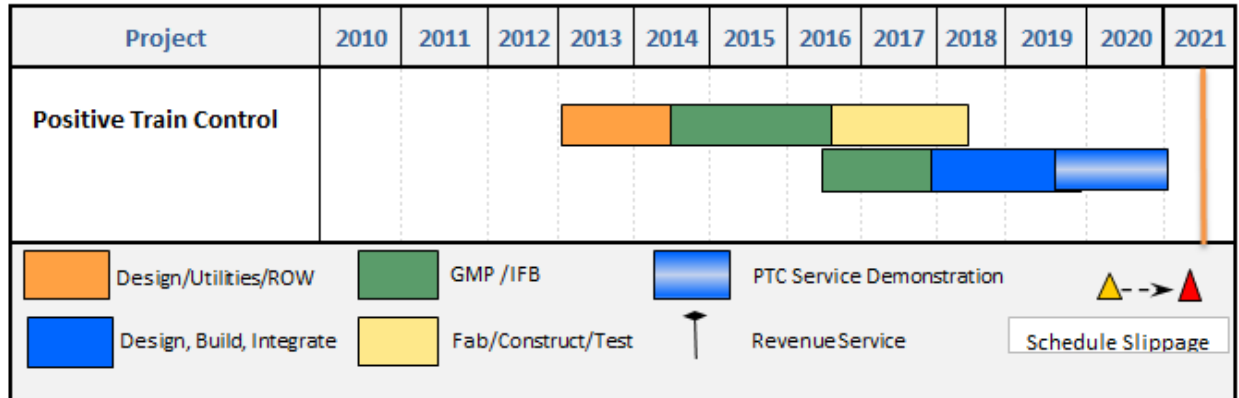


Summary Control Schedule

Commuter Rail
TRE Projects

TRE Projects Summary Control Schedules

09/30/2021



Cost Summary

Commuter Rail TRE Projects

TRE PROJECTS Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Positive Train Control (PTC)	34.8	35.3	32.4
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	0.8	0.6
Locomotive Purchase	5.8	4.9	1.0
Mid-Life Overhaul of TRE's F59PHI Locomotives	5.3	4.2	1.3
Bi-Level Overhaul & Side Sill Repair	17.4	16.1	2.5
Paint TRE's Existing Fleet	1.0	1.0	0.6

- 1) Expended to date values reflect activity through Expended to Date provided by DART Finance/Accounting through 09/30/21, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance.
- 2) Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 09/30/21.
- 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 customer-focused initiatives.
 - 2: Provide stewardship of the transit system, agency assets and financial obligations

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

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

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

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

Status (Continued) DART took the lead with PTC-220, LLC, for the spectrum and with 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

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

On March 30, 2021, TRE submitted PTC Safety Plan version 1.2 to address both enclosures, Human Factor Analysis and the Risk Analysis. The FRA responded that the changes made in version 1.2 addressed their concerns listed in the Enclosures.

In March 2021, the FRA submitted a package containing sixty-three comments on the TRE PTCSP. TRE and our System Integrator met

Positive Train Control (PTC)

Commuter Rail TRE Projects

Status (Continued) with the FRA on several occasions to seek clarification and address the various comments. An updated TRE PTCSP version 1.3 was created and submitted informally to the FRA PTC Specialist in August 2021. The PTCSP version 1.3 was formally submitted to the FRA SIR site in September 2021. The FRA notified TRE that all conditions have been satisfactorily addressed.

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

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

Issues None

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

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

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

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

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

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

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

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

Issues **Historical Value**

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

Coordination Efforts

This work will also require coordination with the U.S. Army Corps of Engineers (USACE) and the Environmental Protection Agency. The 404 permit is expiring in March 2022. TRE has been coordinating with USACE since June 1, 2021. In order to reverify the status of the project condition, it is our understanding that we can simply submit the letter with project number and state that there is no change to the design condition. Then we can get 404 permit extension. USACE recommends waiting until March 2022 to send the letter for this reverification, due to the new Nationwide permit 14 will not be available until that time.

This project is now tying with 2020 BUILD Grant TRE Double Tracking project at Dallas County from east of IH35 TRE bridge to west of Medical District Drive. This project may not be able to start until the grant funding agreement process and second track project design are completed. FY 2020 BUILD Grant recipients must have a signed and executed BUILD Grant Obligation Agreement prior to a deadline of September 30, 2022. The grant funding agreement has to be complete by June 2022 due to the administrative process.

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

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

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

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

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

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, voids have been created allowing the track ballast to fall onto the roadway below. On November 23 & 24, 2020, temporary steel plates were placed over the voids between existing beams, under the TRE Operation and Maintenance Contract, to maintain the ballast until 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.

This project is now tying with 2020 BUILD Grant TRE Double Tracking project at Dallas County from east of IH35 TRE bridge to west of Medical District Drive. This project may not be able to start until the grant funding agreement process and second track project design are completed. FY 2020 BUILD Grant recipients must have a signed and executed BUILD Grant Obligation Agreement prior to a deadline of September 30, 2022. The grant funding agreement has to be complete by June 2022 due to the administrative process.

Medical District Drive Bridge

Commuter Rail TRE Projects

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

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

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

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

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

Status The project is currently under construction. The 100% plan, specification and estimate were submitted in May 2017. The notice to proceed for construction was in April 2018. The main #2 existing bridge and abutments have been removed. The main #2 bridge was installed during the weekend of November 6, 2020. The 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, the contractor completed installation of the temporary shoring on the east side for Track #1 bridge construction in the first week of August 2021. The west side of shoring was delayed and anticipate completion in early October 2021.

Medical District Drive Bridge

Commuter Rail TRE Projects

Status (Continued) Track 1 steel bridge elements have been delivered on site. The contractor is in the process of assembling bridge elements and is scheduled to complete in mid-October 2021.

Issues None

TRE Locomotive Purchase

Commuter Rail TRE Projects

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

Description The 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.

This project is funded with a Transportation Improvement Grant in the amount of \$4,600,000 with a total eligible cost of \$5,750,000 for the purchase of a new locomotive. New generation locomotives are not compatible with the existing fleet; therefore, TRE purchased two (2) remanufactured locomotives. In-plant inspection is scheduled for the first week of October with delivery of the locomotives scheduled for November 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 Patterson facility experienced significant resource issues during May, resulting in no additional progress on the F40's. Progress Rail continues to work towards a late 2021 delivery date.

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.

Bi-Level Overhaul and Side Sill Repair.

Commuter Rail TRE Projects

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

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

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

CAD Railways currently has four (4) TRE coach cars and one (1) cab car in their shop for overhaul and/or side sill repair. The project is funded with capital dollars in the amount of \$16.7m.

Issues **Delays**

A series of crossing incidents damaged three (3) TRE bi-level cars, removing them from revenue service. This caused delays in providing CAD Railways the first unit for overhaul. Transportation delays continue to be an issue. CAD Railways is working to find an alternative route to minimize the amount of time the vehicles spend in transit.

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 TRE provided CAD with Cab Car 1002 for overhaul in March 2021. CAD also has Coach Car 1049 in the shop for side sill repair. The scheduled return date for Coach Car 1049 is late October 2021.

Repaint TRE Existing Fleet

Commuter Rail TRE Projects

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

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

Status Contract Award and Notice to Proceed was issued on January 29, 2020. As of September 2021, 15 bi-level cars and one (1) locomotive have been repainted. The second locomotive was provided to the paint booth on September 30, 2021.

This project is funded with capital dollars for \$1.05m.

The contractor was provided the first car for painting on April 6, 2020. The contract is projected to continue through mid-June 2022.

Issues None

Six-Month Look Ahead

Commuter Rail TRE Projects

TRE Projects Six-Month Look Ahead

09/30/2021

Project	2021			2022		
	October	November	December	January	February	March
Positive Train Control (Fiber Installation)			Completed			
PTC Integrator	Project Closeout Pending FRA Final Acceptance					
<div><div>Design</div><div>GMP /IFB</div><div>PTC Service Demonstration</div><div>Construct/Test</div><div>System Integration Testing</div></div>						

Change Control Summary

Commuter Rail TRE Projects

TRE Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(September 2021)
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%	35%	
TOTALS:			\$9,476,194	\$219,312	\$9,695,506	\$0	\$9,476,194	\$219,312			

Legend: % Contingency >= 70%

Notes:

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



Additional Capital Development

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Additional Capital Development

09/30/2021

RCSD 12-Apr-21A
Closeout 17-Jul-21

Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget ^(2,5)	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
DART Police Facilities ⁽³⁾	\$ 27.9	\$ 27.7	\$ 27.7
Hidden Ridge Station	14.3	15.2	14.7

- 1) Expended to Date values reflect activity through 09/30/21, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance. Expended to Date value does not include City of Irving reimbursements.
- 2) Control Budget and Current Commitment values are reflected as 09/30/21.
- 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 (1/14/20) and amended ILA w/ City of Irving (1/30/20).
- 5) Control Budget reflects scope related costs only and does not include projected financing costs.
- 6) Control Budget reflects a reduction of \$3,600,000 as approved by the DART Board with the FY2021 Business Plan due to COVID-19 mitigations.

Board Strategic Priority	<ol style="list-style-type: none">1: Enhance the safety and service experience through customer-focused initiatives2: Provide stewardship of the transit system, agency assets and financial obligations
Description	The DART Police Facilities project includes the Northeast Substation and the Northwest Substation.
Status	<p><u>Northeast Police Substation and K-9 Facility</u></p> <p>A capital project review was initiated in April 2018. A revised budget and schedule will be established.</p> <p>DART is reviewing TxDOT plans for improvements to the service road at the proposed site at LBJ/Skillman Station.</p> <p><u>Northwest Police Substation</u></p> <p>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. Thirty percent (30%) design development was completed by the designers in June 2021 and Construction Cost Estimate was validated to be within the Construction budget. Funding for Design development was approved in Financial Year plan for FY 2022.</p>
Issues	None

CBD/Traffic Signal Priority (TSP) System

Additional Capital Development

- 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 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. Vendor is currently

CBD/Traffic Signal Priority (TSP) System

**Additional Capital
Development**

Status (Continued) updating ATC logic to deploy P2P based on simulation per TSP segment. The first section for ATC P2P deployment in Pearl Station to St. Paul Station segment has been completed. The second section for ATC P2P deployment in St. Paul to Akard segment has been completed. The Third section for ATC P2P deployment is Akard to West End, and West End is scheduled for November 2021.

Issues None

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

Description This deferred light rail station has been 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. Contractor completed all work on the project.

Revenue service was achieved on April 12, 2021, the parking lot opened to the public on May 1, 2021, and contractor completed installation of landscaping by May 28, 2021. Final Certificate of Occupancy was received on July 6, 2021.

Issues **Status of Project Schedule**

The project revenue service was achieved on April 12, 2021, and final completion date was achieved by May 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.

Issues (Continued) Contractor submitted Time Impact Analysis (TIA) for extended cost and time. DART rejected TIA and provided a unilateral offer to Contractor for extended period. Counteroffer was submitted by Contractor to DART. DART has issued a letter offering additional compensation which is yet to be accepted by the Contractor. DART accepted the letter from AWC requesting 78 days extension of time subject City of Irving and Board approval.

Hidden Ridge Station Systems Integration

**Additional Capital
Development**

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

Construct the Hidden Ridge light rail station on the operating Orange Line at the Carpenter ranch deferred station location. 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 and Operations support construction and systems safety activities for Safety and Security Certification.

Status

The Hidden Ridge Station opened for Revenue Service on April 12, 2021. The station is currently Certified with Restrictions with operational and passenger safety workarounds in place. The Hidden Ridge Station project has a total of 19 Systems Integration tests and a total of 38 Safety and Security Certifiable Items (SSCI).

The Systems Integration Group (SIG) status as of September 30, 2021, show SIG has performed a total of 19 of 19 integrated tests, 17 have passed and 2 are failed. SIG is working with PM team and DART Maintenance to resolve open items under another contract.

Safety and Security Certification status as of September 30, 2021, shows 36 of the 38 SSCI's are verified and closed. SSC team is working with the PM team and DART Maintenance to resolve open items under another contract.

Issues

None

Six-Month Look Ahead

Additional Capital Development

Additional Capital Development Projects Six-Month Look Ahead

09/30/2021

Project	2021			2022		
	October	November	December	January	February	March
Hidden Ridge In-Fill Station	▲ Final Completion: Pending Delay Claims Resolution					
	RSD (12-Apr-21A)					
<div><div><div>Design/Utilities/ROW</div><div>GMP /IFB</div><div>Construct/Test</div></div><div><div>▲ Look Ahead Event</div><div>↑ Revenue Service</div></div></div>						

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Note (b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (September 2021)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)	
DART Police Facilities NE Facility	NE Facility Construction Deferred	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
DART Police Facility NW Facility	NW Facility Construction Pending	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Hidden Ridge Station	C-2046201-01	Archer Western Construction, LLC	\$11,055,600	\$553,350	\$11,608,950	\$547,201	\$11,602,801	\$6,149	99%	99%	
TOTAL:			\$11,055,600	\$553,350	\$11,608,950	\$547,201	\$11,602,801	\$6,149			

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

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Safety & Security Projects

09/30/2021



Cost Summary

Safety & Security Projects

SAFETY & SECURITY PROJECTS Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Safety & Security Improvements Outlying Stations	\$ 3.0	\$ 0.5	\$ 0.4
Safety & Security Improvements Downtown Dallas	3.0	1.6	1.6
Pedestrian Barriers @ Bush Turnpike Station	1.0	0.1	0.1
Pedestrian Barriers @ Fair Park	0.2	0.0	0.0
CCTV – 163 Vehicles	11.3	11.5	11.2
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
Total Safety & Security Projects	\$ 18.7	\$ 13.7	\$ 13.3

1) Committed values reflect activity through 09/30/21.

2) Expended to Date values reflect general ledger activity posted through 09/30/21 prior to the closure of FY21 by DART Finance.

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

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

Status **Phase I – 48 LRVs**

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

Phase II – 115 SLRVs

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

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

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

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

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

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

Status **The following improvements have been completed:**

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

IFC designs complete and procurement phase in progress for:

- Support structures for video monitors, monitors, cameras and additional lighting at West Transfer Center, Rosa Parks Plaza, 912 Commerce Bus Stop, and Union Station; and pedestrian controls at Union Station
- The installation of video monitors at West Transfer Center, Rosa Parks Plaza, Akard, Pearl, St. Paul, Union, and Convention Center stations

The following improvements are in the design phase:

- 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 solicitation documents for the procurement of blue light phones for installation by DART On Call Construction Services
- Next steps will include preparation of a new solicitation for design services for Safety and Security improvements at outlying stations

Issues None

Six-Month Look Ahead

Safety & Security Projects

Safety & Security Projects Six-Month Look Ahead

09/30/2021

Project	2021			2022		
	October	November	December	January	February	March
CCTV For 163 SLRVs (48 + 115)	CCTV Project Complete - October 22, 2019 Additional re-work on power supply is currently under review.					
<div><div><div></div>Design/Utilities/ROW</div><div><div></div>GMP /IFB</div><div><div></div>Material Delivery/Install/Construct/Test</div><div><div></div>Look Ahead Event</div><div><div></div>Acceptance/Closeout</div></div>						

Change Control Summary

Safety & Security Projects

Safety and Security Projects - Change Control Summary

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

Legend:

Notes:

% Contingency >= 70%

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

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

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

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Streetcar Projects

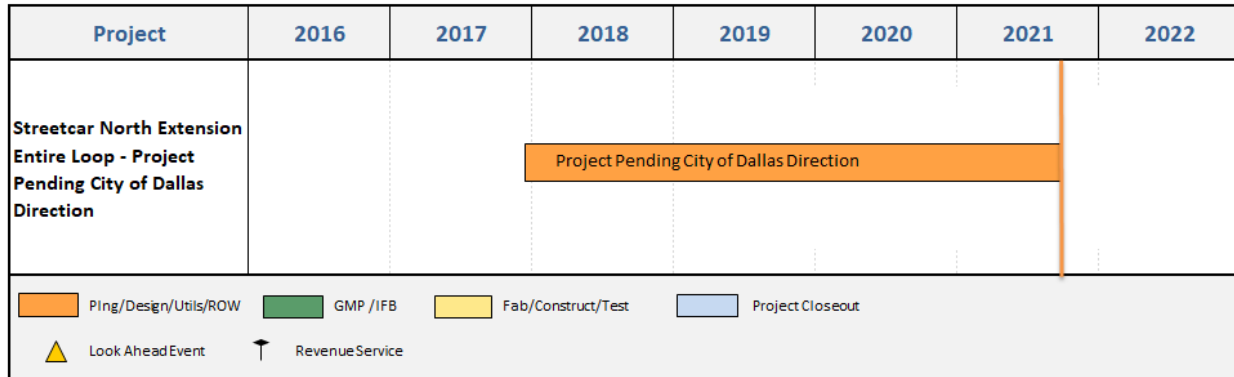
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Summary Control Schedule

Streetcar Projects

Dallas Streetcar Projects Summary Control Schedules

09/30/2021



Cost Summary

Streetcar Projects

STREETCAR PROJECTS Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ^(2,3)
Northern Streetcar Extension ⁽⁴⁾	\$ 7.9	\$ 0.8	\$ 0.7
Streetcar Projects Total	\$ 7.9	\$ 0.8	\$ 0.7

- 1) Committed values reflect activity through 09/30/21.
- 2) Expended to Date provided by DART Finance/Accounting through 09/30/21 prior to the closure of FY21 by DART Finance.
- 3) Expended to Date values exclude City of Dallas reimbursements.
- 4) Northern Streetcar Extension control budget reflects value of City of Dallas TMF Grant.

Northern Streetcar Extension Project

Streetcar Projects

Board Strategic Priority

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

Description

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

Status

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

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

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

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

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

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

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

Issues None

Six-Month Look Ahead

Streetcar Projects

Dallas Streetcar Projects Six-Month Look Ahead

09/30/2021

Project	2021			2022		
	October	November	December	January	February	March
Streetcar North Extension Entire Loop - Project Pending City of Dallas Approval						
	Northern Streetcar Project On-Hold Pending City of Dallas Direction					
<div><div></div> Ping/Design/Utils/ROW<div></div> GMP /IFB<div></div> Fab/Construct/Test</div> <div><div></div> Look Ahead Event</div>						

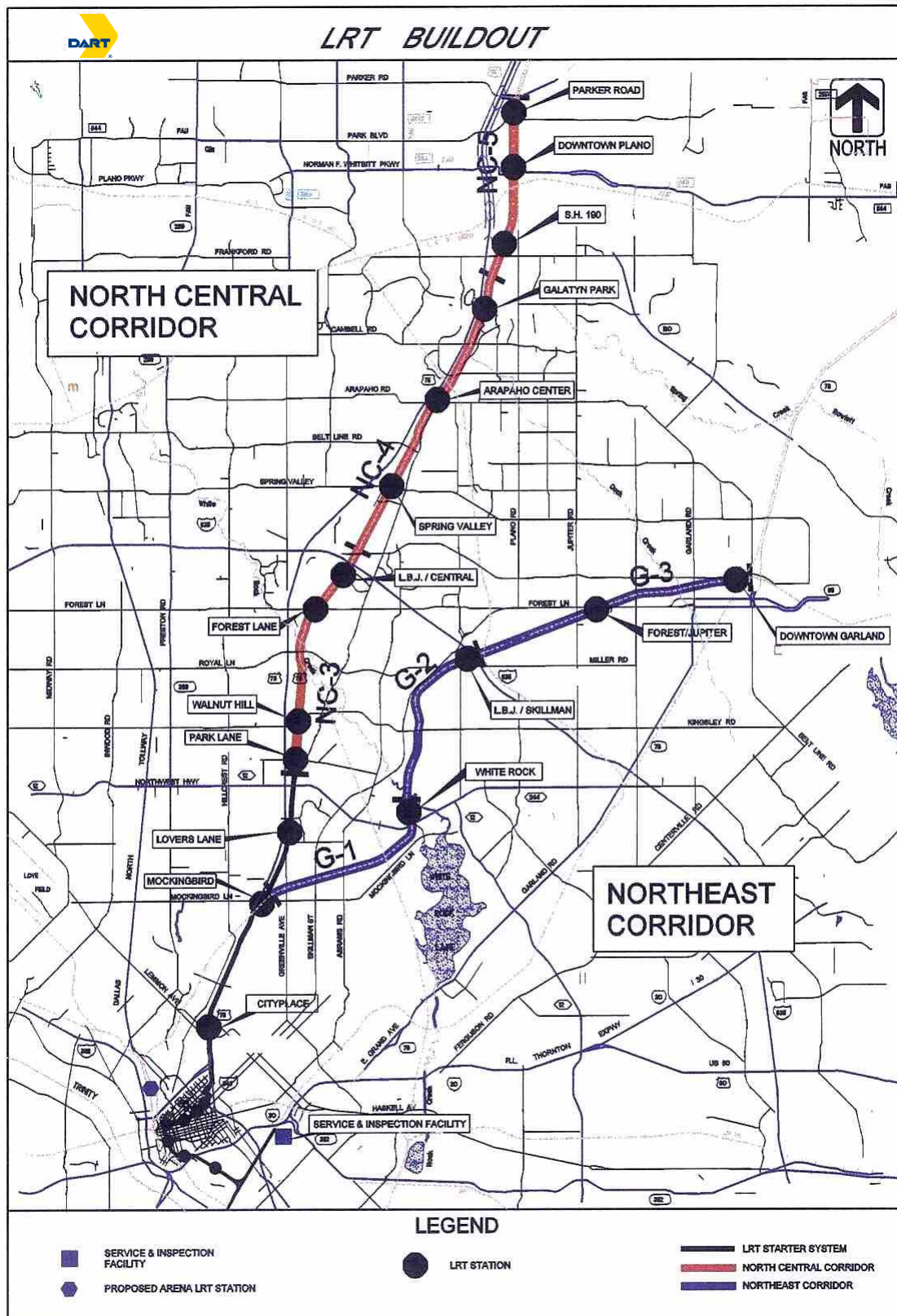


LRT Buildout Phase I

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Map

LRT Buildout Phase I



North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Board Strategic Priority 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

North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Issues (Continued) owed to GLF. Back-up documentation for GLF's number has been requested.

DART's calculation of the outcome of the case after the quantum phase is that it owes GLF \$159,890 on the contract. On January 14, 2019, GLF filed a lawsuit against DART in the Dallas County District Court asserting a cause of action for breach of contract and claiming that it is entitled to a trial *de novo*. DART filed a Plea to the Jurisdiction, which was denied, which denial was upheld on appeal. The lawsuit is now scheduled for trial the week of September 27, 2021, but is likely to be re-scheduled.

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DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

September 30, 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.

Nicole Fontayne-Bardowell, Interim Chief Financial Officer

Dwight Burns, Treasurer

Wallace Waits, Assistant Treasurer

Angela Robertson, Treasury Operations Senior Manager

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Quarterly Investment Report – September 2021

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6	Portfolio Analysis by Fund
7	Changes in Market Value of Investments
8	Callable Securities Analysis
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Quarterly Investment Report - Summary

4th Qtr FY21

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

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

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

The Federal Open Market Committee continues to maintain the target range for the Fed Funds Rate between zero and 1/4 percent. Economic indicators released since the last Committee meeting (September 22nd) pointed to a U.S. economy that is expanding, moderately. The U.S. labor market rose by 194,000 in September. The unemployment rate decreased to 4.8 percent (4.8%) in September. The long-term inflation rate is at 5.3 percent (5.3%) on a 12-month basis, and real gross domestic product (GDP) increased by an annual rate of 6.7 percent (6.7%) by year-end 2021. 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

FY21	12/31	0.188
	3/31	0.118
	6/31	0.095
	9/30	0.074

Ending Amortized Book Value as of September 30, 2021						
Portfolio	Securities	Pools	MMF's	Fund Totals	YTM	Compliant
Managed Funds						
Operating	\$ 92,990,547	\$313,024,220	\$ -	\$406,014,767	0.067%	Yes
Financial Reserve	32,892,453	17,107,552	-	50,000,004	0.113%	Yes
MAIF	-	12,551,194	-	12,551,194	0.036%	Yes
Platform Extensions	-	25,471,618	-	25,471,618	0.036%	Yes
Silver Line	4,998,750	15,101,267	-	20,100,017	0.088%	Yes
Insurance	9,095,979	13,919,283	-	23,015,261	0.150%	Yes
Bond SEAF	-	544,667	-	544,667	0.036%	Yes
CP SEAF	-	398,972	-	398,972	0.036%	Yes
	<u>\$139,977,728</u>	<u>\$398,118,772</u>	<u>\$ -</u>	<u>\$538,096,500</u>	<u>0.074%</u>	
Constrained Funds						
Debt Service	\$ -	\$129,497,078	\$ 110,221	\$129,607,299	0.050%	Yes
City of Irving ILA	-	33,207	-	33,207	0.035%	Yes
Regional Toll Road	-	-	1,544,125	1,544,125	0.010%	Yes
RRROW	-	281,123	-	281,123	0.036%	Yes
COD Streetcar	-	-	60,378	60,378	0.010%	Yes
Toyota	-	371,571	-	371,571	0.036%	Yes
	<u>\$ -</u>	<u>\$130,182,979</u>	<u>\$ 1,714,724</u>	<u>\$131,897,703</u>	<u>0.050%</u>	
All Funds	\$139,977,728	\$528,301,751	\$ 1,714,724	\$669,994,203	0.069%	

The investment rating of each investment was reviewed on 9/30/21 and found to be in compliance with PFIA.

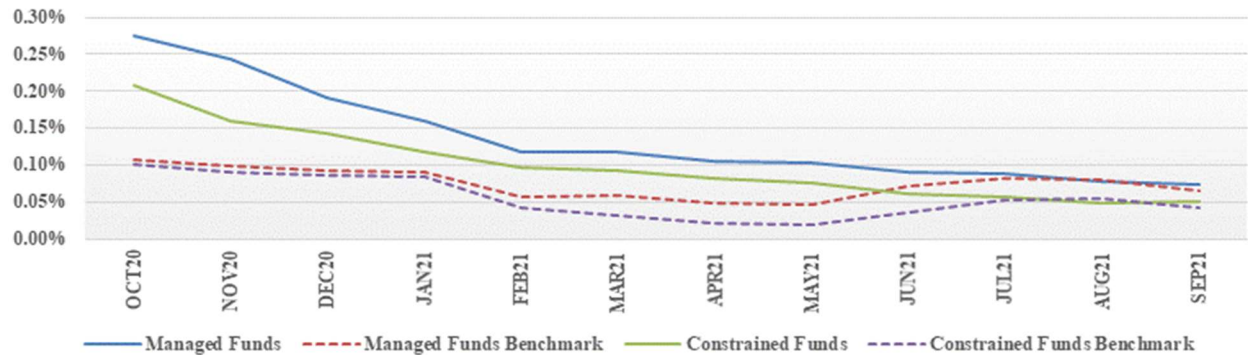
Operating Fund	LGIPs and laddered 1 day to 5 years
Debt Service	100% money-market funds and local government investment pools (LGIP)
Financial Reserve	LGIPs and laddered maturities
Insurance	LGIPs and laddered maturities
Mobility Assist. & Innovation Fnd (MAIF)	LGIPs, 1-6 months (10%), 6-12 months (10%), 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

4th Qtr FY21

Historical Performance Against Benchmarks

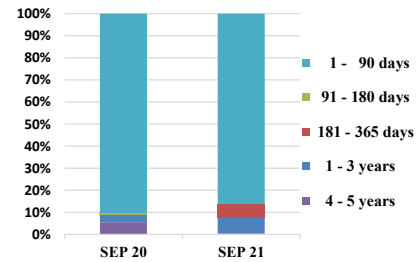


The benchmark rates are calculated at the end of each month as a weighted average of the 3 and 6-month Treasury bond yield curves, as well as the Treasury 1-3 year bond yield curves.

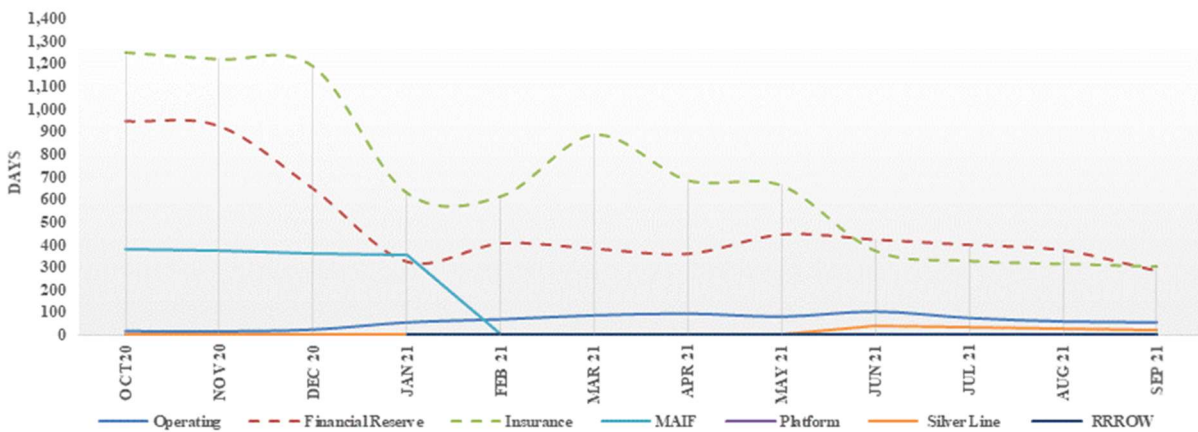
Average Yield to Worst All Funds

	--- 12 months ending ---		12 months	
	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>
Actual	1.46%	2.02%	1.21%	0.07%
Benchmark	1.95%	2.30%	0.75%	0.07%

Investments by Maturity Range



Weighted Average Maturities



Security Transactions - Purchases

4th Qtr FY21

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to	Cost Value	Investment Number
<u>OPERATING FUND</u>								
7/7/2021	23506FAC1	DFWAPT CP 0.13 11/15/2021	\$ 10,000,000	11/15/2021	N/A	0.130	\$ 10,000,000	21-0016
8/25/2021	23505RAC6	DFWAPT CP 0.12 11/22/21	3,000,000	11/22/2021	N/A	0.120	3,000,000	21-0017
9/2/2021	23505BAD9	DFWAPT CP 0.13 11/29/2021	15,000,000	11/29/2021	N/A	0.130	15,000,000	21-0018
9/14/2021	23506FAD9	DFWAPT CP 0.1 11/15/2021	5,000,000	11/15/2021	N/A	0.100	5,000,000	21-0019
TOTAL \$			33,000,000			0.125	\$ 33,000,000	
<u>INSURANCE FUND</u>								
TOTAL \$			-			0.000	\$ -	
<u>FINANCIAL RESERVE</u>								
TOTAL \$			-			0.000	\$ -	
GRAND TOTAL \$			33,000,000			0.125	\$ 33,000,000	

Security Transactions - Maturities, Calls & Sales

4th Qtr **FY21**

Settlement Date	Action	Maturity Date	CUSIP	Security Description	Beg Cost Val & Accrued Int.	Int Received Current Qtr	Realized Gain/Loss	Original Disc/(Prem)
<u>OPERATING FUND</u>								
9/2/2021	Matured	9/2/2021	23505BAC1	DFWAPT CP 0.18 9/2/2021	\$ 10,000,000	\$ 3,200	\$ -	\$ -
TOTAL					\$ 10,000,000	\$ 3,200	\$ -	\$ -
<u>FINANCIAL RESERVE FUND</u>								
9/1/2021	Called	9/1/2023	3134GWH33	FHLMC 0.32 9/1/2023-21	\$ 5,000,000 0	\$ 2,711 -	\$ - -	\$ - -
TOTAL					\$ 5,000,000	\$ 2,711	\$ -	\$ -
<u>INSURANCE</u>								
					\$ -	\$ -	\$ -	\$ -
TOTAL					\$ -	\$ -	\$ -	\$ -
<u>SILVER LINE</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
<u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u>								
					\$ -	\$ -	\$ -	\$ -
TOTAL					\$ -	\$ -	\$ -	\$ -
<u>PLATFORM EXTENSION FUND</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
GRAND TOTAL					\$ 15,000,000	\$ 5,911	\$ -	\$ -

Current Portfolio - Total

4th Qtr **FY21**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Settle Date	Invest #
DFWAPT CP 0.18 9/2/2021	23505BAC1	10,000,000	0.18	9/2/2021	0.18	0.18	\$ 10,000,000	\$ -	\$ -	5/5/2021	21-0011
DFWAPT CP 0.1 11/15/2021	23506FAD9	5,000,000	0.10	11/15/2021	0.10	0.10	-	5,000,000	4,999,900	9/14/2021	21-0019
DFWAPT CP 0.13 11/15/2021	23506FAC1	10,000,000	0.13	11/15/2021	0.13	0.13	-	10,000,000	9,999,900	7/7/2021	21-0016
DFWAPT CP 0.12 11/22/21	23505RAC6	3,000,000	0.12	11/22/2021	0.12	0.12	-	3,000,000	2,999,970	8/25/2021	21-0017
DFWAPT 0.13 11/29/2021	23505BAD9	15,000,000	0.13	11/29/2021	0.13	0.13	-	15,000,000	14,998,350	9/2/2021	21-0018
FHLB 0.09 12/9/2021	3130AKJH0	10,000,000	0.09	12/9/2021	0.09	0.09	10,000,000	10,000,000	9,999,481	1/5/2021	21-0003
UTEXPB 0.12 12/14/2021	91512BZE8	5,000,000	0.12	12/14/2021	0.24	0.24	4,997,217	4,998,750	4,998,767	6/4/2021	21-0015
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	9,999,537	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	9,999,497	9,999,651	9,997,865	1/27/2021	21-0006
FFCB 0.1 8/2/2022	3133EMPR7	10,000,000	0.10	8/2/2022	0.10	0.10	10,000,000	10,000,000	10,003,404	2/2/2021	21-0008
FFCB 0.125 9/16/2022	3133EMTN2	10,000,000	0.13	9/16/2022	0.12	0.12	10,000,121	10,000,096	10,003,125	3/16/2021	21-0009
FFCB 0.09 11/18/2022-21	3133EMZZ8	10,000,000	0.09	11/18/2022	0.09	0.09	10,000,000	10,000,000	9,979,912	5/19/2021	21-0012
FFCB 0.16 12/15/2022-21	3133EMKH4	5,000,000	0.16	12/15/2022	0.17	0.17	4,999,269	4,999,395	5,000,002	12/16/2020	21-0002
FHLMC 0.2 12/15/2022-21	3134GXGQ1	10,000,000	0.20	12/15/2022	0.20	0.20	10,000,000	10,000,000	9,998,406	12/15/2020	21-0001
FHLB 0.125 3/17/2023	3130ALRG1	5,000,000	0.13	3/17/2023	0.18	0.18	4,995,285	4,995,979	4,996,487	3/18/2021	21-0010
FHLB 0.125 6/2/2023	3130AMRY0	10,000,000	0.13	6/2/2023	0.17	0.17	9,990,800	9,990,800	9,975,272	6/4/2021	21-0014
FHLMC 0.32 9/1/2023-21	3134GWH33	5,000,000	0.32	9/1/2023	0.32	0.32	5,000,000	-	-	9/1/2020	20-0059
FFCB 0.17 11/3/2023-21	3133EMPB2	5,100,000	0.17	11/3/2023	0.19	0.19	5,097,824	5,098,058	5,090,460	2/3/2021	21-0007
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	4,095,481	8/26/2020	20-0057
FHLMC 0.5 11/27/2024-21	3134GWLFI	2,795,000	0.50	11/27/2024	0.50	0.50	2,795,000	2,795,000	2,784,431	8/27/2020	20-0058
Amegy Debt Serv MM	MM0002	110,221	0.01	N/A	0.01	0.01	133,571	110,221	110,221	9/30/2011	MM-0002
Wells RTR Plano MM	MM0019	1,544,125	0.01	N/A	0.01	0.01	1,544,086	1,544,125	1,544,125	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	60,378	0.01	N/A	0.01	0.01	60,377	60,378	60,378	9/30/2011	MM-0022
LOGIC-Insurance LGIP	MM0040	13,919,283	0.04	N/A	0.04	0.04	11,905,056	13,919,283	13,919,283	8/29/2019	MM-0040
LOGIC - Op LGIP	MM0041	94,801,143	0.04	N/A	0.04	0.04	64,763,867	94,801,143	94,801,143	9/2/2016	MM-0041
LOGIC - Fin Res LGIP	MM0042	17,107,552	0.04	N/A	0.04	0.04	12,105,009	17,107,552	17,107,552	9/7/2016	MM-0042
LOGIC - Cap Res LGIP	MM0043	12,551,194	0.04	N/A	0.04	0.04	12,534,880	12,551,194	12,551,194	9/7/2016	MM-0043
LOGIC - Platform LGIP	MM0044	25,471,618	0.04	N/A	0.04	0.04	30,740,865	25,471,618	25,471,618	9/7/2016	MM-0044
LOGIC - Toyota LGIP	MM0045	371,571	0.04	N/A	0.04	0.04	371,531	371,571	371,571	9/29/2016	MM-0045
LOGIC - Irving ILA LGIP	MM0046	33,207	0.04	N/A	0.04	0.04	2,888,506	33,207	33,207	7/10/2018	MM-0046
LOGIC - Silver Line LGIP	MM0047	15,101,267	0.04	N/A	0.04	0.04	15,100,734	15,101,267	15,101,267	7/2/2018	MM-0047
LOGIC - SEAF LGIP	MM0049	398,972	0.04	N/A	0.04	0.04	157,269	398,972	398,972	5/7/2019	MM-0049
TexasCLASS LGIP	MM0050	101,243,000	0.04	N/A	0.04	0.04	65,556,236	101,243,000	101,243,000	8/6/2019	MM-0050
TexPool - Op LGIP	MM0051	111,979,503	0.06	N/A	0.06	0.06	57,749,026	111,979,503	111,979,503	9/6/2016	MM-0051
TexasDaily LGIP	MM0052	574	0.02	N/A	0.02	0.02	574	574	574	8/9/2019	MM-0052
LOGIC - Bond SEAF LGIP	MM0053	544,667	0.04	N/A	0.04	0.04	544,608	544,667	544,667	3/26/2020	MM-0053
FICA - CD Operating Pool Cash	MM0054	5,000,000	0.00	N/A	0.00	0.00	-	5,000,000	5,000,000	4/1/2020	MM-0054
RRROW Corp LGIP	MM0056	281,123	0.04	N/A	0.04	0.04	252,512	281,123	281,123	1/22/2021	MM-0056
LOGIC - (T) Bond Prin LGIP	MM0071	63,066,640	0.04	N/A	0.04	0.04	46,035,817	63,066,640	63,066,640	2/7/2017	MM-0071
TexPool - (T) Bond Int LGIP	MM0072	66,430,438	0.06	N/A	0.06	0.06	30,562,628	66,430,438	66,430,438	1/26/2017	MM-0072
GRAND TOTALS			0.07		0.07	0.07	\$ 474,982,162	\$ 669,994,203	\$ 669,937,225		



Portfolio Analysis by Fund

4th 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	\$ 406,024	\$ 50,003	\$ 12,551	\$ 23,020	\$ 25,472	\$ 20,101	\$ 399	\$ 545	\$ 32	\$ 1,544	\$ 60	\$ 281	\$ 372	\$ 129,607	\$ 670,011
Market Value	406,000	49,962	12,551	23,011	25,472	20,100	399	545	33	1,544	60	281	372	129,607	669,937
Unrealized Gain (Loss)	(14)	(37)	-	(3)	-	(3)	-	-	-	-	-	-	-	-	(57)
Ending Amort. Book Value	<u>406,014</u>	<u>49,999</u>	<u>12,551</u>	<u>23,014</u>	<u>25,472</u>	<u>20,103</u>	<u>399</u>	<u>545</u>	<u>33</u>	<u>1,544</u>	<u>60</u>	<u>281</u>	<u>372</u>	<u>129,607</u>	<u>669,994</u>
Cash Balance in dda accounts	633	-	-	-	-	-	-	-	-	-	-	-	-	-	633
Amortized Value Plus Cash	<u>406,648</u>	<u>49,999</u>	<u>12,551</u>	<u>23,014</u>	<u>25,472</u>	<u>20,103</u>	<u>399</u>	<u>545</u>	<u>33</u>	<u>1,544</u>	<u>60</u>	<u>281</u>	<u>372</u>	<u>129,607</u>	<u>670,627</u>
Accrued Interest	12	11	-	15	-	-	-	-	-	-	-	-	-	-	38
TOTAL FUND VALUE	\$ 406,660	\$ 50,010	\$ 12,551	\$ 23,029	\$ 25,472	\$ 20,103	\$ 399	\$ 545	\$ 33	\$ 1,544	\$ 60	\$ 281	\$ 372	\$ 129,607	\$ 670,666
KEY COMPLIANCE TARGETS															
Minimum Fund Requirement	\$ 137,600			\$ 21,068											
Excess / (Shortfall) in Fund	\$ 269,060			\$ 1,961											
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)	57	284	1	305	1	19	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)	610	1,154	1	1,061	1	75	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	0.067%	0.113%	0.036%	0.150%	0.036%	0.088%	0.036%	0.360%	0.035%	0.010%	0.010%	3.600%	3.600%	0.050%	0.069%
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	0.017%	0.063%	-0.014%	0.100%	-0.014%	0.038%	-0.014%	0.310%	-0.015%	-0.040%	-0.040%	3.550%	3.550%	0.000%	0.019%

Notes:

¹ Minimum requirement for the Operating Fund = net cash flow projection for the next 2 months.
Minimum requirement for the Insurance Fund = accrued G/L liability plus D & O liability coverage for the current month.

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



Change in Market Value of Investments

4th Qtr FY21

Fund	Security Description	Rate	Maturity	Call Date	Face Value	6/30/21 Market Value	09/30/21 Market Value	Change from Prior Quarter
Operating	DFWAPT 0.18 9/2/2021	0.18	9/2/2021	N/A	\$ 10,000,000	\$ 10,000,500	\$ -	\$ (10,000,500)
Operating	DFWAPT CP 0.1 11/15/2021	0.10	11/15/2021	N/A	5,000,000	-	4,999,900	4,999,900
Operating	DFWAPT CP 0.13 11/15/2021	0.13	11/15/2021	N/A	10,000,000	-	9,999,900	9,999,900
Operating	DFWAPT CP 0.12 11/22/21	0.12	11/22/2021	N/A	3,000,000	-	2,999,970	2,999,970
Operating	DFWAPT 0.13 11/29/2021	0.13	11/29/2021	N/A	15,000,000	-	14,998,350	14,998,350
Financial Reserve	FHLB 0.09 12/9/2021	0.09	12/9/2021	N/A	10,000,000	10,002,045	9,999,481	(2,564)
Silver Line	UTEXPB 0.12 12/14/2021	0.12	12/14/2021	N/A	5,000,000	4,997,233	4,998,767	1,533
Operating	FFCB 0.12 4/13/2022-21	0.12	4/13/2022		10,000,000	10,000,170	9,999,537	(633)
Operating	FFCB 0.1 4/27/2022-21	0.10	4/27/2022		10,000,000	9,997,408	9,997,865	456
Operating	FFCB 0.1 8/2/2022	0.10	8/2/2022	N/A	10,000,000	9,998,577	10,003,404	4,828
Operating	FFCB 0.125 9/16/2022	0.13	9/16/2022	N/A	10,000,000	9,999,625	10,003,125	3,500
Financial Reserve	FFCB 0.09 11/18/2022-21	0.09	11/18/2022		10,000,000	9,986,144	9,979,912	(6,232)
Financial Reserve	FFCB 0.16 12/15/2022-21	0.16	12/15/2022		5,000,000	4,992,505	5,000,002	7,496
Operating	FHLMC 0.2 12/15/2022-21	0.20	12/15/2022		10,000,000	9,994,829	9,998,406	3,577
Insurance	FHLB 0.125 3/17/2023	0.13	3/17/2023	N/A	5,000,000	4,991,095	4,996,487	5,393
Operating	FHLB 0.125 6/2/2023	0.13	6/2/2023	N/A	10,000,000	9,972,556	9,975,272	2,716
Financial Reserve	FHLMC 0.32 9/1/2023-21	0.32	09/01/23		5,000,000	5,000,148	-	(5,000,148)
Financial Reserve	FFCB 0.17 11/3/2023-21	0.17	11/3/2023		5,100,000	5,082,552	5,090,460	7,908
Insurance	FHLMC 0.5 8/26/2024-21	0.50	8/26/2024		4,100,000	4,100,405	4,095,481	(4,925)
Financial Reserve	FHLMC 0.5 11/27/2024-21	0.50	11/27/2024		2,795,000	2,791,117	2,784,431	(6,686)
Debt Service	Amegy Debt Serv MM	0.01	N/A	N/A	110,221	133,571	110,221	(23,350)
RTR Funding	Wells RTR Plano MM	0.01	N/A	N/A	1,544,125	1,544,086	1,544,125	39
Streetcar	Wells Streetcar MM	0.01	N/A	N/A	60,378	60,377	60,378	2
Insurance	LOGIC-Insurance LGIP	0.04	N/A	N/A	13,919,283	11,905,056	13,919,283	2,014,227
Operating	LOGIC - Op LGIP	0.04	N/A	N/A	94,801,143	64,763,867	94,801,143	30,037,276
Financial Reserve	LOGIC - Fin Res LGIP	0.04	N/A	N/A	17,107,552	12,105,009	17,107,552	5,002,543
Capital Reserve	LOGIC - Cap Res LGIP	0.04	N/A	N/A	12,551,194	12,534,880	12,551,194	16,314
Platform	LOGIC - Platform LGIP	0.04	N/A	N/A	25,471,618	30,740,865	25,471,618	(5,269,247)
Toyota	LOGIC - Toyota LGIP	0.04	N/A	N/A	371,571	371,531	371,571	40
Irving ILA	LOGIC - Irving ILA LGIP	0.04	N/A	N/A	33,207	2,888,506	33,207	(2,855,299)
Silver Line	LOGIC - Silver Line LGIP	0.04	N/A	N/A	15,101,267	15,100,734	15,101,267	533
CP SEAF	LOGIC - SEAF LGIP	0.04	N/A	N/A	398,972	157,269	398,972	241,703
Operating	TexasCLASS LGIP	0.04	N/A	N/A	101,243,000	65,556,236	101,243,000	35,686,764
Operating	TexPool - Op LGIP	0.06	N/A	N/A	111,979,503	57,749,026	111,979,503	54,230,478
Operating	TexasDaily LGIP	0.02	N/A	N/A	574	574	574	0
Bond SEAF	LOGIC - Bond SEAF LGIP	0.04	N/A	N/A	544,667	544,608	544,667	58
Operating	FICA - CD Operating Pool Cash	0.00	N/A	N/A	5,000,000	-	5,000,000	5,000,000
RRROW Corp	RRROW Corp LGIP	0.04	N/A	N/A	281,123	252,512	281,123	28,611
Debt Service	LOGIC - (T) Bond Prin LGIP	0.04	N/A	N/A	63,066,640	46,035,817	63,066,640	17,030,823
Debt Service	TexPool - (T) Bond Int LGIP	0.06	N/A		66,430,438	30,562,628	66,430,438	35,867,810
Sub-total for Securities held at the end of both periods						\$ 106,900,999	\$ 106,922,630	\$ 21,631
% Change as a result of market movement								0.02%
Holdings at 6/30/21 maturing during Q4, FY21						10,003,200		
Holdings at 6/30/21 called during Q4, FY21						5,002,711		
Holdings at 6/30/21 sold during Q4, FY21						-		
Values of Money Market Mutual Funds (All)						353,007,150	530,016,475	177,009,325
Holdings purchased during Q2, FY21							32,998,120	
Securities and/or cash held in DDA						467,838	633,129	165,290
TOTAL PORTFOLIO VALUE						\$ 475,381,899	\$ 670,570,354	\$ 177,196,246

Callable Securities Analysis

4th Qtr FY21

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
21-0004	Operating	4/13/22	FFCB 0.12 4/13/2022-21	3133EMMU3	10/1/21	\$10,000,000	0.12	0.04	High
21-0006	Operating	4/27/22	FFCB 0.1 4/27/2022-21	3133EMNU2	12/27/21	10,000,000	0.10	0.04	High
21-0012	Financial Reserve	11/18/22	FFCB 0.09 11/18/2022-21	3133EMZZ8	11/18/21	10,000,000	0.16	0.05	High
21-0002	Financial Reserve	12/15/22	FFCB 0.16 12/15/2022-21	3133EMKH4	12/15/21	5,000,000	0.16	0.05	High
21-0001	Operating	12/15/22	FHLMC 0.2 12/15/2022-21	3134GXGQ1	12/15/21	10,000,000	0.20	0.06	High
21-0007	Financial Reserve	11/3/23	FFCB 0.17 11/13/2023-21	3133EMPB2	Anytime	5,100,000	0.17	0.06	High
20-0057	Insurance	8/26/24	FHLMC 0.5 8/26/2024-21	3134GWKT2	11/26/21	4,100,000	0.50	0.06	High
20-0058	Financial Reserve	11/27/24	FHLMC 0.5 11/27/2024-21	3134GWLF1	Anytime	2,795,000	0.50	0.07	High
GRAND TOTAL						56,995,000	0.24	0.06	

Glossary

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

Glossary

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

Glossary

Platform Fund	Funds designated for platform extensions on the Red and Blue lines to accommodate three car trains.
Money Market Fund (MMF)	An investment instrument comprised of short-term (less than one year) securities representing high-quality, liquid debt and monetary instruments.
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: October 19, 2021

TO: DART Board

THROUGH: Nadine S. Lee /s/ NSL *

FROM: Gabriel J. Beltran

SUBJECT: Fourth Quarter 2021 D/M/WBE Participation

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

A combined 25 new contracts (eligible for goal setting) were awarded in the fourth quarter of FY 2021. These contract awards have a total dollar value of \$13,057,761 which represents 26% of eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, Board-approved contract modifications and small purchases during the fourth quarter FY 2021. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the fourth quarter of 2021. The total amount awarded was \$50,793,968. Of the foregoing amount, \$18,002,427 was committed to D/M/WBEs during the fourth quarter (35%).

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

Should you have any questions, do not hesitate to contact Nadine Lee by email at nlee@dart.org.

A handwritten signature in blue ink, appearing to be "G. Beltran", written over a horizontal line.

Gabriel J. Beltran
Interim Vice President, Diversity & Inclusion

Attachment

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

PROCUREMENT DOLLARS BY AGREEMENT TYPE FOURTH QUARTER FOR FISCAL YEAR 2021

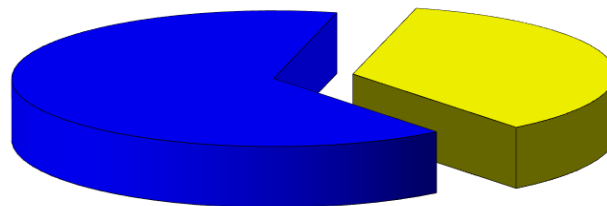
TOTAL AWARD ACTIVITY					
Agreement Type	Total Procurement Dollars	Awards	% of Total Procurement Dollars	D/M/WBE Dollars Awarded	D/M/WBE % By Agreement Type
New DART Contract Awards	\$13,057,761	25	26%	\$5,249,567	40%
Contract Mods/Options	\$31,144,515	16	61%	\$10,472,036	34%
Small Purchases	\$6,591,692	1,125	13%	\$2,280,824	35%
Total Awards	\$50,793,968	1,166	100%	\$18,002,427	35%

*New State Contract Awards	\$1,684,477	8	3.3%	State Monitored	State Monitored
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**Monitored by State*

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$18,002,427	35%
Non D/M/WBE Procurement Dollars	\$32,791,541	65%
TOTAL PROCUREMENT DOLLARS AWARDED	\$50,793,968	100%

Non D/M/WBE Procurement
Dollars Awarded
65%



D/M/WBE Procurement
Dollars Awarded
35%

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Section 8 - Quarterly Procurement Report

P2	Introduction
P3	Summary Report P4
	Contracts Awarded
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P12	Special Procurements
	<ul style="list-style-type: none">• Emergency Procurements• Unauthorized Procurement Actions (UPAs)• Sole Source (Noncompetitive)• Revenue Generating• Deviations to the DART Procurement Regulations• SPECIAL ADDENDUM: COVID-19 Procurements
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	Upcoming Procurements



INTEROFFICE MEMORANDUM

DATE: October 22, 2021

TO: DART Board

THROUGH: Nadine S. Lee /s/ NSL *
Nicole Fontayne-Bárdowell /s/ NFB *

FROM: Brad J. Cummings, Vice President, Procurement

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

The following is a report of DART's procurement activities for the Fourth 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


Brad J. Cummings
Vice President, Procurement

Data Summary Sheet

Fiscal Year 2021 - Fourth Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	36	\$15,980,412.78
Approved Modifications	17	\$32,804,515.00
Purchase Orders*	1,062	\$5,141,088.20
Blanket Purchase Orders (BPOs)*	63	\$1,450,604.00
Totals	1,178	\$55,376,619.98

(*) Details provided upon request.

Contracts Awarded

Fiscal Year 2021 - Fourth Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2057694-01	(2044)	The Aftermarket Parts Company	07/01/2021	\$174,899.00
		Contract Name: Dryer Air SKF HC Turbo 2000 Assembly		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2061886-01	(2043)	Supreme Food Service Inc.	07/01/2021	\$208,708.40
		Contract Name: Coffee & Supplies		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2058271-01	(2047)	TRAPEZE SOFTWARE GROUP	07/08/2021	\$1,457,991.00
		Contract Name: Mobile Data Terminal (MDT) Replacement		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2057864-01	(2050)	SOUTHERN COACH MFG. CO., INC.	07/09/2021	\$57,802.00
		Contract Name: Miscellaneous NABI Bus Chassis & Suspension Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2064169-01	(2052)	Presidio Networked Sol Grp LLC	07/13/2021	\$137,830.00
		Contract Name: Hardware Support Flash Blade		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2059500-01	(2053)	GILLIG LLC	07/19/2021	\$239,389.00
		Contract Name: Calipers for DARTs NABI CNG Bus Fleet		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2059903-01	(2032)	SUTRAK	07/20/2021	\$244,161.00
		Contract Name: HVAC Filter and Cabling Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2063821-01	(2061)	BERGER ENGINEERING COMPANY	07/22/2021	\$77,730.00
		Contract Name: 101 Peak Chiller Replacement		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2060248-01	(2055)	The Aftermarket Parts Company	07/26/2021	\$228,440.00
		Contract Name: Transmission Oil Cooler		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUSES	
2063820-01	(2069)	KIMBALL ELECTRONIC LABORATORY	08/03/2021	\$89,583.00
		Contract Name: M&T test Equipment Calibration		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2057995-01	(2070)	ENTRUST ONE FACILITY SVCS	08/05/2021	\$2,095,744.00
		Contract Name: Bus Stop Amenity Cleaning		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2065377-01	(2075)	Presidio Networked Sol Grp LLC	08/11/2021	\$142,287.00
		Contract Name: Transit Center Peplink Upgrade		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded

Fiscal Year 2021 - Fourth Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2065114-01	(2073)	Presidio Networked Sol Grp LLC	08/12/2021	\$158,169.00
		Contract Name: HQ Flash Blade Expansion		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2065273-01	(2072)	Critical Start Inc	08/12/2021	\$240,865.00
		Contract Name: Network Firewall		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2058087-01	(2058)	MUNCIE RECLAMATION & SUPPLY	08/16/2021	\$248,488.00
		Contract Name: Miscellaneous NABI Mirror Assembly Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2061072-01	(2063)	The Aftermarket Parts Company	08/16/2021	\$161,422.00
		Contract Name: NABI Steering Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2062944-01	(2077)	INIT INNOVATIONS IN TRANSPORTA	08/16/2021	\$1,476,617.02
		Contract Name: LRV & Streetcar 4G Upgrade		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2063111-01	(2078)	URBAN TRANSPORTATION ASSOC	08/17/2021	\$176,102.50
		Contract Name: APC and Transit Data Support		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2065263-01	(2079)	Critical Start Inc	08/19/2021	\$144,999.00
		Contract Name: Privileged Access Management Tool		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2063384-01	(2080)	Janel Barksdale Enterprises	08/20/2021	\$120,000.00
		Contract Name: Curriculum Development Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2046626-02	(2081)	Sedgwick CMS, Inc.	08/22/2021	\$1,005,942.88
		Contract Name: Workers' Compensation TPA Services		
		Classification: SERVICES	Sub-Classification: SVSC-INSURANCE/RISK MGT	
2060993-03	(2096)	Dartco Transmission Sales and	08/26/2021	\$974,813.00
		Contract Name: Rebuild B400R Allison Transmission		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2061409-01	(2057)	WABCO PTD CORP	08/26/2021	\$1,770,000.00
		Contract Name: Three Year Friction Brake Overhaul Kit for DARTs		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2060381-01	(2054)	The Aftermarket Parts Company	08/27/2021	\$235,256.00
		Contract Name: Exhaust Pipe Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	



Contracts Awarded

Fiscal Year 2021 - Fourth Quarter

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

Contract Number	(LM)		Award Date	Award Amount
2064849-01	(2082)		08/27/2021	\$249,000.00
	Contract			
	Classific	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2065374-01	(2083)		09/01/2021	\$162,336.22
	Contract			
	Classific	Sub-Classification:	SVSC-OTHER	
2065328-01	(2085)		09/07/2021	\$127,500.00
	Contract			
	Classific	Sub-Classification:	SVSC-OTHER	
2057723-01	(2067)		09/08/2021	\$167,427.00
	Contract	Low Floor Bus		
	Classific	Sub-Classification:	SUP/EQUIP-BUS PARTS	
2065243-01	(2088)	Presidio Networked Sol Grp LLC	09/09/2021	\$94,667.76
	Contract Name:	SAN Fabric Update		
	Classification:	SERVICES	Sub-Classification:	SVSC-OTHER
2058395-01	(2074)	The Aftermarket Parts Company	09/21/2021	\$240,252.00
	Contract Name:	Miscellaneous NABI Window and Door Parts		
	Classification:	COMMODITIES	Sub-Classification:	SUP/EQUIP-BUS PARTS
2061859-01	(2104)	CTJ MAINTENANCE INC	09/21/2021	\$1,751,930.00
	Contract Name:	Janitorial Contract		
	Classification:	SERVICES	Sub-Classification:	SVSC-JANITORIAL/GROUNDS
2064692-02	(2094)	REEDER DISTRIBUTORS INC	09/21/2021	\$79,590.00
	Contract Name:	Mobile Lifts 2		
	Classification:	SERVICES	Sub-Classification:	SVSC-BUS OPERATION
2055599-01	(2064)	Robert Greiner ICA, LLC	09/24/2021	\$241,920.00
	Contract Name:	Powder Coating Painting Services & Manufacturing		
	Classification:	SERVICES	Sub-Classification:	SVSC-REPAIRS
2061752-01	(2062)	The Aftermarket Parts Company	09/29/2021	\$232,891.00
	Contract Name:	Electrical Parts used on Low-Floor CNG Buses		
	Classification:	COMMODITIES	Sub-Classification:	SUP/EQUIP-BUS PARTS
2054759-01	(2097)	Caldwell Country Ford	09/30/2021	\$592,560.00
	Contract Name:	Bus Utility Trucks		
	Classification:	COMMODITIES	Sub-Classification:	SUP/EQUIP-VEHICLES NON REV
2065661-01	(2102)	IMAGINE SOLUTIONS LLC	09/30/2021	\$173,100.00
	Contract Name:	FileNet Encapture Maintenance		
	Classification:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT
Report Totals: 36 Contracts Awarded				\$15,980,412.78



Contracts Awarded

Fiscal Year 2021 - Fourth Quarter

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

SPECIAL TYPE	TOTAL
Sole Source	3
TOTAL	3

Contracts Awarded Summary

		TOTAL
COMMODITIES	SUP/EQUIP-BUS PARTS	\$2,976,800.00
	SUP/EQUIP-BUSES	\$228,440.00
	SUP/EQUIP-RAILPARTS	\$1,770,000.00
	SUP/EQUIP-VEHICLES NON REV	\$592,560.00
	Total	\$5,567,800.00
SERVICES	SVSC-BUS OPERATION	\$79,590.00
	SVSC-INSURANCE/RISK MGT	\$1,005,942.88
	SVSC-JANITORIAL/GROUNDS	\$1,751,930.00
	SVSC-OTHER	\$3,414,555.38
	SVSC-REPAIRS	\$241,920.00
	SVSC-SOFT/HARDWARE MAINT	\$3,918,674.52
Total		\$10,412,612.78
Grand Total		\$15,980,412.78

Board Approved Contract Modifications
Fiscal Year 2021 - Fourth Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Edens Touch Diversified, LLC	\$195,917	Approval of Contract Modification to exercise the second, one-year Contract Option for the Grounds Maintenance and Vegetation Controls contract [Resolution No. 210095]	8/10/2021
Orgo-Thermit, Inc.	\$359,730	Approval of Contract Modification to exercise the first and second one-year Contract Options for the Rail Grinding Services contract [Resolution No. 210109]	8/24/2021
Herzog Transit Services, Inc.	\$251,495	Approval of Contract Modification to increase funding to the TRE Operations and Maintenance contract [Resolution No. 210111]	8/24/2021
Herzog Transit Services, Inc.	\$450,000	Approval of Contract Modification to increase funding to the TRE Operations and Maintenance contract related to the Updating TRE Wash Bay contract [Resolution No. 210112]	8/24/2021
Herzog Transit Services, Inc.	\$3,730,957	Approval of Contract Modification to provide additional funding to the Regional Commuter Rail Operations and Maintenance Contract for Track and Signal Work (\$3,297,910) plus supplemental work contingency (\$433,047) for the Trinity Railway Express (TRE) Trinity Lakes Station Project [Resolution No. 210113]	8/24/2021
AC Printing, LLC	\$319,490	Approval of Contract Modification to exercise two, one-year Contract Options for the Customer Timetable Printing Services contract [Resolution No. 210115]	8/24/2021

Board Approved Contract Modifications

Fiscal Year 2021 - Fourth Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
AC Printing, LLC	\$177,208	Approval of Contract Modification to exercise two, one-year Contract Options for the Small Format Offset Printing Services contract [Resolution No. 210116]	8/24/2021
Best Press, Inc.	\$229,410	Approval of Contract Modification to exercise two, one-year Contract Options for the Small Format Offset Printing Services contract [Resolution No. 210117]	8/24/2021
Best Press, Inc.	\$423,766	Approval of Contract Modification to exercise two, one-year Contract Options for the Large Format Offset Printing Services contract [Resolution No. 210118]	8/24/2021
Blanks Printing & Imaging	\$1,500,000	Approval of Contract Modification to increase funding for the Large Format Digital Printing on Various Substrates contract [Resolution No. 210119]	8/24/2021
Moroch Partners, LLC	\$1,900,000	Approval of Contract Modification to increase funding for the Agency Advertising Services contract [Resolution No. 210120]	8/24/2021

Board Approved Contract Modifications

Fiscal Year 2021 - Fourth Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Group I - Civil/Structural/Environmental/Surveying IEA, Inc.; HNTB Corporation; Lockwood, Andrews & Newnam, Inc.; Urban Engineers, Inc.; AECOM Technical Services, Inc.; Jacobs Engineering Group, Inc.; Hayden Consultants, Inc.; Huitt-Zollars, Inc.; ARVP Texas, Inc.; EJS, Inc.; Freese & Nichols, Inc.; Michael Baker International Group II - Architectural/Electrical & Mechanical Jacobs Engineering Group Inc.; Freese & Nichols, Inc.; Michael Baker International; ARUP Texas, Inc.; VAI Architects, Inc.; Huitt-Zollars, Inc. Group III - ITS/Traffic Engineering Kimley Horn & Associates, Inc.; AECOM Technical Services, Inc.; Bridgefarmer & Associates, Inc. Group IV - Systems Engineering Support HNTB Corporation; Paragon Project Resources, Inc.; Stantec, Inc.; AECOM Technical Services, Inc.; Arredondo, Zepeda & Brunz, LLC Group V - Miscellaneous Support/Specialty Support HNTB Corporation; Bowman Engineering & Consulting, Inc.; DOC Public Affairs; Arredondo, Zepeda & Brunz, LLC; White Hawk Engineering, Inc.; CMTS, LLC; Dal-Tech Engineering, Inc.; Lockwood, Andrews & Newnam, Inc.; AECOM Technical Services, Inc.; Urban Engineers, Inc.; Bridgefarmer & Associates, Inc.; IBARRA Consulting; Aguirre Project Resources, LLC; Hill International, Inc.; Armand Consulting, Inc.; Rail Pros, Inc.; HJ Russell & Company; VRX, Inc.; Dikita Enterprises, Inc.; Link America, LLC; WSP USA, Inc.	\$20,702,963	Contract modification to Increase Contract Pool Value for the Professional Services Pool (PSP) Contracts [Resolution No. 210121]	8/24/2021

Board Approved Contract Modifications
Fiscal Year 2021 - Fourth Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
AlphaVu, LLC	\$132,000	Approval of Contract Modification to exercise the second, one-year Contract Option for the all-inclusive Data Mining Services contract [Resolution No. 210128]	8/24/2021
Unum Life Insurance Company of America	\$568,382	Approval of Contract Modification to exercise the second, one-year Contract Option for the Life and Accidental Death and Dismemberment (AD&D) Insurance coverage contract [Resolution No. 210130]	9/14/2021
Texas General Land Office (GLO)	\$1,600,000	Approval of Contract Modification to increase funding for the Natural Gas (NG) Fuel for Compressed Natural Gas (CNG) Buses contract [Resolution No. 210132]	9/14/2021
Galls, LLC	\$153,000	Approval of Contract Modification to exercise the first, one-year Contract Option for the DART Police Uniforms contract [Resolution No. 210139]	9/28/2021
Jarrett Walker + Associates, LLC	\$110,197	Approval of Contract Modification to extend the period of performance by one year and increase funding for the Re-Envisioned Bus Network Plan Consultant contract [Resolution No. 210141]	9/28/2021
TOTAL MODIFICATION AWARDED DOLLARS:	\$32,804,515	TOTAL MODIFICATIONS AWARDED:	17

Special Procurements

Fiscal Year 2021 - Fourth Quarter

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

Purchase Order Type	Count	Amount
Emergency [a]	4	\$62,467.16
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	56	\$4,334,425.80
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	60	\$4,396,892.96
SPECIAL ADDENDUM: COVID-19 Related Procurements to Date [f]	313	\$18,893,538.24

[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.

Special Procurements

Fiscal Year 2021 - Fourth Quarter

Emergency

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

There are 4 "Emergency" Procurements in this Quarter.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1365436	07/02/2021	CATALYST MODULE (FOR 10-CG-00	The Aftermarket Parts Company	\$3,478.06
1365637	07/20/2021	EMERGENCY WATER LEAK REPAIR	ECHOLS & SONS	\$20,000.00
1365714	07/27/2021	MODULE, ELECTRONIC CONTROL (US	CUMMINS SOUTHERN PLAINS LLC	\$25,925.50
1365719	07/28/2021	MODULE, ELECTRONIC CONTROL (US	RUSH BUS CENTERS	\$13,063.60
PO Count = 4		Contract Count = 0		\$62,467.16

Special Procurements

Fiscal Year 2021 - Fourth Quarter

Unauthorized Procurement Actions (UPAs)

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

There are no Unauthorized Procurement Actions (UPAs) procurements in this Quarter.

Special Procurements

Fiscal Year 2021 - Fourth Quarter

Sole Source (Noncompetitive)

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

There are 56 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1365500	07/09/2021 THRESHOLD, PLATE 50"	AG Industries LLC	\$21,742.56
1365501	07/09/2021 BUTTON,PASSENGER,PUSH,INT.STAN	IFE NORTH AMERICA	\$21,000.00
1365514	07/09/2021 REBUILT,CENTRAL PROCESSING UNI	SIEMENS INDUSTRY, INC	\$10,593.00
1365534	07/12/2021 RELAY,SOLID STATE,200 VDC,AIR	WABCO PTD CORP	\$2,760.00
1365608	07/16/2021 REBUILT,CUSHION SEAT,INSERT,B	KSU N.A. LLC	\$37,652.00
1365613	07/16/2021 TRANSFORMER,BV20188,3X370V/3X1	POWERTECH CONVERTER CORP.	\$23,145.65
1365663	07/21/2021 BRACE,STRUT,UPPER,PANTOGRAPH STRUT,UPPER,RIGHT,PANTOGRAPH	TRANSTECH OF SC INC	\$2,712.28 \$4,437.93
1365664	07/21/2021 GLASS-953,WINDOWASSYSIDEFLR,DE	VAPOR STONE RAIL SYSTEMS	\$17,614.80
1365665	07/21/2021 FRAME,BASE,FABRICATION	TRANSTECH OF SC INC	\$21,988.00
1365668	07/21/2021 REBUILT,LCR,LOGIC CONTROL RACK	ALSTOM SIGNALING OPERATION LLC	\$9,000.00
1365684	07/22/2021 PUSH-BOTTON,DOOR,SIDE,PASSENGE	VAPOR STONE RAIL SYSTEMS	\$17,349.00
1365692	07/23/2021 STRUT,LOWER,WELDED STRUT,UPPER,LEFT,PANTOGRAPH STRUT,UPPER,RIGHT,PANTOGRAPH	TRANSTECH OF SC INC	\$21,166.60 \$7,396.55 \$5,917.24
1365695	07/26/2021 LEVER,UNLOCKING,OPERATOR,DOOR,	VAPOR STONE RAIL SYSTEMS	\$2,769.55
1365703	07/26/2021 SPACER, DURA-CORE DOUBLE DOOR	PROFESSIONAL PLASTICS	\$23,000.00
1365726	07/28/2021 THRESHOLD, PLATE 50"	AG Industries LLC	\$16,501.92
1365729	07/28/2021 LIGHT,ASSEMBLY,STAIRWELL	LUMINATOR HOLDING LP	\$10,579.84
1365734	07/28/2021 CRANK,MANUAL,PANTOGRAPH INSULATOR,MOUNTING	TRANSTECH OF SC INC	\$2,755.35 \$4,089.00
1365753	07/30/2021 SEAL,RUBBER,A/C UNIT	KINKISHARYO INTERNATIONAL LLC	\$41,580.00
1365754	07/30/2021 SEAL,RUBBER,A/C UNIT	KINKISHARYO INTERNATIONAL LLC	\$34,650.00
1365762	07/30/2021 REBUILT,BOARD,CIRCUIT,PS/TDR	VAPOR STONE RAIL SYSTEMS	\$27,264.95
1365763	07/30/2021 REBUILT,BOARD,CURCUIT,COMPARAT	VAPOR STONE RAIL SYSTEMS	\$48,114.60
1365827	08/05/2021 REBUILT,CUSHION SEAT,INSERT,B	KSU N.A. LLC	\$18,826.00



Special Procurements

Fiscal Year 2021 - Fourth Quarter

Sole Source (Noncompetitive)

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

There are 56 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1365849	08/09/2021 HOUSING,BEARING,PANTOGRAPH	TRANSTECH OF SC INC	\$5,392.38
1365880	08/11/2021 FRAME,AFTERCOOLER,BOTTOM	WABCO PTD CORP	\$16,104.00
1365888	08/12/2021 SUPPORT-WELD ASSEMBLY	WABCO PTD CORP	\$8,748.00
1365899	08/12/2021 GLASS-953,WINDOWASSYSIDEFLR,DE	VAPOR STONE RAIL SYSTEMS	\$45,015.60
1365923	08/13/2021 COPILOT PC	INIT INNOVATIONS IN TRANSPORTA	\$21,386.00
1365924	08/13/2021 PCB,DOCKING CONNECTOR	SPX CORPORATION	\$3,729.50
1366013	08/24/2021 REBUILT, MODULE, ELECTRONIC CO	CUMMINS SOUTHERN PLAINS LLC	\$22,473.30
1366016	08/24/2021 POLE,END,PIECE	KNORR BRAKE CORP	\$36,950.00
1366018	08/24/2021 COIL,JUNCTION BOX PICKUP ASSY	ALSTOM SIGNALING OPERATION LLC	\$2,525.60
1366064	08/26/2021 SKIRT,HINGED ASSY,ARTIC. AREA	KINKISHARYO INTERNATIONAL LLC	\$16,491.75
1366071	08/27/2021 LEVER,UNLOCKING,OPERATOR,DOOR, SWITCH,LOW PRESSURE,GREEN	VAPOR STONE RAIL SYSTEMS	\$2,623.60 \$6,371.42
1366093	08/30/2021 CAR CONTROL LOGIC I/F UNIT ASM	Toyo Denki Railway Service,LLC	\$25,330.00
1366096	08/30/2021 REBUILT,CUSHION,SEAT,BOT,FLIP	KSU N.A. LLC	\$9,413.00
1366124	09/02/2021 PCB , LVDS INTERFACE PCB, TRIM CONFIGURATI	SPX CORPORATION	\$27,103.80 \$7,500.00
1366144	09/02/2021 BLOWER,ASSY.,HEATER,CAB,CCW	VAPOR STONE RAIL SYSTEMS	\$11,291.00
1366145	09/03/2021 REBUILT,REMOTE,PA/IC,SYSTEM	KINKISHARYO INTERNATIONAL LLC	\$4,132.52
1366149	09/03/2021 COUPLING ASSY.,FLANGE NUT,SPRI	KNORR BRAKE CORP	\$3,105.00
1366158	09/03/2021 INSULATOR,MOUNTING	TRANSTECH OF SC INC	\$6,345.00
1366168	09/03/2021 REBUILT,TRANSMISSION ASSM,B400	Dartco Transmission Sales and	\$45,277.74
1366259	09/13/2021 REBUILT,COMPRESSOR,AIR	MHC KENWORTH CO	\$8,602.47
1366282	09/14/2021 TRAINLINE INTERFACE	INIT INNOVATIONS IN TRANSPORTA	\$7,936.50
1366292	09/14/2021 RELAY,DC,4 FORM C	VAPOR STONE RAIL SYSTEMS	\$2,935.00
1366293	09/14/2021 LRV, RUBBER ,STEP NOSING	KINKISHARYO INTERNATIONAL LLC	\$31,155.00
1366345	09/21/2021 CASE,LH,PORTION,ELECTRIC	WABCO PTD CORP	\$14,100.00



Special Procurements

Fiscal Year 2021 - Fourth Quarter

Sole Source (Noncompetitive)

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

There are 56 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1366345	09/21/2021 PUMP,(BI-DIRECTIONAL	WABCO PTD CORP	\$7,500.00
1366366	09/23/2021 CARTRIDGE,ENERGY ABSORPTION	WABCO PTD CORP	\$39,950.00
1366368	09/23/2021 LIGHT,ASSEMBLY,STAIRWELL	LUMINATOR HOLDING LP	\$6,612.40
1366405	09/25/2021 CONNECTING LINK,	ENIDINE	\$3,363.00
1366452	09/30/2021 RISER,W/SLIDE,DRIVER SEAT	KSU N.A. LLC	\$7,223.40
1366455	09/30/2021 PCB, LASER DOOR SENSOR BOARD	SPX CORPORATION	\$4,702.50
1366461	09/30/2021 VALVE,SOLENOID,ASM.,MANIFOLD,A	WABCO PTD CORP	\$3,836.00
1366473	09/30/2021 BRUSH,GROUND,WE-49 GRADE W5122	BOMBARDIER TRANSPORTATION	\$10,500.00
2058271-01	07/08/2021 Mobile Data Terminal (MDT) Replacement	TRAPEZE SOFTWARE GROUP	\$1,457,991.00
2061409-01	08/26/2021 Three Year Friction Brake Overhaul Kit for DARTs	WABCO PTD CORP	\$1,770,000.00
2063111-01	08/17/2021 APC and Transit Data Support	URBAN TRANSPORTATION ASSOC	\$176,102.50
PO Count = 53 BPO Count = 0 Contract Count = 3			\$4,334,425.80

Special Procurements

Fiscal Year 2021 - Fourth Quarter

Revenue Generating

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

There are no Revenue Generating procurements in this Quarter.

Special Procurements

Fiscal Year 2021 - Fourth 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.

Special Procurements

Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
PURCHASE ORDERS		
TOWELETTE, DISINFECTING, 6 X 6.75", CANISTER/160 SHEETS	1,400	\$24,500.00
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	32,500	\$13,650.00
Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR	33,000	\$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	4,500	\$1,755.00
Gloves, Safety, X Large, 5 Mil, Powder Free	25,000	\$10,375.00
GLOVES, SAFETY, Medium, 5 Mil, Low Powder, 50 PR	30,000	\$11,856.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	50,000	\$15,350.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	10,000	\$2,900.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	25,000	\$10,375.00
Glove, Safety, Medium, 5 Mil, Low Powder, 50 PR	30,000	\$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	48,500	\$18,430.00
SOAP, HAND CLEANING	121	\$2,873.75
DISINFECTANT, QUAT 39 1 GALLO (100 Gallons Purchased)	100	\$477.00
Disinfectant, Towelette, Canister Sheets	1,900	\$24,700.00
Disinfectant, Towelette, Canister Sheets	500	\$6,500.00
Disinfectant, Towelette, Canister Sheets	361	\$3,537.80
Disinfectant, Towelette, Canister Sheets	300	\$2,940.00
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	12,300	\$4,860.96
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	20,000	\$7,236.00

Special Procurements

Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
PURCHASE ORDERS (continued)		
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	13,000	\$3,952.00
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	20,000	\$6,080.00
Glove, safety, XLarge, 5 Mil, Low Powder, 50 PR	1,000	\$395.20
Glove, safety, XLarge, 5 Mil, Low Powder, 50 PR	7,500	\$2,697.00
Disinfectant, Spray Nine 32 OZ	188	\$776.44
Disinfectant, Spray Nine 32 OZ	336	\$1,428.00
Wipes, Germical, 5" X 8"	91	\$1,354.08
Sanitizer Cartridge, Hand Foam	75	\$7,443.00
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	25,000	\$8,485.00
Gloves, Safety, Large, 5 Mil, Low Powder, 50 PR	57,500	\$17,250.00
SOAP,HAND CLEANING	92	\$2,185.00
Sanitizer Cartridge, Hand Foam	50	\$2,400.00
DISINFECTANT, QUAT 39 55 GALLON DRUM	10	\$2,651.00
Gloves, Safety, Large, 5 Mil, Low Powder, 50 PR	30,000	\$9,000.00
GLOVE,SAFETY,XLARGE,5 MIL,LOW POWDER, 50 PR	150	\$2,697.00
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	45,000	\$15,291.00
MASK, DISPOSABLE, KN95	40	\$7,900.00
ANTISEPTIC, WIPES, CLEANSING	100	\$118.00
ANTISEPTIC, WIPES, CLEANSING	100	\$197.00
MASK, DISPOSABLE, KN95	400	\$9,840.00
WIPE, DISPOSABLE, BLEACHED WHITE	150	\$9,675.00
WIPE, DISPOSABLE, BLEACHED WHITE	200	\$13,074.00
WIPE, DISPOSABLE, BLEACHED WHITE	49	\$735.00
Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR	30,000	\$6,282.00
Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR	27,500	\$8,794.50
Gloves, safety, X-Large, 5 Mil, Powder Free, 50 PR	25,000	\$8,485.00
GLOVES,SAFETY,LARGE,5 MIL,LOW, 50 PR	32,500	\$12,805.00
GLOVE,SAFETY,MEDIUM,5 MIL,LOW, 50 PR	31,250	\$12,493.75
GLOVE,SAFETY,XLARGE,5 MIL,LOW, 50 PR	30,000	\$8,394.00
DISINFECTANT, SPRAY NINE 32 O	168	\$672.00
GLOVES,SAFETY, LARGE ,5 MIL, 50 PR	17,500	\$5,176.50
SOAP,HAND CLEANING	108	\$2,565.00
DISPENSER , MANUAL FOAM HAND S	20	\$380.00
DISPENSER , MANUAL FOAM HAND S	30	\$333.30
Tie, Cable, 5", 40 lb, Green	40	\$113.20
Tie, Cable, 5", 40 lb, Green	40	\$102.00
CASPR DESKTOP UNITS	10	\$10,000.00
DISINFECTANT CLEANER, 1 GALLON	52	\$257.92
DISINFECTANT, SPRAY NINE 32 O	252	\$1,151.64
GLOVES,SAFETY, LARGE ,5 MIL,	700	\$13,433.00
Tie, Cable, 5", 40 lb, Green	60	\$232.80
GLOVES,SAFETY,X LARGE ,50 PR	900	\$17,901.00
GLOVES,SAFETY,LARGE,5	650	\$11,765.00
MIL, POWDER FREE , 50 PR	177	\$4,203.75
Gloves, safety, X-Large, 5 Mil, Powder Free, 50 PR	45,000	\$15,291.00

Special Procurements

Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

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
Shower Curtain Hocks	Lot	\$250.66
Shower Curtain Hocks	55	\$221.14
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	\$23,400.00
Hand Sanitizer - 55 Gal	4	\$11,578.96
Hand Sanitizer - Liquid foam - 4/cs	72	\$15,157.44
Infrared Camera Inc Thermometer	100	\$8,225.00
Spare Part - Ball mount	5	\$75.00
Test Strips plus shipping	10	\$448.94
Shipping	1	\$255.48
Triple AAA batteries	144	\$117.44
Shower Curtains	600	\$6,010.99
Shower Curtains	100	\$1,008.51
MASK	5,000	\$6,250.00
KN 95 SAFETY MASK, NON MEDICA	2,300	\$9,315.00
Imperial HDPE Bottles - White 32oz + Trigger Sprays	100	\$635.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
Table Caps for PVC Pipe	230	\$348.17
BACKPACK ELECTROSTATIC SPRAYER	1	\$1,775.00
Wire Rope Clip, 3/16 In, Malleable Iron	1,200	\$1,056.00
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl	3	\$663.57
Shower Curtains	200	\$2,010.99
Wire Rope Clip, 3/16 In, Malleable Iron	100	\$88.00
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl	5	\$1,105.95
PVC Pipe 1 Inch	125	\$270.00
Shower Hooks	125	\$1,591.25
N95 Mask	4,000	\$11,520.00
Hand sanitizer 70%	133	\$15,221.85
Kuto! No Touch Dispenser with drip trays	150	\$6,150.00
70% ISOPROPYL ALCOHOL HAND SANITIZING GEL	144	\$5,328.00
Face Shield 9" x 12 1/2" - with Foam Brow Pad	1 Case	\$167.20
KN 95 SAFETY MASK, NON MEDICA	5,000	\$19,500.00
TOTE of Hand Sanitizer	1	\$739.52

Special Procurements

Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
SAFETY MASK, 3 PLY, LIGHT BLU	10,000	\$7,900.00
HAND SANITIZER 1 GALLON	10	\$462.50
Coveralls	100	\$734.29
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
New HP LTO 5 tapes C7975A	150	\$3,259.00
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER Drum	1	\$834.57
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER 32OZ	60	\$450.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
PET French Square Bottles with Flip Top Caps 2oz and 4oz	8,000	\$2,861.00
UR CS PLY CTTN FACE MASK	1,334	\$10,115.00
KN 95 SAFETY MASK, NON MEDICAL	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
HAND SANITIZER 1 GALLON - NO PUMP	40	\$1,946.00
GALLON PUMP	20	\$83.00
N95 Mask	4,000	\$21,240.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
THERMAL SAFETY SYSTEM	12	\$45,000.00
Logmein	6	\$7,794.00
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER 5 GALLON PAIL	50	\$4,867.50
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER 55 GALLON DRUM	5	\$4,172.95
DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS	360	\$11,520.00
Antibacterial Pouches	1,000	\$15,851.50
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	10,000	\$5,668.00
Hand sanitizer - 1000 Mil 6pk	7	\$668.31
Hand sanitizer - 1000 Mil 6pk	57	\$5,334.81
Hand Sanitizer Dispensers	75	\$615.00
Hand sanitizer 2 oz	5,000	\$10,000.00
Sneeze Gaurd	50	\$5,540.99
Pipe Brackets	800	\$40,973.07
Sneeze Gaurd	25	\$2,826.49
Hand Sanitizer Foaming	375	\$34,998.75
Sneeze Gaurd	4	\$2,962.50
Hand Sanitizer Refill	103	\$12,669.00
Hand Sanitizer Refill	86	\$12,470.00
Hand Sanitizer Refill	20	\$2,900.00
Dispenser for Hand Sanitizer	216	\$1,296.00
Face Mask	100	\$359.97

Special Procurements

Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
Empty Bottles for Hand Sanitizer	12	\$177.00
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
Dispenser for Hand Sanitizer	500	\$4,000.00
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

Special Procurements
Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
SINGLE PAYMENT REQUESTS (continued)		
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	3	\$68,465.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	4	\$91,315.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	7	\$159,435.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	5	\$114,169.72
3 PLY MASK INDIVIDUALLY WRAPPED	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
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$150,000.00
Hand Sanitizer Kutol Foam Refill 1000ML	330	\$38,940.00
3 PLY MASK INDIVIDUALLY WRAPPED	375,000	\$112,500.00
3 PLY MASK INDIVIDUALLY WRAPPED	444,000	\$133,200.00
3 PLY MASK INDIVIDUALLY WRAPPED	200,000	\$60,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	106,000	\$31,800.00
3 PLY MASK INDIVIDUALLY WRAPPED	200,000	\$60,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	200,000	\$60,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$30,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$30,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	600,000	\$180,000.00

Special Procurements

Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

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

Special Procurements

Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
C-2058307-01 Service for Mask Dispensers		
Installation of Mask Dispensers, Mask Dispenser Brackets, and Hand Sanitizer Dispensers with Hardware	2,356	\$136,648.00
Contract Amount		\$136,648.00
C-2058787-01 Sneeze Guard Barriers		
16" Tall Guard (62" Cubicle Height) 18" W, 1/4" thick CL PC Plastic	155	\$3,224.00
16" Tall Guard (62" Cubicle Height) 24" W, 1/4" thick CL PC Plastic	585	\$15,210.00
16" Tall Guard (62" Cubicle Height) 30" W, 1/4" thick CL PC Plastic	107	\$3,718.25
16" Tall Guard (62" Cubicle Height) 36" W, 1/4" thick CL PC Plastic	1,011	\$39,327.90
16" Tall Guard (62" Cubicle Height) 42" W, 1/4" thick CL PC Plastic	72	\$3,117.60
16" Tall Guard (62" Cubicle Height) 48" W, 1/4" thick CL PC Plastic	915	\$39,619.50
16" Tall Guard (62" Cubicle Height) 60" W, 1/4" thick CL PC Plastic	347	\$18,738.00
16" Tall Guard (62" Cubicle Height) 72" W, 1/4" thick CL PC Plastic	1	\$65.00
36" Tall Guard w/slot (42" Desktop) 18" W, 1/4" thick CL PC Plastic	1	\$66.50
36" Tall Guard w/slot (42" Desktop) 24" W, 1/4" thick CL PC Plastic	70	\$3,115.00
36" Tall Guard w/slot (42" Desktop) 30" W, 1/4" thick CL PC Plastic	1	\$60.00
36" Tall Guard w/slot (42" Desktop) 36" W, 1/4" thick CL PC Plastic	33	\$1,980.00
36" Tall Guard w/slot (42" Desktop) 48" W, 1/4" thick CL PC Plastic	75	\$5,906.25
36" Tall Guard w/slot (42" Desktop) 60" W, 1/4" thick CL PC Plastic	31	\$3,022.50
36" Tall Guard w/slot (42" Desktop) 72" W, 1/4" thick CL PC Plastic	1	\$115.00
12" Tall Guard (75" Cubicle Height) 30" W, 1/4" thick CL PC Plastic	7	\$232.75
12" Tall Guard (75" Cubicle Height) 42" W, 1/4" thick CL PC Plastic	49	\$1,898.75
24" Tall Guard (52" Cubicle Height) 24" W, 1/4" thick CL PC Plastic	8	\$286.00
24" Tall Guard (52" Cubicle Height) 36" W, 1/4" thick CL PC Plastic	12	\$798.00
24" Tall Guard (52" Cubicle Height) 48" W, 1/4" thick CL PC Plastic	13	\$1,010.75
24" Tall Guard (52" Cubicle Height) 60" W, 1/4" thick CL PC Plastic	6	\$585.00
16" Tall Guard (48.75" Cubicle Height) 18" W, 1/4" thick CL PC Plastic	230	\$4,772.50
16" Tall Guard (48.75" Cubicle Height) 24" W, 1/4" thick CL PC Plastic	226	\$5,876.00
16" Tall Guard (48.75" Cubicle Height) 60" W, 1/4" thick CL PC Plastic	65	\$3,510.00
Miscellaneous-End Cap 24" x 36" with Tapered Edge	67	\$4,455.50
Miscellaneous-Corner Station 2" x 2" (16 Tall Guard)	307	\$3,070.00
Miscellaneous-Clips 2" x 2-1/2" with Tapered Edge	10,000	\$70,000.00
Miscellaneous-Shipping & Delivery	1	\$750.00
Contract Amount		\$234,530.75
C-2032257-01 LRV Cleaning		
Mod #4-Option to Extend Services Per Exhibit D	1	\$3,017,360.00
Mod #5-Option to Extend Services Per Exhibit D	1	\$2,175,000.00
Contract Amount		\$5,192,360.00
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		\$10,114.56

Special Procurements

Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
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 Exhibit 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		\$51,125.94
C-2040659-01 (5005731-309)		
Line 9: Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	2,000	\$28,744.00
Contract Amount		\$28,744.00
C-2040659-01 (5005731-336)		
Line 1: Disinfectant Cleaner, 1 Gal	69	\$1,635.16
Contract Amount		\$1,635.16
C-2040659-01 (5005731-34)		
Line 1: Disinfectant Cleaner, 1 Gal	96	\$2,275.01
Contract Amount		\$2,275.01
C-2040659-01 (5005731-118)		
Line 1: Disinfectant Cleaner, 1 Gal	500	\$11,849.00
Contract Amount		\$11,849.00
C-2040659-01 (5005731-112)		
Line 1: Disinfectant Cleaner, 1 Gal	144	\$3,412.51
Contract Amount		\$3,412.51
C-2040659-01 (5005731-284)		
Line 1: Disinfectant Cleaner, 1 Gal	144	\$3,412.51
Contract Amount		\$3,412.51
C-2040659-01 (5005731-336)		
Line 1: Disinfectant Cleaner, 1 Gal	69	\$1,635.16
Contract Amount		\$1,635.16
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-428)		
Line 1: Wipe Disposable. bleach	260	\$20,545.20
Contract Amount		\$20,545.20
C-2060548-01 Thermal Imaging Scanners for DART Facilities		
Line 1: Thermal Imaging Scanners for DART Facilities	39	\$126,750.00
Contract Amount		\$126,750.00

Special Procurements

Fiscal Year 2021 - Fourth Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
C-2040659-01 (5005731-187)		
Line 1: Wipe Disposable. bleach	400	\$31,608.00
Contract Amount		\$31,608.00
C-2040659-01 (5005731-246)		
Line 1: Wipe Disposable. bleach	500	\$39,510.00
Contract Amount		\$39,510.00
C-2040659-01 (5005731-425)		
Line 1: Wipe Disposable. bleach	630	\$49,782.60
Contract Amount		\$49,782.60
C-2040659-01 (5005731-104)		
Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR	25,000	\$7,060.00
Contract Amount		\$7,060.00
C-2040659-01 (5005731-104)		
Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR	40,000	\$11,296.00
Contract Amount		\$11,296.00
C-2040659-01 (5005731-81)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	30,000	\$8,623.20
Contract Amount		\$8,623.20
C-2040659-01 (5005731-117)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	40,000	\$11,497.60
Contract Amount		\$11,497.60
C-2040659-01 (5005731-131)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	60,000	\$17,246.40
Contract Amount		\$17,246.40
C-2040659-01 (5005731-194)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	100,000	\$28,744.00
Contract Amount		\$28,744.00
C-2040659-01 (5005731-261)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	85,000	\$24,432.40
Contract Amount		\$24,432.40
TOTAL COVID-19 RELATED PROCUREMENTS TO DATE: 313 TOTAL	9,627,285	\$18,893,538.24

Active Requirements Contracts

\$250,000+ Only and Expiring between 10/01/2021 and 09/30/2022

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Within 6 Months				
2048280-01	Jarrett Walker+Associates, LLC	Updated Bus Transit Plan	10/01/2021	\$494,594
2043785-01	Carahsoft Technology Corp	ServiceNow Software Subscription Services	10/31/2021	\$1,318,963
2026141-01	Metropolitan Security Services	Armed Security Guard Services	11/21/2021	\$19,611,699
2032360-01	Bellphi Environmental, LLC	Asbestos Abatement & Demolition Services	12/03/2021	\$750,000
2047827-01	Penn Machine Company	LRV Tire Installation Kit	12/10/2021	\$2,622,183
2041904-01	Tolar Manufacturing Co., Inc	Bus Stop Amenities	12/12/2021	\$4,028,620
2048627-01	WABTEC	Light Rail Vehicle HVAC and Door Sys Replacement	12/13/2021	\$528,200
2048535-01	Neopart Transit LLC	Front and Rear Disc Brake Pad Kits	12/13/2021	\$318,775
2049160-01	Railroad Friction Products Cor	Light Rail Vehicle (LRV) Disc Brake Shoe Kits	12/13/2021	\$346,402
2035314-01	Stewart & Stevenson LLC	Allison Transmission Kits for NABI Bus Fleet	12/15/2021	\$1,089,740
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
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
2054637-01	Republic Waste Services	Trash Disposal and Recycling Services	12/31/2021	\$396,924
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
2028021-02	US HealthWorks	Occupational Medical Services	01/30/2022	\$587,798
2038267-01	22nd Century Technologies Inc	IT Staff Augmentation Services	02/04/2022	\$6,449,800
2038267-02	Peak Performers	IT Staff Augmentation Services	02/04/2022	\$3,500,000
2042110-01	ITK Technologies, LLC	Lawson Managed Services	02/07/2022	\$743,400
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
2045473-01	Teknoware Inc	LRV Destination Signs	02/25/2022	\$413,229
2060458-01	Mart-Caudle Corp	Bus Towing Service	02/26/2022	\$458,700
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



Active Requirements Contracts

\$250,000+ Only and Expiring between 10/01/2021 and 09/30/2022

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year				
2029795-02	AT&T	AT&T Cellular Services and Equipment	04/06/2022	\$1,174,916
2032359-01	Meteorcomm LLC	PTC Radio Purchase	04/13/2022	\$5,100,000
2053240-01	Svanaco Inc.	DART.org Redesign	04/28/2022	\$459,689
2044600-01	Kim Tindall & Associates, LLC	Court Reporting Services	04/30/2022	\$392,171
2029745-02	Progress Rail Services	Mid-Life Overhaul for Two TRE Locomotives	05/03/2022	\$4,165,542
2051799-01	Wabtec	Miscellaneous LRV (Light Rail Vehicle) Brake	05/04/2022	\$2,335,531
2051925-01	Midwest Bus	Bike Rack Repair Components for DARTs Bus Fleet	05/06/2022	\$370,092
2050453-01	Bombardier	Rebuild Misc LRV Electric Rail Prop Components	05/13/2022	\$325,235
2012731-02	WSP USA Inc.	Asset Management Plan & Consulting Services	05/14/2022	\$1,047,781
2054758-01	Southwest International Trucks	Tow Trucks	05/27/2022	\$881,877
2054964-01	Critical Start Inc	Info and Network Security Provider	05/31/2022	\$4,031,377
2027710-02	Unwire Payments & Mobility ApS	Mobile Ticketing Application Services	06/26/2022	\$5,434,725
2051654-01	Alstom Signaling Operation LLC	SCADA Control System Upgrade	06/28/2022	\$6,944,539
2058271-01	Trapeze Software Group, Inc.	Mobile Data Terminal (MDT) Replacement	07/07/2022	\$1,457,991
2051625-01	Half Associates, Inc	Environmental Services	07/16/2022	\$300,000
2051625-03	EA Engineering, Science, and T	Environmental Services	07/16/2022	\$300,000
2051625-04	LCA Environmental Inc	Environmental Services	07/16/2022	\$300,000
2051625-02	Wood Environment & Infrastruct	Environmental Services	07/16/2022	\$250,000
2048072-02	Vescorp Construction, LLC	On Call Construction Services	08/15/2022	\$1,589,732
2048072-03	Gilbert May, Inc.	On Call Construction Services	08/15/2022	\$634,596
2048072-04	Alvand Construction Inc	On Call Construction Services	08/15/2022	\$603,238
2022104-01	PayNearMe MT, Inc.	Prepaid Payment Card & Network	08/25/2022	\$4,172,446
2047452-01	TKC ENTERPRISES INC.	12 Volt Maintenance Free Batteries DART Bus Fleets	08/26/2022	\$834,210
2046256-01	CAD Railway Industries Ltd	Bi-Level Overhaul & Side Sill Repair	08/29/2022	\$16,034,147
2043955-01	DataBank IMX LLC	K2 Blackpearl ibpm software subscription services	08/30/2022	\$606,720
2031580-01	Crowe LLP	Financial Auditing Services	09/14/2022	\$2,141,200
2056764-01	Moroch Partners	Agency Advertising Services	09/14/2022	\$1,860,375
2045217-01	Merak North America LLC	FLEET 53 HVAC UPGRADE	09/19/2022	\$7,201,332
2041600-01	INIT Innovations in Transport	INIT VBS Multi-Year Software	09/25/2022	\$1,297,053
2046257-01	Wabtec	Three Year Friction Brake Overhaul	09/25/2022	\$3,635,000
2040434-01	AlphaVu	Data Mining	09/30/2022	\$513,600
2044267-01	MV transportation	Mobility Management Transportation Services	09/30/2022	\$105,377,078
2053808-01	Trapeze Software Group, Inc.	Trapeze Software and Maintenance	09/30/2022	\$2,866,102
2058308-01	Proterra Inc	40' long Range Bus	09/30/2022	\$829,623
2062556-01	Texas General Land Office	Natural Gas FY2022-2023	09/30/2022	\$6,000,000
2054759-01	Caldwell Country Ford	Bus Utility Trucks	09/30/2022	\$592,560
Total Contracts = 73			Total Value of All Contracts Above:	\$310,886,502



Upcoming Procurement Opportunities

As of October 1, 2021

5-ton Wayside Units

Upcoming Item: **B-2066227**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase twenty-five (25) air conditioning units for direct replacements to existing air conditioning units located along DART's light rail system.

The NIGP code associated with this event is:

031 Air Conditioning, Heating, And Ventilating Equipment, Parts

Traffic Sign Removal & Installation

Upcoming Item: **B-2065738**

Type of Posting: Invitation for Bid (IFB)

Description:

DART is seeking a Contractor to replace inaccurate clearance signs at Dallas Area Rapid Transit (DART) light rail bridges in the City of Richardson, Texas. The work will consist of and include, but not be limited to, traffic control, removing existing clearance signs on the bridges, and installing new clearance signs on the bridges at nine (9) locations.

The NIGP code associated with this event is:

558 Mass Transportation-Rail Vehicles And Systems

Compensation Study

Upcoming Item: **P-2066022**

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit has a requirement for a Compensation Study.

The NIGP code associated with this event is:

918 Consulting Services

Low Powder and Non-Powder Disposable Safety Gloves

Upcoming Item: **B-2064801**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Low Powder and Non-Powder Disposable Safety Gloves.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Upcoming Procurement Opportunities

As of October 1, 2021

Bus Towing Service for DART's Bus Fleets

Upcoming Item: **B-2065856**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Bus Towing Service for DART's Bus Fleets.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Paint interior walls

Upcoming Item: **B-2065535**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to completely repaint of all 101 Peak interior walls, both levels.

The NIGP code associated with this event is:

910 Building Maintenance, Installation and Repair Services

Facility Generator Design & Installation

Upcoming Item: **P-2065238**

Type of Posting: Request for Proposal (RFP)

Description:

DART is seeking a Contractor to design standby generator back-up power systems that automatically transfer the loads from normal to backup power during electric utility outage to provide power to life safety equipment, specific offices, building lighting, and shop equipment to allow normal business operations to continue during power outages. This project includes both replacing/upgrading existing generator sites and installation of new generator sites that are currently without back-up power.

The NIGP code associated with this event is:

910 Building Maintenance, Installation and Repair Services

Brake Parts for Dallas Area Rapid Transit (DART) ARBOC Bus Fleet

Upcoming Item: **B-2065946**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Brake Parts for Dallas Area Rapid Transit (DART) ARBOC Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Upcoming Procurement Opportunities

As of October 1, 2021

General Motor (GM) Engines for Dallas Area Rapid Transit (DART) ARBOC Bus Fleet

Upcoming Item: **B-2065784**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase General Motor (GM) Engines for Dallas Area Rapid Transit (DART) ARBOC Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories And Parts

Axle Parts for DART Low-Floor CNG Bus Fleet

Upcoming Item: **B-2065786**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Axle Parts for Dallas Area Rapid Transit (DART) Low-Floor CNG Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

TYLER VERNON RAIL STATION MURAL

Upcoming Item: **B-2065597**

Type of Posting: Invitation for Bid (IFB)

Description:

Purchase material for the four (4) murals at DART's Tyler Vernon Rail Station.

The NIGP code associated with this event is:

052 Art Objects

NRV Fuel and Management System

Upcoming Item: **B-2063930**

Type of Posting: Invitation for Bid (IFB)

Description:

Fuel fleet management system including a credit card management system.

The NIGP code associated with this event is:

405 Fuel, Oil, Grease And Lubricants

Upcoming Procurement Opportunities

As of October 1, 2021

Janitorial Services

Upcoming Item: **B-2063264**

Type of Posting: Invitation for Bid (IFB)

Description:

Janitorial and Custodial services to all Passenger Facilities (Transit Centers, LRT Aerial/Grade Rail Platforms, Crew Rooms, transfer locations.

The NIGP code associated with this event is:

910 Building Maintenance, Installation And Repair Services

Brake Pad Kits for DART's NABI bus fleets

Upcoming Item: **B-2063765**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Brake Pad Kits for DART's NABI bus fleets.

The NIGP code associated with this event is:

557 Mass Transportation-Rail Vehicle Parts And Accessories

Rebuild Air Conditioning System Generator

Upcoming Item: **B-2064620**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Rebuild Air Conditioning System Generator.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Propulsion Parts for Dallas Area Rapid Transit (DART) Light Rail Vehicles

Upcoming Item: **B-2064997**

Type of Posting: Invitation for Bid (IFB)

Description:

Propulsion Parts for Dallas Area Rapid Transit (DART) Light Rail Vehicles (LRVs)

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts and Accessories

Upcoming Procurement Opportunities

As of October 1, 2021

IT Staff Augmentation Services

Upcoming Item: **P-2064418**

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit has a requirement for Information Technology Staff Augmentation Services.

The NIGP codes associated with this event are:

918 Consulting Services

920 Data Processing, Computer, Programming, and Software Services

958 Management and Operations Services

Disposable Shop Towels

Upcoming Item: **B-2064416**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Disposable Shop Towels.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Armed Security Guard Services

Upcoming Item: **P-2063659**

Type of Posting: Request for Proposal (RFP)

Description:

DART Police is looking to procure an armed security guard contract. The contractor shall provide armed security guards with and without patrol vehicles, for the purpose of patrolling DART's properties and facilities, providing armed escort for revenue agents and ticket vending machine (TVM) mechanics, monitoring security consoles, checking visitors in and out of facilities and controlling parking in the garage located at 1401 Pacific Avenue.

The NIGP code associated with this event is:

990 Security, Fire, Safety, and Emergency Services

Upcoming Procurement Opportunities

As of October 1, 2021

Safety and Security Improvements for Downtown Dallas Stations

Upcoming Item: **B-2063537**

Type of Posting: Invitation for Bid (IFB)

Description:

The Dallas Area Rapid Transit (DART) Authority is soliciting bids from qualified firms to provide Construction Services for the Safety and Security Improvements for Downtown Dallas Stations Project.

The NIGP codes associated with this event are:

912 General Construction Services

913 Construction Services, Heavy, including Maintenance and Repair Services

914 Construction Services, Trades, New Construction

Chiller Replacement

Upcoming Item: **B-2063821**

Type of Posting: Invitation for Bid (IFB)

Description:

Replacement of the 101 N. Peak St. 70 Ton Air cooled Chiller plant.

The NIGP code associated with this event is:

031Air Conditioning, Heating, and Ventilating Equipment, Parts

NABI Miscellaneous Parts Air Valve, Engine Sensor & Harness Parts

Upcoming Item: **B-2063027**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for NABI Miscellaneous Parts Air Valve, Engine Sensor & Harness Parts.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

EGR Cooler Assembly for DART's CNG Bus Fleet

Upcoming Item: **B-2063030**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase NABI Miscellaneous Parts (EGR Cooler Assembly) for DART's CNG Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Upcoming Procurement Opportunities

As of October 1, 2021

Rebuild (ABC Rated) Fire Extinguishers Complete Cylinder Assembly for DART's Bus Fleets

Upcoming Item: **B-2062009**

Type of Posting: Invitation for Bid (IFB)

Description:

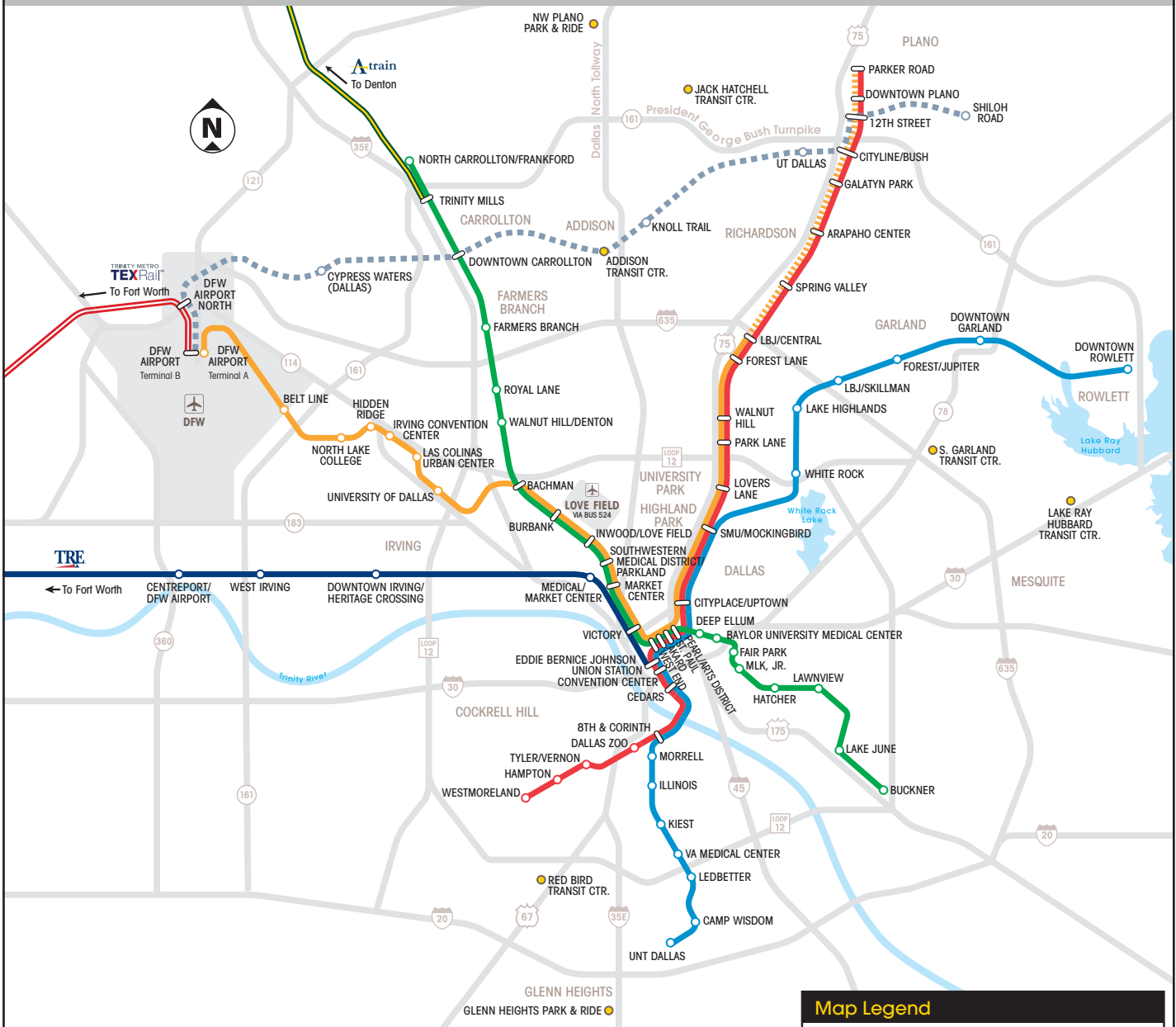
The Authority has a requirement to purchase Rebuild (ABC Rated) Fire Extinguishers Complete Cylinder Assembly for DART's Bus Fleets.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

CURRENT AND FUTURE SERVICES

DART Current and Future Services



Future Services

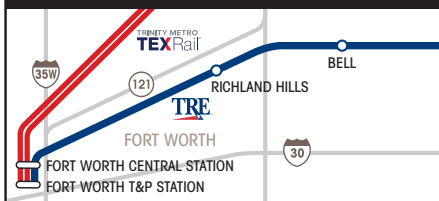
DESIGN/CONSTRUCTION UNDERWAY

Silver Line (2024)

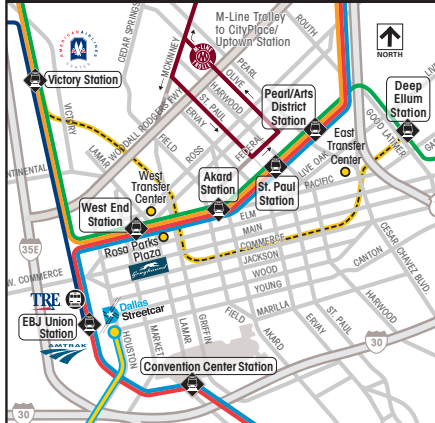
PLANNING/DESIGN UNDERWAY

D2 Subway (Inset Map)

TRE and TEXRail to Fort Worth



Downtown Dallas



Map Legend

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





let's go.

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