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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 2022 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 MEMBERS



Carmen Garcia
Dallas



Robert C. Dye
Assistant Secretary
Farmers Branch and Plano



Mark C. Enoch
Garland, Glenn Heights, and Rowlett



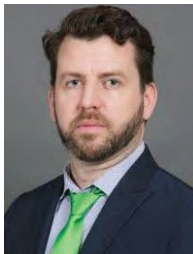
Flora M. Hernandez
Dallas



Doug Hrbacek
Carrollton and Irving



Jonathan R. Kelly
Garland



Patrick J. Kennedy
Dallas



Jon-Bertrell Killen
Dallas



Michele Wong Krause
Chair
Dallas



Eliseo Ruiz III
Dallas and Cockrell Hill



Rodney Schlosser
Secretary
Dallas



Gary Slagel
Vice-Chair
Addison, Highland Park, Richardson, and University Park



Rick Stopfer
Irving



Paul N. Wageman
Plano



Hosanna Yemiru
Dallas

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
Bernard Jackson	Sr. Executive Vice President, Chief Operations Officer	2022
Nicole Fontayne-Bardowell	Executive Vice President, Chief Administrative Officer	2014
Deanna Leggett	Executive Vice President, Growth/ Regional Development	2022
Gene Gamez	General Counsel	2002
Chris Koloc	Director of Internal Audit	2008
Doug Douglas	Vice President, Mobility Management Services	1990
Kay Shelton	Vice President, Capital Planning	2000
David Ehrlicher	Vice President, Real Property and Transit Oriented Development	2002
Gabriel Beltran	Interim Vice President, Diversity	2001
Donna Johnson	Vice President, Chief Safety Officer	2004
Rob Smith	Vice President, Planning and Development	2006
Jaime Aleman	Interim Vice President, Rail Maintenance, Infrastructure and Capital Projects	2007
Lisa Taylor	Interim Vice President, Rail Operations and Administration	2008
Nevin Grinnell	Vice President, Chief Marketing Officer	2011
Julius Smith	Vice President, Chief Information Officer	2016
Lon Nickles	Board Administrator	2017
Bonnie Murphy	Vice President, Commuter Rail	2017
Alicia Walker	Interim Vice President, Bus Operations	2019
Edie Diaz	Vice President, Government and Community Relations	2019
Gregory Elsborg	Vice President, Chief Innovation Officer	2019
Rosa Medina-Cristobal	Vice President, Human Resources	2020
Brad Cummings	Vice President, Procurement	2021
Vacant	Vice President, Capital Design and Construction	

Employees and Employee Relations

There are 3,762 full-time salaried and hourly positions included in the FY 2022 Annual Budget.

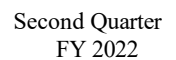
The Amalgamated Transit Union, Local 1338, represents the majority of our operators, mechanics, and call center personnel. As a Texas governmental entity, we are not legally permitted to collectively bargain or sign labor contracts with these employee representatives. We do, however, meet and confer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



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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 2022.

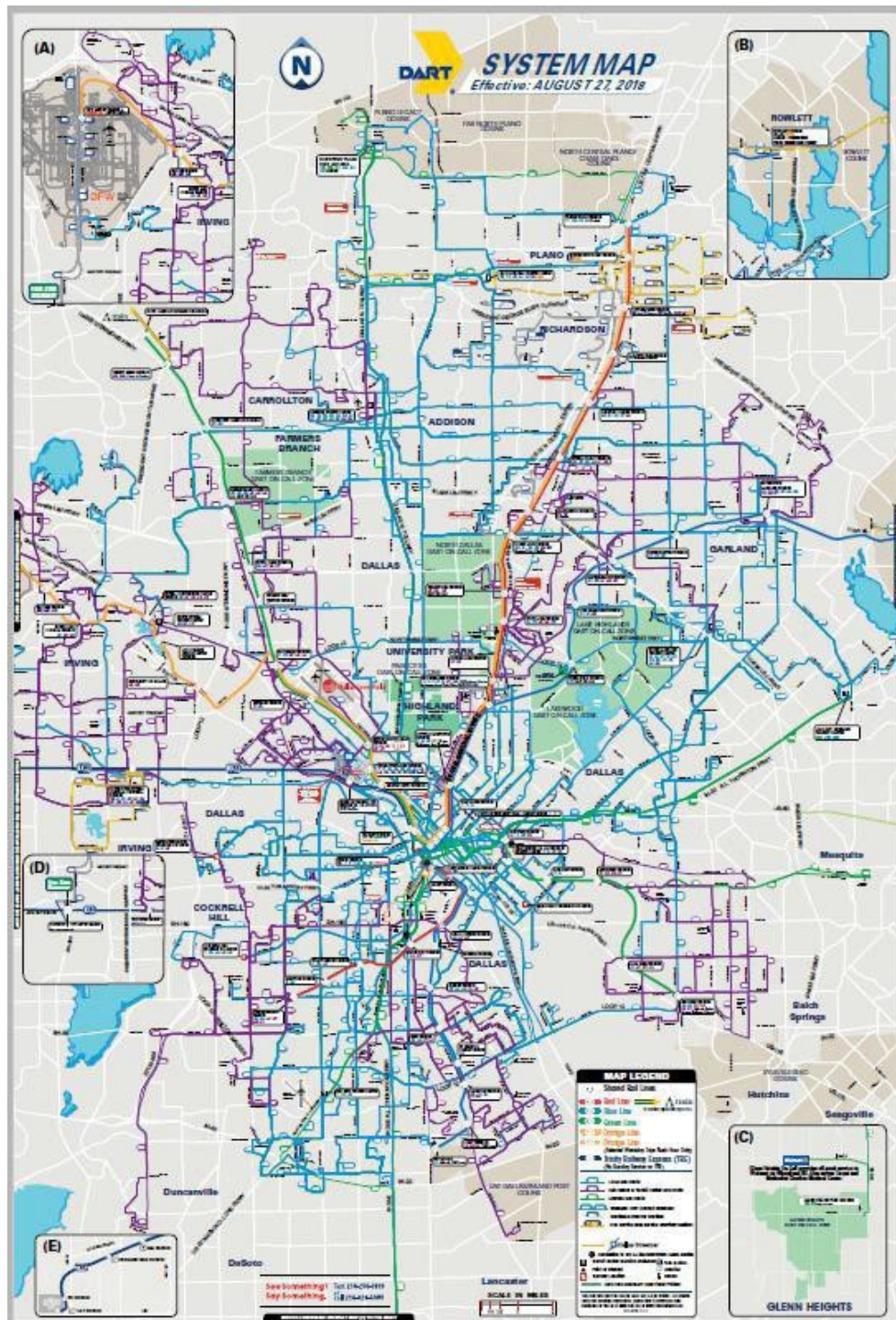
Exhibit 5
Ridership by Mode
(in Millions)

Fiscal Year	Bus	LRT**	Trinity Metro	Paratransit	Vanpool	Total
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	70.2
2016	33.7	29.8	2.1	0.8	0.8	67.2
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
2020	27.8	20.3	1.3	0.6	0.3	50.3
2021	20.1	14.6	0.8	0.6	0.0	36.1
2022B	22.2	16.4	1.0	0.6	0.1	40.3

*Reporting of HOV ridership was discontinued effective 10/01/2015. HOV ridership was removed from all years for comparison purposes.

**Automatic Passenger Counter (APC) data used beginning in 2012. These counters have proven to be considerably more accurate than our manual ridership counting methodology. The APCs show that we have been underreporting ridership by approximately 15.5%.

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 & Financial Performance

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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) 2022 Annual Budget. This report is for the second quarter of FY 2022, ending March 31, 2022.

Exhibit 1 KPI Summary

Indicators	2 Quarter FY 2022					
	Current Quarter			Year To Date		
	Actuals	Target	Status	Actuals	Target	Status
Customer/Quality Indicators						
Total Agency Ridership (M)	9.38	9.59	🟡 97.85%	20.24	19.99	🟢 101.24%
Fixed-Route Ridership (M)	9.14	9.34	🟡 97.80%	19.78	19.52	🟢 101.30%
Subsidy Per Passenger - Total System	\$12.57	\$12.91	🟢 97.37%	\$11.70	\$12.77	🟢 91.62%
Subsidy Per Passenger - Fixed-Route	\$12.03	\$11.89	🟡 101.18%	\$11.12	\$11.79	🟢 94.32%
On-Time Performance - Fixed Route	88.82%	89.67%	🟡 99.06%	88.89%	89.67%	🟡 99.13%
Complaints Per 100,000 Passengers - Fixed-Route	56.17	36.05	🔴 155.83%	52.44	36.05	🔴 145.49%
Accidents Per 100,000 Miles - Fixed-Route	2.34	2.05	🔴 114.03%	2.44	2.05	🔴 119.16%
Sales Taxes for Operating Expense	64.20%	81.51%	🟢 78.77%	63.01%	79.21%	🟢 79.54%

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 2019 through 2021 and compares the FY 2022 target to the Current Quarter and Year-To-Date results.

With a single or double decimal precision, KPIs presented in the charts represent whole number values; therefore, variances discussed in the text may or may not be recalculable based on chart presentations due to rounding.

This report includes DART's KPIs in scorecard format, see Exhibit 35 on Page 21 with a Green, Yellow, or Red status indicator for each measurement:



Green – Based on Current performance, the FY 2022 target will probably be met or exceeded. (At or better than Target)



Yellow – Current performance is below target, but the FY 2022 target may be met. (Less than 5% off Target)



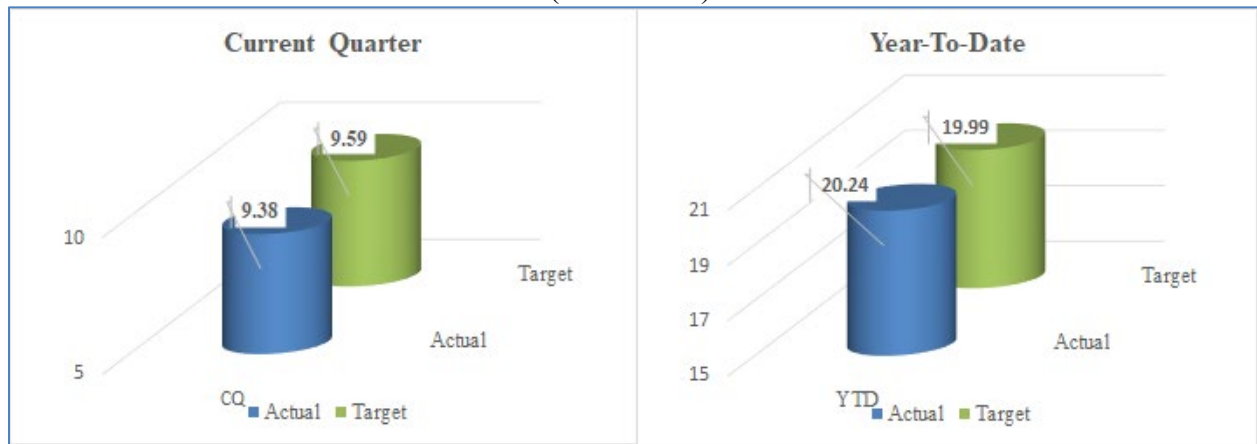
Red – Current performance is below target, and the FY 2022 target will probably not be met. (5% or more off Target)

Ridership

Ridership for the 2nd quarter of FY 2022 was impacted by the full implementation of the New Bus Network on January 24, 2022, with route restructure frequency, and service span improvement for many routes, especially during midday and weekend. The GoLink program has also been expanded from 17 zones to 30 zones as part of the new bus network, with many zones having expanded service hours and days.

The other impact on ridership during FY 2022 was six (6) days of inclement weather during the second quarter. Severe Weather Scenario 2 was activated for these six (6) days. Ridership continues to be impacted by COVID as well. Nonetheless, DART system ridership has been edging up with more people getting vaccinated and feeling more comfortable using transit, more employees returning to work on-site, schools back in person, fuel prices, and warmer weather.

Exhibit 2
Total Agency Ridership
(in Millions)



Total Agency Ridership: Year-to-Date as of March 31, 2022, is 20.24 million, 0.25 million above (better than) the target of 19.99 million.

Exhibit 3 Fixed Route Ridership (in Millions)



Fixed-Route Ridership: Year-to-Date as of March 31, 2022, is 19.78 million, 0.26 million above (better than) the target of 19.52 million.

Exhibit 4 Agency Ridership Scorecard

FY19A	FY20A	FY21A	Indicators	FY 2022 Quarter 2						
				Current Quarter			Year To Date			
				Actuals	Target	Status	Actuals	Target	Status	
Ridership										
70.79	50.25	36.12	Total Agency(M)	9.38	9.59	🟡	97.85%	20.24	19.99	✅ 101.24%
69.27	49.30	35.52	Fixed-Route (M) ¹	9.14	9.34	🟡	97.80%	19.78	19.52	✅ 101.30%
38.70	27.76	20.09	Bus (M) ¹	4.99	5.27	❌	94.64%	10.54	10.80	🟡 97.59%
28.56	20.27	14.63	LRT (M)	3.90	3.88	✅	100.43%	8.69	8.30	✅ 104.73%
2.01	1.27	0.80	TRE (M)	0.25	0.24	✅	102.06%	0.55	0.52	✅ 106.38%
906.15	643.85	571.28	Paratransit (000s)	165.53	153.94	✅	107.53%	337.29	302.87	✅ 111.36%
N/A	N/A	N/A	GoLink (000s) ¹	75.51	55.49	✅	136.07%	110.52	89.69	✅ 123.21%
611.48	309.75	31.08	Vanpool (000s) ²	4.64	37.12	❌	12.51%	13.33	74.49	❌ 17.89%

¹ DART began reporting GoLink ridership separate from Bus beginning January 2022; YTD Ridership for Bus and Fixed Route has been adjusted accordingly.

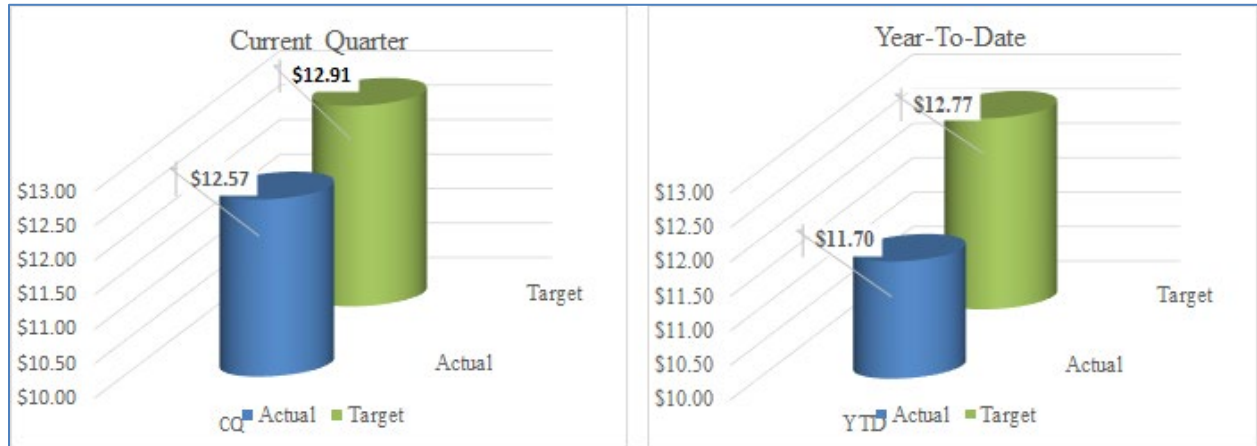
² DART transferred Vanpool operations to Trinity Metro and DCTA as of March 2022.

Total Agency and Fixed Route Ridership year-to-date 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: Year-to-Date as of March 31, 2022, is \$11.70, \$1.07 below (better than) the target of \$12.77.

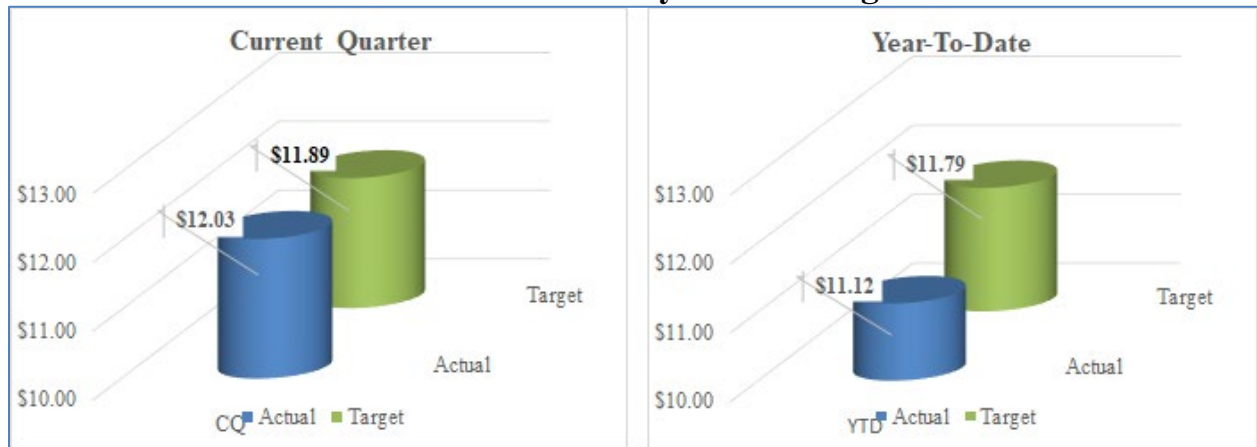
Exhibit 6 Total System Subsidy Per Passenger Calculation (YTD)

	Modally Allocated (\$000s)						Net Subsidy (\$000s)	Ridership (000s)	Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²					
	DART	Trinity Metro	Total		DART	Trinity Metro				Total
Actual	\$265,577	\$1,728	\$267,305		\$30,002	\$573	\$30,574	\$236,731	20,239	\$11.70
Budget	\$285,610	\$1,488	\$287,099		\$31,514	\$213	\$31,727	\$255,372	19,990	\$12.77
Variance	(\$20,034)	\$240	(\$19,794)		(\$1,513)	\$360	(\$1,153)	(\$18,641)	249	(\$1.07)
% to Target	92.99%	116.11%	93.11%		95.20%	269.31%	96.37%	92.70%	101.24%	91.59%

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

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

Exhibit 7 Fixed Route Subsidy Per Passenger



Fixed Route Subsidy Per Passenger: Year-to-Date as of March 31, 2022, is \$11.12, \$0.67 below (better than) the target of \$11.79.

Exhibit 8
Fixed Route Subsidy Per Passenger Calculation (YTD)

	Modally Allocated (\$000s)						Net Subsidy (\$000s)	Ridership (000s)	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$246,447	\$1,728	\$248,175	\$28,973	\$573	\$29,546	\$218,629	19,667	\$11.12
Budget	\$258,928	\$1,488	\$260,416	\$30,061	\$213	\$30,274	\$230,142	19,523	\$11.79
Variance	(\$12,481)	\$240	(\$12,241)	(\$1,088)	\$360	(\$728)	(\$11,513)	144	(\$0.67)
% to Target	95.18%	116.11%	95.30%	96.38%	269.31%	97.59%	95.00%	100.74%	94.33%

^[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. Year-to-Date, as of March 31, 2022, the Farebox Recovery Ratio is 5.83%, 0.18% above (better than) the target of 5.64%.

Exhibit 9
Fixed Route Farebox Recovery Ratio Calculation

	FR Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	=	Farebox Recovery Ratio
Actual	\$14,459		\$248,175		5.83%
Budget	\$15,137		\$268,331		5.64%
Variance	(\$678)		(\$20,156)		0.18%
% to Target	95.52%		92.49%		103.28%

Administrative Ratio

Administrative Ratio measures administrative costs as a percentage of direct operating expenses. Management's objective is to continue maintaining this ratio below the target ratio. Administrative costs include (but are not limited to): executive management, finance, procurement, legal, internal audit, human resources, marketing, board support, and administrative services. In addition, administrative revenues include (but are not limited to) advertising revenue.

As of March 31, 2022, the Administrative Ratio Year-to-Date is 8.48%, 1.56% below (better than) the target of 10.04%.

Exhibit 10
Administrative Ratio Calculation

	Administrative Costs (\$000s)	-	Advertising Revenues (\$000s)	/	Direct / Indirect Costs (\$000s)	=	Administrative Ratio
Actual	\$22,717		\$2,117		\$242,860		8.48%
Budget	\$27,067		\$1,100		\$258,544		10.04%
Variance	(\$4,349)		\$1,017		(\$15,684)		-1.56%
% Variance	(16.07%)		92.48%		(6.07%)		(15.53%)
% to Target	83.93%		192.48%		93.93%		84.46%

Modal Updates

Modal Update Bus

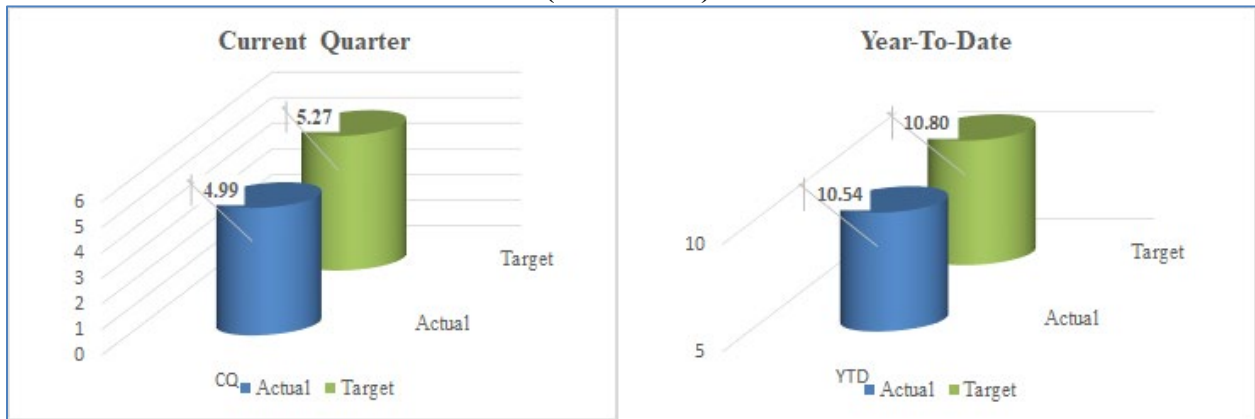
(52.1% of total system ridership in Fiscal Year 2022)



DART implemented the New Bus Network on January 24, 2022. The New Bus Network provides frequent, local coverage, Express, and site-specific shuttles. Frequent routes serve high-ridership corridors that are integral to the DART service network, including a mix of bus and rail services. These routes are characterized by higher service frequencies, a wider span of operating hours, and wider stop spacing. Local routes are fixed-route, fixed-schedule services, with frequent peak service and 30-minute service at other times. Local

coverage routes are fixed-route, fixed-schedule services that cover areas with lower residential and/or commercial densities but where ridership levels are sufficiently high to support fixed-route service rather than on-demand GoLink service. Express routes have terminal points within the Dallas CBD or at other destination-oriented concentrations of employment or commercial activity. They may provide service over a route segment with local stops. Site-specific shuttles are operated and funded by partner organizations that directly link the DART Rail network for their employees, students, or customers.

Exhibit 11 Bus Ridership (in Millions)



Bus Ridership: Year-to-Date as of March 31, 2022, is 10.54 million, 0.26 million below (worse than) the target of 10.80 million.

Bus ridership continued to increase from the same quarter last year. Average Weekday ridership was up 18.1% from the same quarter of the previous year.

Exhibit 12 Bus Subsidy Per Passenger



Bus Subsidy Per Passenger: Year-to-Date as of March 31, 2022, is \$11.29, \$0.52 below (better than) the target of \$11.81.

Exhibit 13
Bus Subsidy Per Passenger Calculation (YTD)

	Modally Allocated (\$000s)			Net Subsidy (\$000s)		Ridership (000s)		Subsidy Per Passenger
	Expenses	-	Revenues	=		/		=
Actual	\$131,231		\$12,238		\$118,993		10,541	\$11.29
Budget	\$138,064		\$10,547		\$127,517		10,802	\$11.81
Variance	(\$6,834)		\$1,690		(\$8,524)		(260)	(\$0.52)
% to Target	95.05%		116.03%		93.32%		97.59%	95.62%

Bus Farebox Recovery Ratio: Year-to-Date as of March 31, 2022, is 5.95%, 0.09% above (better than) the target of 5.86%.

Exhibit 14
Bus Farebox Recovery Ratio Calculation (YTD)

	Bus Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	=	Farebox Recovery Ratio
Actual	\$7,802		\$131,231		5.95%
Budget	\$8,386		\$143,166		5.86%
Variance	(\$583)		(\$11,935)		0.09%
% to Target	93.04%		91.66%		101.50%

Both Revenues and Modally Allocated Expenses were below budget, \$0.58 million (6.96%) and \$11.9 million (8.34%), respectively, leaving the KPI slightly above budget year-to-date.

Exhibit 15
Bus On-Time Performance



Bus On-Time Performance: Year-to-Date as of March 31, 2022, is 78.57%, 4.43% below (worse than) the target of 83.00%.

Bus On-Time Performance is not on target for Q2 FY22 due to two severe weather events in February and increased traffic due to relaxed Pandemic restrictions. Additionally, 15.4% of Bus routes included detours during this quarter.

Bus Mean Distance Between Service Calls Year-to-Date as of March 31, 2022, is 9,351 miles, 2,351 miles above (better than) the target of 7,000 miles.

Bus Accidents Per 100,000 Miles: Year-to-Date as of March 31, 2022, is 2.85, 0.60 above (worse than) the target of 2.25.

Accidents have increased, and there has been an influx of rear-end accidents (DART buses rear-ended by Privately Owned Vehicles (POV) over the same quarter of a year ago. In addition, POV traffic continues to rise during the loosening of COVID restrictions, which increases the probability of accidents.

Modal Update Light Rail Transit (LRT) *(42.9% of total system ridership in Fiscal Year 2022)*



Light Rail Transit is an electrically powered rail system that primarily 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 also opened its first infill station, Lake Highlands Station, in December 2010 on the Blue Line. The first 5-mile segment of the Orange Line to Irving opened for service in July 2012. The second phase of the Orange Line and the Blue Line extension to Rowlett opened for service in December 2012. Rail service opened at DFW International Airport in August 2014. The extension of the Blue Line to UNT-Dallas opened in October 2016. The newest infill station, Hidden Ridge Station, is DART’s 65th Station in the network. Hidden Ridge Station opened on April 9, 2021, and began revenue service on April 12, 2021. We currently operate a 93-mile light rail system.

Exhibit 16 Light Rail Transit Ridership (in Millions)



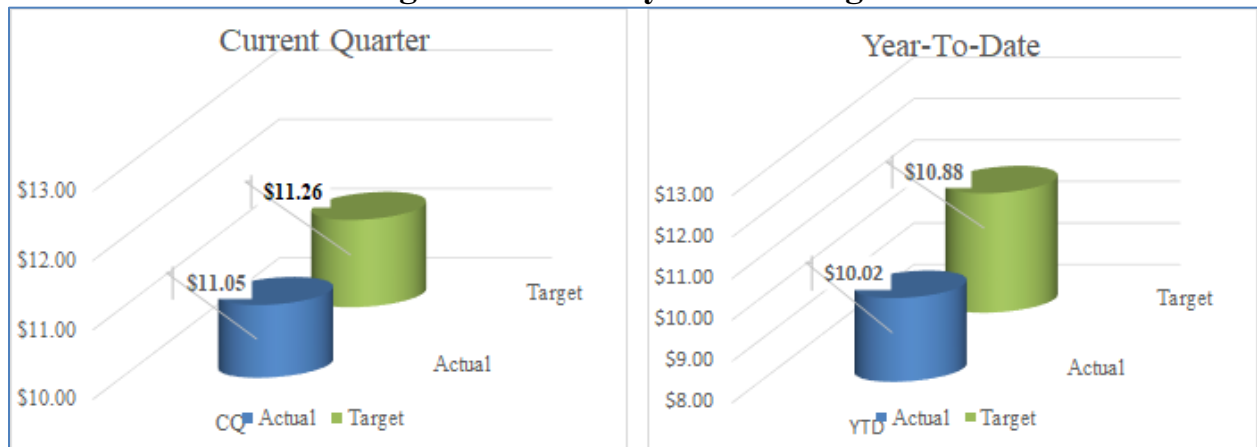
LRT Ridership: Year-to-Date as of March 31, 2022, is 8.69 million, 0.39 million above (better than) the target of 8.30 million.

Light Rail ridership saw a 15.9% increase from the second quarter of FY 2021 to the second quarter of FY 2022. In addition, average weekday ridership increased 16.5% from the same quarter last year. The comparison of FY 2022 Q2 with FY 2021 Q2 reflects the ridership change under similar, but improving, conditions: both quarters have been under target due to the pandemic and severe weather days.

Other contributing factors to the increase in ridership were:

- more people are vaccinated; therefore, feeling comfortable using public transit,
- more people are returning to work on-site, and students are returning to in-person classes.

Exhibit 17 Light Rail Subsidy Per Passenger



LRT Subsidy Per Passenger: Year-to-Date as of March 31, 2022, is \$10.02, \$0.86 below (better than) the target of \$10.88.

Exhibit 18
Light Rail Subsidy Per Passenger Calculation (YTD)

	Modally Allocated (\$000s)		Net Subsidy		Ridership		Subsidy Per
	Expenses	-	Revenues	=	(000s)	=	Passenger
Actual	\$93,520		\$6,496		8,688		\$10.02
Budget	\$100,057		\$9,762		8,296		\$10.88
Variance	(\$6,537)		(\$3,266)		392		(\$0.87)
% to Target	93.47%		66.54%		104.73%		92.03%

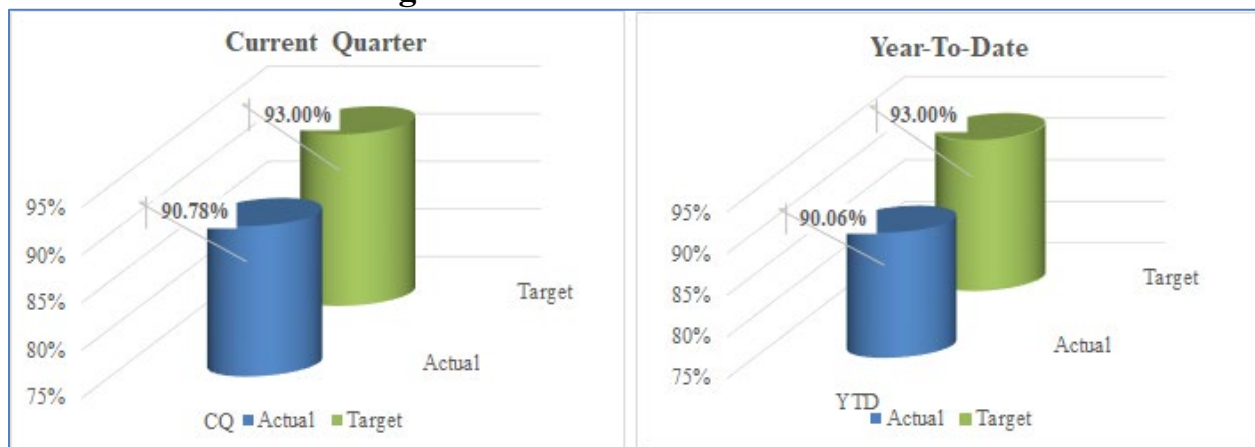
Light Rail Farebox Recovery Ratio: Year-to-Date as of March 31, 2022, is 6.144%, 0.014% below (worse than) the target of 6. 00%.

Exhibit 19
Light Rail Farebox Recovery Ratio Calculation

	LRT Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	=	Farebox Recovery Ratio
Actual	\$5,742		\$93,520		6.14%
Budget	\$6,172		\$102,927		6.00%
Variance	(\$429)		(\$9,407)		0.14%
% to Target	93.04%		90.86%		102.40%

The contributing factor to lower than expected Farebox Recovery is Revenues. Both Revenues and Modally Allocated Expenses were below budget, \$0.43 million (6.96%) and \$9.4 million (9.14%), respectively, the more significant percentage decline in revenues led to lower farebox recovery.

Exhibit 20
Light Rail On-Time Performance



LRT On-Time Performance: Year-to-Date as of March 31, 2022, is 90.06%, 2.94% below (worse than) the target of 93.0%.

No major controllable disruptions were experienced during Q2 validating the effectiveness of proactive measures implemented in FY21.

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

- A four-year project for Real-Time Asset Management (RTAM) was made available by Federal grant funds. Phase I – Identification of Strategic Values and Tolerances – was completed at the end of Q2 FY 2022,
- SCADA system is in final design review.
 - Hardware is currently in the configuration and builds process.
 - SCADA large-screen video display design is completed, and hardware purchase and configuration are in progress.
 - System testing, installation, and commissioning are expected to occur in 2023.
 - Current system hardware platform support procedures are in place.
 - No major controllable disruptions were experienced during Q2 validating the effectiveness of proactive measures implemented in FY21.
 - In Q2, 22 incidents involving adverse interaction between catenary and pantograph were reported and resolved without causing interruption to service.

Rail Operations continue to reward its Top Operators each month and identify other resources, such as training and coaching, to transform non-performing Operators into Top Operators.

LRT Mean Distance Between Service Calls: Year-to-Date as of March 31, 2022, is 15,576 miles, 5,424 miles below (worse than) the target of 21,000 miles.

Rail Operations has begun addressing LRV friction brake system failures in two different areas:

1. Studies are now being performed on the air compressor contactor, as it is believed they may be contributing to air compressor failures on the mainline when paired with a 15 hp motor.
2. A Capital Project Request to replace all chronically problematic Servotrols with Digitrols was submitted for FY23.

LRT Accidents Per 100,000 Miles: Year-to-Date as of March 31, 2022, is 0.39, 0.36 below (better than) the target of 0.75.

Modal Update Commuter Rail

(2.7% of total system ridership in Fiscal Year 2022)



DART's commuter rail system, Trinity Railway Express (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 the Fort Worth Transportation Authority, which brands itself as Trinity Metro. TRE service is provided under an interlocal agreement between DART and Trinity Metro. This agreement was initially entered into in 1994 and was

repeated and adopted by both Boards in 2003 and 2021. In addition under Trackage Rights Agreements, the Burlington Northern Santa Fe, Dallas, Garland and Northeastern, Union Pacific, and Amtrak railroads pay a fee for the right to operate on the TRE corridor. Through its contractor Herzog Transit Services, Inc., TRE provides dispatching, maintains the corridor, runs the service, and maintains the rolling stock used in the service.

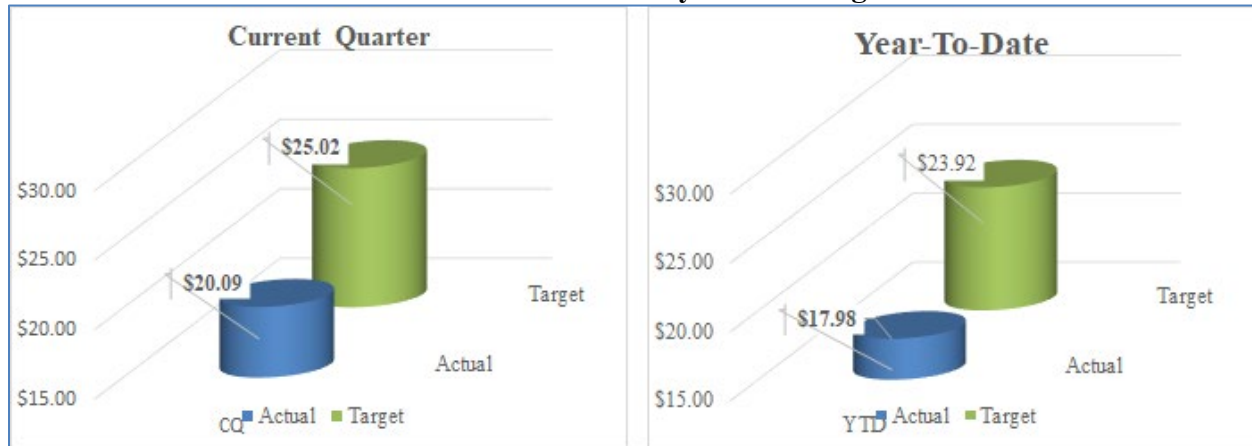
Exhibit 21
Commuter Rail Ridership
(in Millions)



Commuter Rail Ridership: Year-to-Date as of March 31, 2022, is 548.2K, 32.8K above (better than) the target of 515.4K.

TRE ridership saw a significant increase of 42.9% from the second quarter of FY 2021 to the second quarter of FY 2022 due to the small base ridership in FY 2021 first quarter.

Exhibit 22
Commuter Rail Subsidy Per Passenger



Commuter Rail Subsidy Per Passenger: Year-to-Date as of March 31, 2022, is \$17.98, \$5.94 below (better than) the target of \$23.92.

Exhibit 23
Commuter Rail Subsidy Per Passenger Calculation (YTD)

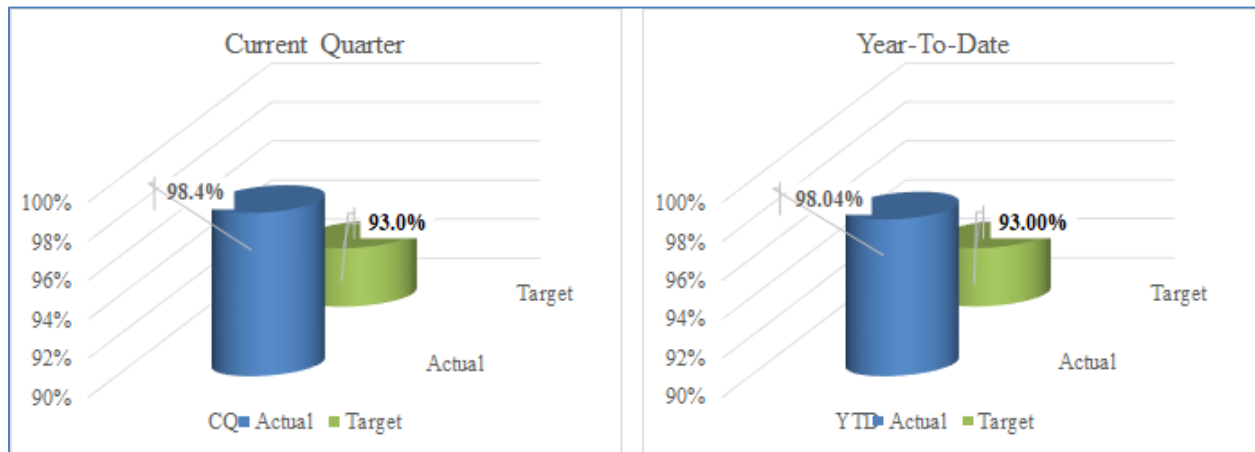
	Modally Allocated (\$000s)						Net Subsidy (\$000s)	Ridership (000s)	Subsidy Per Passenger		
	Expenses ¹			-	Revenues ²					=	
	DART	Trinity Metro	Total		DART	Trinity Metro				Total	=
Actual	\$18,943	\$1,728	\$20,671		\$10,240	\$573	\$10,812	\$9,859	548	\$17.98	
Budget	\$20,807	\$1,488	\$22,295		\$9,752	\$213	\$9,965	\$12,330	515	\$23.92	
Variance	(\$1,864)	\$240	(\$1,624)		\$488	\$360	\$848	(\$2,471)	33	(\$5.94)	
% to Target	91.04%	116.11%	92.72%		105.00%	269.31%	108.51%	79.96%	106.38%	75.16%	

Commuter Rail Farebox Recovery Ratio: Year-to-Date as of March 31, 2022, is 4.42%, 1.82% above (better than) the target of 2.61%.

Exhibit 24
Commuter Rail Farebox Recovery Ratio Calculation

	TRE Farebox Revenues (\$000s)	Modally Allocated Expenses (\$000s)	Farebox Recovery Ratio
Actual	\$915	\$20,671	4.42%
Budget	\$580	\$22,238	2.61%
Variance	\$334	(\$1,567)	1.82%
% to Target	157.66%	92.96%	169.60%

Exhibit 25 Commuter Rail On-Time Performance



Commuter Rail On-Time Performance: Year-to-Date as of March 31, 2022, is 98.04%, 5.04% above (better than) the target of 93.00%.

Commuter Rail Complaints Per 100,000 Passengers: Year-to-Date as of March 31, 2022, is 3.10, 2.40 below (better than) the target of 5.50.

TRE Accidents Per 100,000 Miles: Year-to-Date as of March 31, 2022, is 2.37, 1.37 above (worse than) the target of 1.0

TRE Accidents Per 100,000 Miles is above target due to increased crossing accidents and trespasser strikes along the TRE corridor.

Modal Update Paratransit

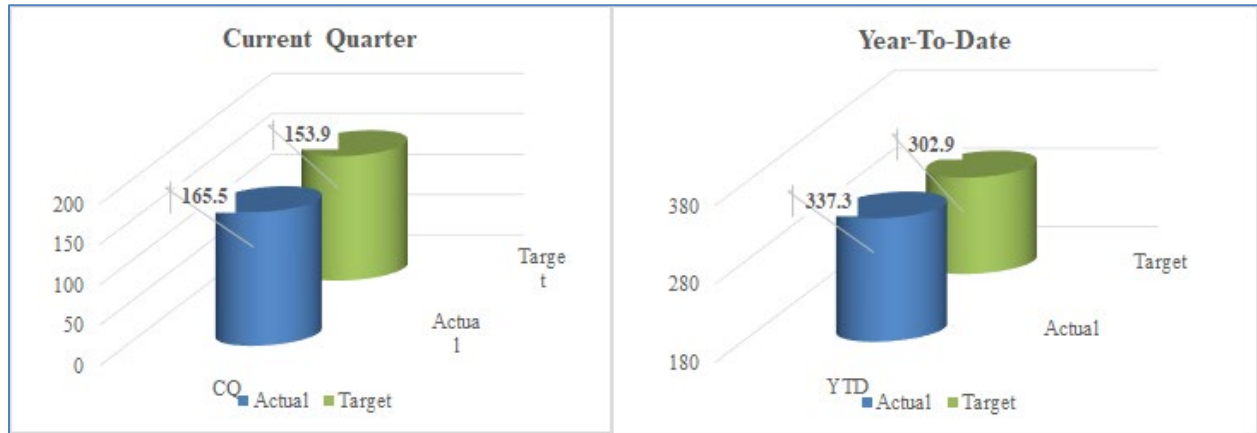
(1.7% of total system ridership in Fiscal Year 2022)



DART is responsible for providing complementary paratransit services per the Americans with Disabilities Act of 1990 (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.

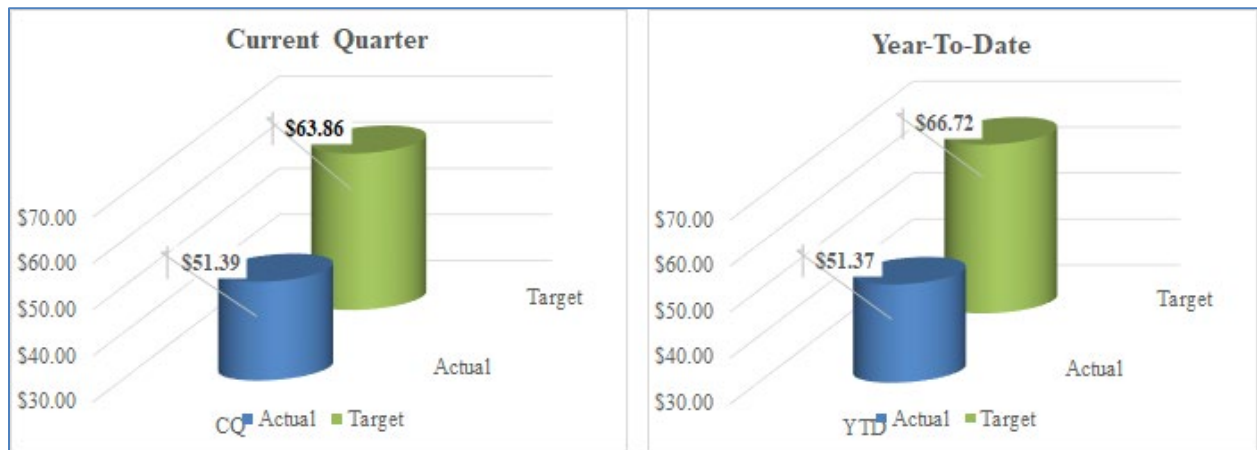
Mobility Management Services (MMS) continues to work on improving the service received by our customers while striving to provide the most cost-efficient service for the agency and being good stewards of public funds. The department focuses on delivering the highest freedom of mobility to our customers. The department offers several opportunities for customers to learn what options are available to them and assists them in learning to use each of them. The Mobility Ambassador Program provides free training to any DART customer to promote ridership in the system regardless of mobility status.

Exhibit 26
Paratransit Ridership
(in Thousands)



Paratransit Ridership: Year-to-Date as of March 31, 2022, is 337.3K; 34.4K above (better than) the target of 302.9K.

Exhibit 27
Paratransit Subsidy Per Passenger



Paratransit Subsidy Per Passenger: Year-to-Date as of March 31, 2022, is \$51.37, \$15.35 below (better than) the target of \$66.72.

Exhibit 28
Paratransit Subsidy Per Passenger Calculation

	Modally Allocated (\$000s)			Net Subsidy (\$000s)	Ridership (000s)	Subsidy Per Passenger
	Expenses	-	Revenues	=	/	=
Actual	\$18,098		\$771	\$17,328	337	\$51.37
Budget	\$21,187		\$979	\$20,208	303	\$66.72
Variance	(\$3,089)		(\$209)	(\$2,880)	34	(\$15.35)
% to Target	85.42%		78.71%	85.75%	111.36%	76.99%

Paratransit Complaints Per 1,000 Trips: Year-to-Date as of March 31, 2022, is 3.37, 0.37 above (worse than) the target of 3.00.

DART is working with our contractor, MV Transportation Inc., to continually improve service quality, wait times, etc., to improve customer satisfaction. DART's contractual metric with MV Transportation is for complaints to be under 4.0 per 1,000 trips.

Modal Update GoLink

(0.5% of total system ridership in Fiscal Year 2022)



GoLink provides DART customers personalized curb-to-curb service anywhere within 30 pre-defined zones covering a service area of 232 square miles using a variety of vehicles and service providers. Each Zone is anchored at a DART rail station or Transit Center, affording customers connections to and from the transit facility. GoLink customers may book a trip via DART's GoPass phone application or call the GoLink reservations call center.

Exhibit 29
GoLink Ridership
(in Thousands)



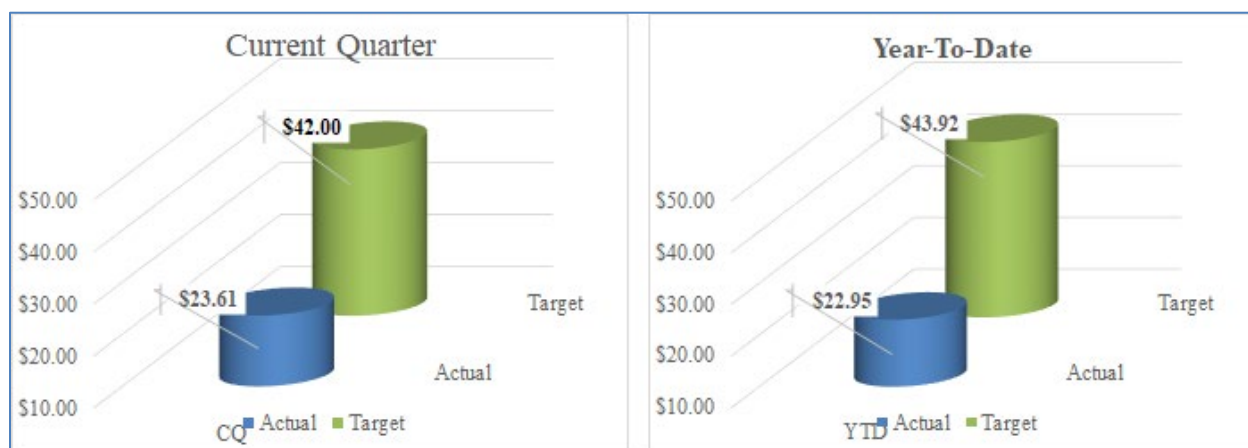
GoLink Ridership: Year-to-Date as of March 31, 2022, is 110.5K; 20.8K above (better than) the target of 89.7K.

GoLink ridership has skyrocketed since the implementation of the New Bus Network. GoLink Zones replaced several Bus routes as part of the New Bus Network Plan, leading to a 216.3% increase from the second quarter of FY 2021.

Average Weekday ridership was up 207.1% from the same quarter last year. Under the New Bus Network, 13 new GoLink Zones were added, and several of the existing GoLink Zones were expanded.

Operating hours for the South Dallas/Fair Park GoLink Zones were expanded from mid-day service (9:00 a.m.-4:00 pm.) to all-day service (5:00 am.-8:00 pm.). A new Plano Zone-to-Zone pilot was also implemented, which allows customers to travel between the three (3) largest Plano GoLink Zones.

Exhibit 30
GoLink Subsidy Per Passenger



GoLink Subsidy Per Passenger: Year-to-Date as of March 31, 2022, is \$22.95, \$20.97 below (better than) the target of \$43.92

Exhibit 31
GoLink Subsidy Per Passenger Calculation

	Modally Allocated							
	Expenses	-	Revenues	=	Net Subsidy	/	Ridership	= Subsidy Per Passenger
Actual	\$2,753		\$217		\$2,536		111	\$22.95
Budget	\$4,047		\$108		\$3,939		90	\$43.92
Variance	(\$1,294)		\$109		(\$1,403)		21	(\$20.97)
% to Target	68.02%		201.22%		64.39%		123.21%	52.26%

Modal Update Vanpool

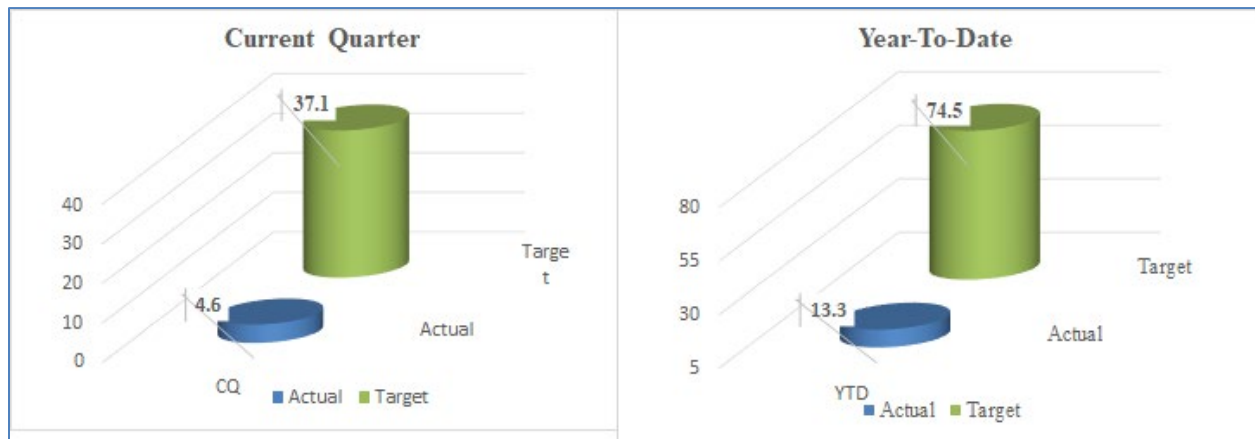
(0.1% of total system ridership in Fiscal Year 2022)



Vanpool ridership for the second quarter of FY 2022 only reflects 56 commute days, with ridership totaling 4,644 riders. All VanPool vehicles were returned to the vanpool contractor, AVR, on February 23, 2022. Additionally, nine vanpools were transitioned from DART to Trinity Metro to continue service. DART vanpool riders are eligible to participate in either the Denton County Transportation Authority (DCTA) or Trinity Metro vanpool programs.

In coordination with NCTCOG, DCTA, and Trinity Metro, DART will continue to serve on the Regional Vanpool Program. The goals of the program are: (1) eliminate unintended competition amongst the regional transit agencies by identifying clearly defined service areas, (2) establish regional pricing for standard vehicles through enhanced subsidies provided by NCTCOG, and (3) develop a unified procurement and marketing strategy.

Exhibit 32
Vanpool Ridership
(in Thousands)



Vanpool Ridership: Year-to-Date as of March 31, 2022, is 13.3K; 61.2K below (worse than) the target of 74.5K.

The vanpool program has been suspended starting March 2022.

Exhibit 33
Vanpool Subsidy Per Passenger



Vanpool Subsidy Per Passenger: Year-to-Date as of March 31, 2022, is \$74.32, \$59.80 above (worse than) the target of \$14.52.

Exhibit 34
Vanpool Subsidy Per Passenger Calculation (YTD)

	Modally Allocated (\$000s)			Net Subsidy (\$000s)		Ridership (000s)		Subsidy Per Passenger
	Expenses	-	Revenues	=		/		=
Actual	\$1,032		\$41		\$990		13	\$74.32
Budget	\$1,448		\$366		\$1,082		74	\$14.52
Variance	(\$417)		(\$325)		(\$92)		(61)	\$59.79
% to Target	71.23%		11.27%		91.54%		17.89%	511.69%

The primary factor contributing to elevated Vanpool Subsidy Per Passenger is Ridership. Both Allocated Revenues and Modally Allocated Expenses below target resulted in a lower Net Subsidy spread over considerably fewer passengers, 61 thousand (82.11%), resulted in a higher Subsidy Per Passenger \$59.79 (511.69%).

Exhibit 35

DART Scorecard of Key Performance Indicators

FY19A	FY20A	FY21A	Indicators	FY 2022 Quarter 2					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership Performance									
70.79	50.25	36.12	Total Agency Ridership (M)	9.38	9.59	🟡 97.85%	20.24	19.99	✅ 101.24%
69.27	49.30	35.52	Fixed-Route Ridership (M) ^[1]	9.14	9.34	🟡 97.80%	19.78	19.52	✅ 101.30%
38.70	27.76	20.09	Ridership - Bus (M) ^[1]	4.99	5.27	❌ 94.64%	10.54	10.80	🟡 97.59%
28.56	20.27	14.63	Ridership - LRT (M)	3.90	3.88	✅ 100.43%	8.69	8.30	✅ 104.73%
2.01	1.27	0.80	Ridership - TRE (M)	0.25	0.24	✅ 102.06%	0.55	0.52	✅ 106.38%
906.15	643.85	571.28	Ridership - Paratransit (000s)	165.53	153.94	✅ 107.53%	337.29	302.87	✅ 111.36%
N/A	N/A	N/A	Ridership - GoLink (000s) ^[1]	75.51	55.49	✅ 136.07%	110.52	89.69	✅ 123.21%
611.48	309.75	31.08	Ridership - Vanpool (000s)	4.64	37.12	❌ 12.51%	13.33	74.49	❌ 17.89%
Efficiency Measures									
\$6.41	\$9.91	\$13.56	Subsidy Per Passenger - Total System	\$12.57	\$12.91	✅ 97.37%	\$11.70	\$12.77	✅ 91.62%
\$5.97	\$9.28	\$12.72	Subsidy Per Passenger - Fixed-Route ^[1]	\$12.03	\$11.89	🟡 101.18%	\$11.12	\$11.79	✅ 94.32%
\$6.37	\$9.85	\$12.98	Subsidy Per Passenger - Bus ^[1]	\$11.83	\$11.62	🟡 101.83%	\$11.29	\$11.81	✅ 95.60%
\$5.14	\$8.05	\$11.10	Subsidy Per Passenger - LRT ^[1]	\$11.05	\$11.26	✅ 98.13%	\$10.02	\$10.88	✅ 92.10%
\$10.11	\$16.43	\$36.28	Subsidy Per Passenger - TRE ^[1]	\$20.09	\$25.02	✅ 80.30%	\$17.98	\$23.92	✅ 75.17%
\$42.87	\$62.43	\$65.59	Subsidy Per Passenger - Paratransit ^[1]	\$51.39	\$63.86	✅ 80.47%	\$51.37	\$66.72	✅ 76.99%
N/A	N/A	N/A	Subsidy Per Passenger - GoLink ^[1]	\$23.61	\$42.00	✅ 56.21%	\$22.95	\$43.92	✅ 52.25%
\$2.34	\$2.33	\$8.73	Subsidy Per Passenger - Vanpool ^[1]	\$115.57	\$14.03	❌ 823.73%	\$74.32	\$14.52	❌ 511.85%
12.3%	7.7%	5.4%	Farebox Recovery Ratio - Fixed-Route ^[1]	5.11%	5.81%	❌ 87.88%	5.83%	5.81%	✅ 100.23%
8.8%	5.4%	3.9%	Farebox Recovery Ratio - Bus ^[1]	5.22%	6.10%	❌ 85.60%	5.95%	6.07%	🟡 97.89%
15.5%	9.8%	6.9%	Farebox Recovery Ratio - LRT ^[1]	5.34%	6.08%	❌ 87.85%	6.14%	6.17%	🟡 99.55%
23.7%	16.3%	8.9%	Farebox Recovery Ratio - TRE ^[1]	4.32%	2.98%	✅ 145.03%	4.42%	2.60%	✅ 170.04%
9.8%	9.8%	10.3%	Administrative Ratio	8.68%	9.83%	✅ 88.28%	8.48%	10.04%	✅ 84.46%
Service Quality									
89.6%	90.7%	91.2%	On-Time Performance - Fixed Route	88.82%	89.67%	❌ 99.06%	88.89%	89.67%	❌ 99.13%
82.4%	83.6%	81.8%	On-Time Performance - Bus	77.31%	83.00%	❌ 93.15%	78.57%	83.00%	❌ 94.66%
92.2%	92.1%	93.2%	On-Time Performance - LRT	90.78%	93.00%	❌ 97.62%	90.06%	93.00%	❌ 96.83%
94.3%	96.4%	98.5%	On-Time Performance - TRE	98.37%	93.00%	✅ 105.77%	98.04%	93.00%	✅ 105.42%
6,944	7,302	8,929	Mean Distance Between Service Calls - Bus	9,544	7,000	✅ 136.35%	9,351	7,000	✅ 133.58%
18,247	24,073	19,262	Mean Distance Between Service Calls - LRT	15,533	21,000	❌ 73.97%	15,576	21,000	❌ 74.17%
Customer Satisfaction									
28.9	36.07	52.03	Complaints Per 100,000 Passengers - FR	56.17	36.05	❌ 155.83%	52.44	36.05	❌ 145.49%
42.3	52.08	84.39	Complaints Per 100,000 Passengers - Bus	97.71	50.00	❌ 195.43%	91.75	50.00	❌ 183.50%
12.3	16.00	10.18	Complaints Per 100,000 Passengers - LRT	6.56	19.50	✅ 33.66%	7.86	19.50	✅ 40.32%
5.98	6.40	4.28	Complaints Per 100,000 Passengers - TRE	0.81	5.50	✅ 14.66%	3.10	5.50	✅ 56.38%
4.15	3.60	4.15	Complaints Per 1,000 Trips - Paratransit ^[2]	3.21	3.00	❌ 106.85%	3.37	3.00	❌ 112.19%
Safety									
1.82	1.57	1.97	Accidents Per 100,000 Miles - Fixed-Route ^[3]	2.34	2.05	❌ 114.03%	2.44	2.05	❌ 119.16%
2.26	1.91	2.25	Accidents Per 100,000 Miles - Bus ^{[3][4]}	2.78	2.25	❌ 123.35%	2.85	2.25	❌ 126.86%
0.13	0.24	0.44	Accidents Per 100,000 Train Miles - LRT ^{[3][4]}	0.32	0.75	✅ 42.76%	0.39	0.75	✅ 52.63%
0.40	0.72	1.76	Accidents Per 100,000 Train Miles - TRE	1.38	1.00	❌ 137.94%	2.37	1.00	❌ 237.09%
<div>[1] As DART now reports GoLink as a Mode apart from Bus, Ridership and Financial Performance KPIs have been restated in the current quarter; therefore, will not be comparable to values reported in the previous quarter.</div> <div>[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.</div> <div>[3] This KPI, for FY 2019, is restated due to error in calculation discovered during Quadrennial audit.</div> <div>[4] FY19, FY20 and FY21 Target rates for Bus = 2.30 and Light Rail = 0.40. FY22 current Target rates for Bus = 2.25 and Light Rail = 0.75.</div>									

Capital and Non-Operating Budget Summary

Exhibit 36 summarizes the capital and non-operating expenditures for the second quarter of FY 2022.

Exhibit 36 Capital and Non-Operating Costs – Actuals vs Budget/Projections

Capital and Non-Operating Costs Actuals vs. Budget/Projections			
Mode	FY22 Budget (\$000s)	FY22 YTD Actuals (\$000s)	Variance
Agency-Wide	\$42,216	\$4,448	\$37,768
Bus	36,236	7,036	29,200
Light Rail Transit	125,164	14,023	111,142
Streetcar	0	14	(14)
Commuter Rail/RR Management	615,400	70,930	544,470
Paratransit	0	0	0
General Mobility - Road Impr./ITS	4,236	383	3,853
Non-Operating	4,117	504	3,613
Capital P & D, Start-Up	14,572	4,682	9,890
Total	\$841,941	\$102,020	\$739,921

Silver Line:

Actuals remain below the projected due primarily to Silver Line project activities. During the 2nd quarter, the project team was focused on design, utility relocation, and other construction activities at selected bridge locations and stations. It is anticipated that construction activities and billings will increase in the 3rd quarter of FY22. In addition, on March 22, 2022, the Board of Directors received a briefing in closed session on the Silver Line claims and cost impacts, including efforts to manage remaining issues to open the entire corridor for construction access, re-baseline the schedule, and work with the vendor to reduce potential delay claim.

D2 Subway:

The FY22 financial plan reflects planned expenditures that assumed D2 Subway would be advancing into Final Design and continuing in the FTA CIG Program, and that real estate activities would be initiated. In Fall 2021 (Q1 of FY22), DART postponed the D2 Subway project request to enter the Engineering phase of the FTA CIG program. Due to the change in direction, these activities will be completed after the east-end evaluation is completed.

In Q2, the DART Board of Directors and Dallas City Council approved a new east-end alignment. Future expenditures will be associated with preliminary design and environmental clearance of the east end alignment and initiation of limited corridor preservation activities.

APPENDIX

Operating Revenues and Expense Summary

Dallas Area Rapid Transit Operating Revenues and Expense Summary For the Six Months ended March 31, 2022 (reported on a Budget Basis Amounts in thousands)				
ACTUAL VS. BUDGET SUMMARY				
	FY22 YTD Actual	FY22 YTD Budget	(Under) / over Budget	% Variance
Revenues				
Sales Tax	\$374,982	\$332,031	\$42,951	13%
Passenger	14,285	17,959	(3,674)	-20%
Advertising/Rental Income/Misc.	5,719	4,740	979	21%
Operating Federal Grants	135	199	(64)	-32%
Non-Operating Revenue	7,284	7,243	41	1%
Total Revenues	\$402,405	\$362,172	\$40,233	11%
	FY22 YTD Actual	FY22 YTD Budget	Under/ (over) Budget	% Variance
Operating Expenses at EVP level (YTD)				
Customer Care and Service Delivery	\$184,193	\$193,343	\$9,150	5%
Business Solutions and Innovation	23,196	26,271	3,075	12%
Growth and Regional Development	22,222	25,285	3,063	12%
Executive	32,911	37,704	4,793	13%
Board Direct Reports	2,809	3,269	460	14%
Capital P&D	(4,682)	(7,286)	(2,604)	36%
Agency Wide ^[1]	6,404	6,814	410	6%
Fuel Incentives	(1,204)	-	1,204	n/a
Total Operating Expenses at EVP Level (YTD)	\$265,849	\$285,400	\$19,551	7%
Operating Expenses at EVP level (FY22 Projection)*	FY22 Projection	FY22 Budget ^[2]	Under/ (over) Budget	% Variance
Customer Care and Service Delivery	\$388,653	\$394,229	\$5,576	1%
Business Solutions and Innovation	53,487	53,694	207	0%
Growth and Regional Development	50,617	51,740	1,123	2%
Executive	81,014	81,014	-	0%
Board Direct Reports	5,937	6,371	434	7%
Capital P&D	(10,366)	(14,572)	(4,206)	29%
Agency Wide ^[1]	7,889	7,889	-	0%
Fuel Incentives	(1,204)	-	1,204	n/a
Total Operating Expenses at EVP Level (YTD)	\$576,027	\$580,365	\$4,338	1%

*As presented in the Monthly Financial Report.

Statements of Net Position

DALLAS AREA RAPID TRANSIT STATEMENTS OF NET POSITION AS OF MARCH 31, 2022 AND SEPTEMBER 30, 2021		
(In thousands)		
	<u>3/31/2022</u> <u>Unaudited</u>	<u>9/30/2021</u>
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$100,677	\$314,744
Investments	343,137	195,203
Sales tax receivable	117,115	121,139
Transit Revenue Receivable, Net	8,462	5,337
Due from Other Governments	15,668	31,518
Materials and supplies inventory	36,441	35,454
Prepaid transit expenses and other	8,915	5,605
Restricted investments held by trustee for debt service	104,174	129,607
Restricted investments held for advance funding agreements	20,705	27,481
Restricted investments held to pay capital lease/leaseback liabilities	100,641	18
TOTAL CURRENT ASSETS	855,935	866,106
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	2,787	3,415
Investments restricted for system expansion and acquisition	388,820	943
Investments in joint venture	7,465	7,946
Capital assets		
Land and rights of way	618,540	618,572
Depreciable capital assets, net of depreciation	2,825,913	2,942,729
Projects in progress	757,401	658,168
Restricted investments held to pay capital lease/leaseback liabilities	25,649	121,159
Net other post employment benefit asset	6,653	6,653
Unamortized debt issuance costs and other	472	493
TOTAL NONCURRENT ASSETS	4,633,700	4,360,078
TOTAL ASSETS	5,489,635	5,226,184
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	66,958	98,137
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	\$5,556,593	\$5,324,321

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION - CONT'D
AS OF MARCH 31, 2022 AND SEPTEMBER 30, 2021**

(In thousands)		
	<u>3/31/2022</u> <u>Unaudited</u>	<u>9/30/2021</u>
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$60,158	\$96,245
Commercial paper notes payable	100	119,100
Current portion of Capital lease/leaseback liabilities	100,641	18
Current portion of amount due to the State Comptroller	2,410	2,410
Local Assistance Program Payable	6,524	6,524
Retainage Payable	27,562	24,755
Unearned revenue and other liabilities	56,425	64,035
Interest payable	49,810	47,684
Current portion of senior lien revenue bonds payable	77,990	71,355
TOTAL CURRENT LIABILITIES	<u>381,620</u>	<u>432,126</u>
NON-CURRENT LIABILITIES		
Accrued liabilities	52,605	38,348
Net pension liability	23,996	38,283
Repayment due to State Comptroller	4,497	5,702
Senior lien revenue bonds payable	3,639,025	3,177,009
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	-	35,845
Capital lease/leaseback liabilities	25,649	121,159
TOTAL NON-CURRENT LIABILITIES	<u>3,745,772</u>	<u>3,416,346</u>
TOTAL LIABILITIES	<u>4,127,392</u>	<u>3,848,472</u>
Deferred Inflows of resources	34,442	25,671
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	<u>4,161,834</u>	<u>3,874,143</u>
NET POSITION		
Net investment in capital assets	873,080	838,658
Restricted for debt service	54,364	81,923
Restricted as security for capital lease/leaseback liabilities	2,787	3,415
Unrestricted	464,528	526,182
TOTAL NET POSITION	<u>\$1,394,759</u>	<u>\$1,450,178</u>

Statements of Revenues, Expenses, and Changes in Net Position

DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE SIX MONTHS ENDED MARCH 31, 2022 AND 2021 (UNAUDITED)		
(In thousands)		
	For the six months ended <u>3/31/2022</u>	<u>3/31/2021</u>
OPERATING REVENUES:		
Passenger	\$14,990	\$14,458
Advertising, rent and other	6,725	5,342
Total Operating Revenues	<u>21,715</u>	<u>19,800</u>
OPERATING EXPENSES:		
Labor	126,425	138,536
Benefits	56,434	58,927
Services	27,947	25,798
Materials and supplies	23,490	21,479
Purchased transportation	30,646	25,571
Depreciation and amortization	125,360	124,336
Utilities	8,392	7,208
Taxes, leases, and other	2,295	4,406
Casualty and liability	3,723	3,008
TOTAL OPERATING EXPENSES	<u>404,712</u>	<u>409,269</u>
NET OPERATING LOSS	<u>(382,997)</u>	<u>(389,469)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	376,187	312,381
Investment income (loss)	(2,872)	664
Interest income from investments held to pay capital lease/leaseback	5,113	4,544
Interest expense on capital leases/leaseback	(5,113)	(4,544)
Interest and financing expenses	(109,683)	(71,687)
Build America Bonds tax credit	10,637	10,662
Other federal grants	27,849	34,339
Other non-operating revenues	11,310	8,542
Other non-operating expenses	(806)	(3,039)
TOTAL NET NON-OPERATING REVENUES	<u>312,622</u>	<u>291,862</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS	<u>(70,375)</u>	<u>(97,607)</u>
CAPITAL CONTRIBUTIONS, AND GRANTS:		
Federal capital contributions	6,770	39,866
State capital contributions	8,153	8,710
Local capital contributions	33	1,227.00
TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS	<u>14,956</u>	<u>49,803</u>
CHANGE IN NET POSITION	<u>(55,419)</u>	<u>(47,804)</u>
TOTAL NET POSITION - Beginning of the year	1,450,178	1,340,980
TOTAL NET POSITION - End of the reporting period	<u>\$1,394,759</u>	<u>\$1,293,176</u>

Glossary of Terms/Definitions

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

Accessible Service – A term used to describe service 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 represent the difference between interest paid on bonds and the interest earned on the investments made using bond proceeds.

Glossary of Terms/Definitions (cont'd)

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

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

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 purchase machinery, equipment, buildings, and land.

Capital Expenditure – A cost incurred to acquire a new asset, add capacity/improve the functionality of an existing asset, or extend the useful life of a current 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 provides capital assistance for a new fixed guideway, extensions of an 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 contributes to 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 per the criteria outlined in the Americans with Disabilities Act of 1990.

Glossary of Terms/Definitions (cont'd)

Complaints per 100,000 Passengers – Modal quality ratio 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.

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

Cost per Revenue Mile – Efficiency ratio 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.

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

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

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

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

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

Debt Service – The payment of interest and principal repayment 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 before maturity usually replaces new securities bearing lower interest rates.

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

Deferred Outflows of Resources – Deferred outflows of resources are the consumption of net assets 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 the pension plan in the current fiscal year that will be reported as a pension expense in the next fiscal year.

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

Glossary of Terms/Definitions (cont'd)

Depreciation – Expiration in the service life of fixed assets, other than wasting assets, attributable to wear and tear, deterioration, the action of the physical elements, inadequacy, and obsolescence. Other than a wasting asset, the portion of a fixed asset cost is 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 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 the 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 US Department of Homeland Security. This agency offers 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 operates according to fixed schedules and routes (for DART, that service is bus, light rail, commuter rail, and streetcar).

Glossary of Terms/Definitions (cont'd)

Formula Grant - Allocations of federal funding to states, territories, or local government units 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, the 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 an 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 project's period of time; and helps manage the project in accordance with federal laws and regulations. The FFGA assures the grantee of predictable federal financial support while placing a ceiling on the amount.

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 monies 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 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 between service vehicles (bus or rail) on a specified route.

Internal Coverage Ratio – A ratio with 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 is at least one—i.e., total revenues less operating expenses should be at least as great as total annual debt service.

Glossary of Terms/Definitions (cont'd)

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 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 their work performance.

Line Item – An appropriation 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 – A quality ratio measures the average number of miles a vehicle operates before a service call occurs. Management's objective is to increase this ratio.
Calculation = [Total Miles Operated / Total # of Service Calls]

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

New Starts Program is a federal program that provides funding for fixed guideway transit projects that utilize and occupy separate right-of-way or other high occupancy vehicles.

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

On-Time Performance – A quality ratio that measures how often a service is on time (i.e., at a designated pick-up spot within a predetermined timeframe). The timeframe differs based on mode and frequency of service. Bus Operations currently uses 59 seconds early and 4 minutes and 59 seconds late. Light rail uses 1 minute early and 4 minutes late. Commuter rail uses 5 minutes late as required by FRA. Paratransit uses 20 minutes early and late. Management's objective is to increase this ratio.
Calculation = [(# Scheduled Trips Sampled - # of Times Early or Late) / Total # of Scheduled Trips Sampled]

Glossary of Terms/Definitions (cont'd)

Operating Budget – The planning of revenue and expenditures for a given period 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, and other miscellaneous income. Operating revenues do not include sales tax revenue, interest income, or the sale of assets.

Operating Expenses – Includes the expenses required to manage 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.

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

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.

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

Passengers per Hour – Actual – The total number of Paratransit passengers 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.

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

Glossary of Terms/Definitions (cont'd)

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.

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 management area focuses on optimizing the number of cars operated per train based on ridership and Board-adopted loading standards.

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

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

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

Ridership – The total number of passengers boarding a DART vehicle for the entire system. 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*.

Glossary of Terms/Definitions (cont'd)

Sales Taxes for Operating Expenses – Measures the 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 last passenger drop-off. Travel time to and from the garage is not included.

Service Levels – 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 implementing a major new light rail, commuter rail, streetcar, or service expansion incurred before the service implementation (e.g., vehicle and system testing).

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

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

Subsidy per Passenger – Efficiency ratio 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 ongoing basis.

Section 2 – Ridership and Route Performance Highlights

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R4 Total System Ridership

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R7 Trinity Railway Express Ridership

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R8 Ridership Tables

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Introduction

This section of the Quarterly Report starts with the total system ridership summary and focuses on fixed-route ridership, including Bus, Light Rail, Trinity Railway Express (TRE), and Streetcar. Beginning with the first quarter of FY22, GoLink and McKinney Avenue Trolley (MATA) ridership numbers are removed from Bus. GoLink is reported separately, and MATA ridership is included with Dallas Streetcar. Ridership numbers from previous quarters in this report have been adjusted to reflect this change, so comparisons are “apple to apple.” 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).

The comparison of FY 2022 Q2 with FY 2021 Q2 reflects the ridership change under similar but improving conditions (both quarters have been under pandemic). To understand the ridership compared to pre-pandemic levels, this report also compared FY 2019 Q2 instead of FY 2020 Q2. FY2019 is used for pre-pandemic comparison instead of FY 2020 because March 2020 is the month considered the beginning of the COVID pandemic. The change in ridership also reflects the full implementation of the New Bus Network on January 24, 2022, with route restructuring, frequency, and service span improvement for many routes, especially during midday and weekend. The GoLink program has also been expanded from 17 zones to 30 zones as part of the new bus network, with many zones with expanded service hours and days. In February, the other impact to ridership during 2Q22 was six (6) days of inclement weather. Severe Weather Scenario 2 was activated for these six (6) days when Bus was operating on the weekend schedule and suspended the light rail.

Ridership statistics can be examined in several ways: totals, averages, and 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.

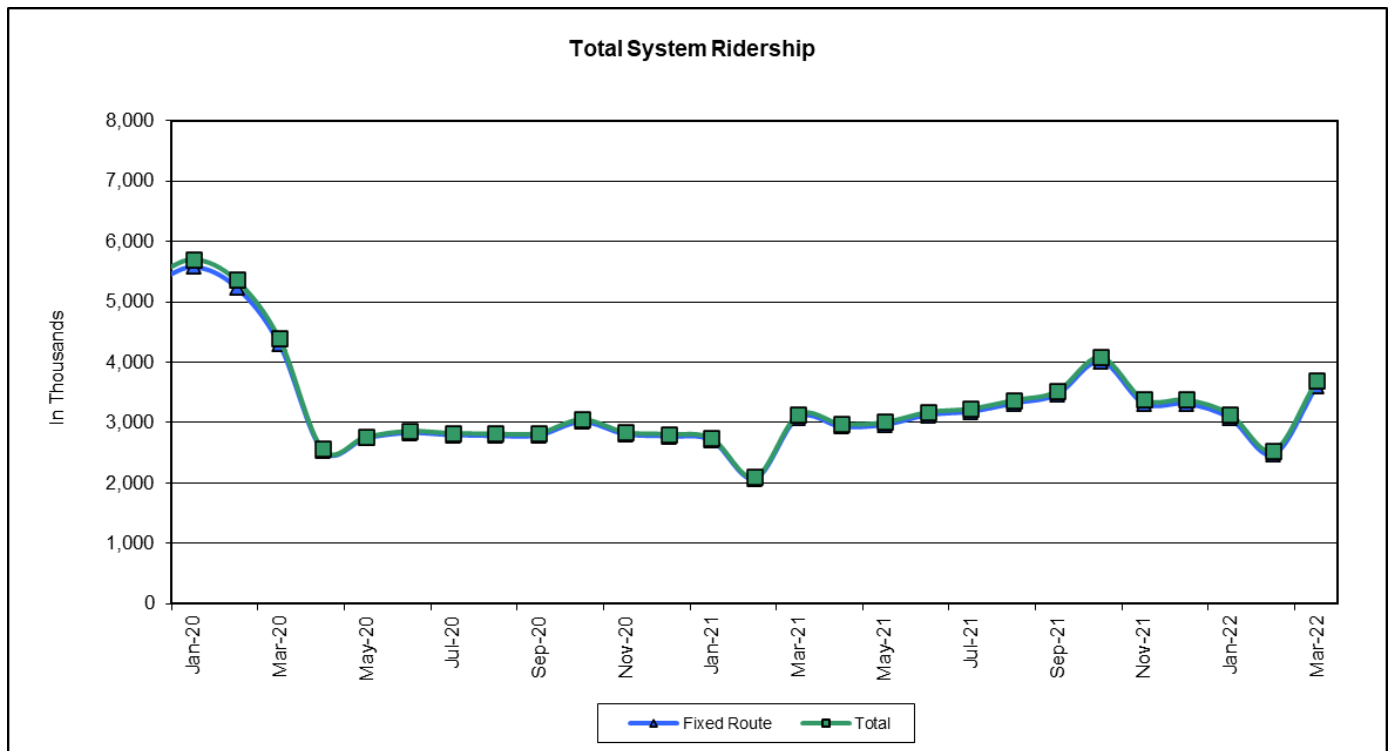
DART uses automatic passenger counters (APC) to report bus, Streetcar, and TRE ridership. With APC systems in place since FY 2020, we can directly compare APC-based counts on a year-to-year basis. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample monthly data. 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 ridership estimates 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.

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Each bus route and GoLink zone is evaluated quarterly to determine if it performs above or below standard. Services 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.

The Board of Directors adopted the revised Service Standards Policy during December 14, 2021, COTW/Board meeting. The revised Standards apply to the new bus network implemented on January 24, 2022, and are reflected in this FY 2022 Q2 report. On January 24, 2022, DART's New

Bus Network was fully implemented. The entire bus network was re-designed, with many routes replaced by the GoLink service. The New Bus Network was designed to increase frequency, reduce travel time, improve service, and provide better access to DART service area residents.

Total System Ridership

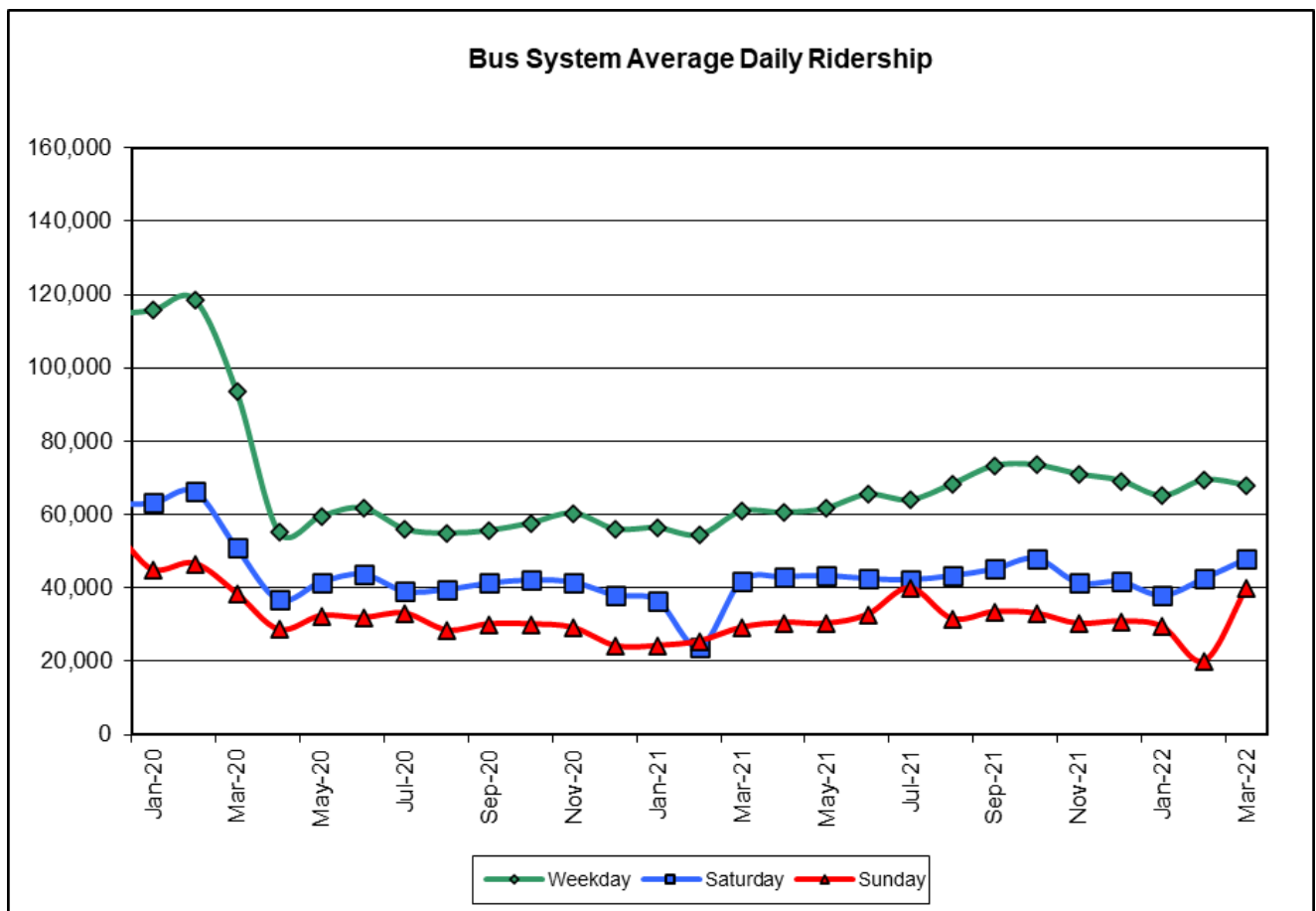


OBJ:

- Total system ridership includes fixed routes (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.
- COVID-19 continues to have a significant impact on Q2 of FY 2022 ridership. Nonetheless, with more people getting vaccinated and feeling more comfortable using transit, more employees returning to work for on-site, schools back in person, DART system ridership has been consistently edging up from the same time last year.
- On January 24, 2022, DART's New Bus Network was fully implemented. The New Bus Network was designed to increase frequency, reduce travel time, improve service, and provide better access to DART service area residents. The entire bus network was also re-designed with low-performing routes replaced by GoLink service.
- Total system ridership in the second quarter of FY 2022 was 9.4 million riders, an increase of 17.6% from the second quarter of FY 2021 but a decrease of 44.2% from the second quarter of FY 2019.
- Fixed route ridership totaled 9.1 million passengers in the second quarter of FY 2022, an increase of 16.5% from the first quarter of FY 2021 but a decrease of 44.4% from the second quarter of FY 2019.
- Bus System ridership totaled 5.0 million riders, 16.5% above the second quarter of FY 2021 but 44.8% below the second quarter of FY 2019. All numbers have been adjusted to reflect the removal of GoLink and MATA numbers.
- Light rail ridership for the second quarter ended March 31, 2022, was 3.7 million, an increase of 15.9% from the second quarter of FY 2021 but a decrease of 44.7% from FY 2019 second quarter ridership of 6.7 million.

- TRE ridership was 248.0K passengers in the second quarter, seeing an increase of 42.9% from the second quarter of FY 2021 but still a significant decrease of 50.1% from the same quarter in FY 2019.
- Streetcar ridership for the second quarter ended March 31, 2022, was 178.4K, a slight decrease of 0.7% from the same quarter of FY 2021 and an increase of 7.0% from FY 2019. All numbers have been adjusted to reflect the addition of MATA ridership to overall Streetcar ridership.
- Paratransit ridership for the second quarter ended March 31, 2022, was 165.5K, an increase of 34.6% from the second quarter of FY 2021, yet still a decrease of 27.0% from FY 2019.
- GoLink ridership for the second quarter of FY22 was 216.3% higher than the second quarter of FY21 and up by 63.2% from the second quarter of FY19. The impressive increase from FY21 to FY22 is attributable to the implementation of the entire New Bus Network. Under the New Bus Network, 13 new GoLink Zones were added, and several of the existing GoLink Zones were expanded. Many GoLink zones have had weekend service for the first time. Operating hours for the South Dallas/Fair Park GoLink Zones were extended from mid-day service (9:00 a.m.- 4:00 pm.) to all-day service (5:00 a.m.-8:00 p.m.) since January 24, 2022. A new Plano Zone-to-Zone pilot was implemented, which allows testing out the demand and service performance of customers traveling between the three (3) largest Plano GoLink Zones.

Bus System Ridership



- Bus System ridership totaled 5.0 million riders, 16.5% above the second quarter of FY 2021 but 44.8% below the first quarter of FY 2019. As of October 1, 2021, GoLink and MATA ridership numbers are no longer part of Bus System ridership. All Bus System ridership has been updated to reflect this change.
- Average weekday ridership in the second quarter of FY 2022 was 67.5K daily riders, a significant 18.1% increase from the same quarter of FY 2021 and a 44.1% decrease from FY 2019. Saturday bus system ridership averaged 42.8K daily riders, up by 25.8% from last year but down by 31.3% from FY 2019. Sunday bus system ridership averaged 29.7K daily riders, an increase of 13.1% from the same quarter of FY 2021 but a decrease of 31.6% from FY 2019.
- The most heavily patronized routes from the New Bus Network in the second quarter, by route classification, were:

New Route Type	New Route Number and Name	Average Weekday Ridership
Frequent	57-Westmoreland	2,808
Local	101-Hampton	1,602
Local Coverage	229-Macarthur/Beltline	1,232
Express	308-Northwest Plano Express	284
Shuttle	883 UTD	4,642

Light Rail System Ridership

[OBJ]

- Light rail ridership for the second quarter ended March 31, 2022, was 3.7 million, an increase of 15.9% from the second quarter of FY 2021 but a decrease of 44.7% from FY 2019 second quarter ridership of 6.7 million.
- Weekday ridership in the second quarter averaged 49.2K passengers, an increase of 16.5% from the second quarter of FY 2021 but a decrease of 44.4% from the second quarter of FY 2019.
- Saturday ridership in the second quarter averaged 37.7K passengers, an increase of 28.1% from the second quarter of FY 2021 but a decrease of 24.8% from the second quarter of FY 2019.
- Sunday ridership in the second quarter averaged 29.4K passengers, an increase of 19.8% from the second quarter of FY 2021 and a decrease of 16.3% from the second quarter of FY 2019.

Trinity Railway Express

[OBJ]

- TRE ridership was 248.0K passengers in the second quarter, a significant increase of 42.9% from the second quarter of FY 2021 but still a decrease of 50.1% from the same quarter in FY 2019.
- Weekday ridership on the TRE averaged 3.5K daily riders in the second quarter, a 35.1% increase from FY 2021 but still a decrease of 51.1% from FY 2019. Saturday ridership in the second quarter averaged 2.5K daily riders, a rise of 65.5% from FY 2021 but a decrease of 33.2% from the second quarter of FY 2019.

Streetcar

(08)

- Streetcar ridership for the second quarter ended March 31, 2022, was 178.4K, a decrease of 0.7% from the same quarter of FY 2021 and an increase of 7.0% from FY 2019. As mentioned previously, McKinney Avenue Trolley ridership is now included with Streetcar ridership. The numbers from all previous quarters reflect this change, so we compare “apples to apples.”
- Weekday ridership averaged 1.9K daily riders in the second quarter of FY 2022, a decrease of 4.6% from FY 2021 and an increase of 13.5% from FY 2019.
- Saturday ridership averaged 2.8K daily riders in the second quarter of FY 2022, an increase of 13.9% from FY 2021 and 10.2% from FY 2019.
- Sunday ridership averaged 2.2K daily riders in the second quarter of FY 2022, an increase of 17.3% from FY 2021 and an increase of 11.1% from FY 2019. This is where we saw the largest increase from FY21 to FY22 after MATA ridership was removed from Bus and added to Streetcar.

Ridership Tables

The following tables provide summaries of ridership results during the quarter. All numbers in the following tables have been updated to reflect the removal of GoLink from Bus and the move of MATA from Bus to Streetcar.

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
2020	March	2,453	1,679	111.6	55.9	4,300
	April	1,475	975	46.2	34.7	2,531
	May	1,590	1,055	45.0	47.8	2,738
	June	1,660	1,069	45.6	51.3	2,826
	July	1,552	1,134	45.1	59.8	2,790
	August	1,491	1,171	52.7	62.1	2,777
	September	1,482	1,181	54.5	68.6	2,787
2021	October	1,599	1,275	63.6	72.1	3,010
	November	1,528	1,154	55.9	68.0	2,806
	December	1,504	1,139	52.4	74.1	2,769
	January	1,454	1,123	53.4	73.4	2,703
	February	1,148	838	45.4	31.7	2,063
	March	1,678	1,251	74.7	74.6	3,079
	April	1,616	1,178	68.2	69.7	2,932
	May	1,624	1,188	69.7	78.5	2,960
	June	1,741	1,236	76.6	70.6	3,124
	July	1,710	1,315	74.7	80.7	3,180
	August	1,832	1,356	75.5	56.4	3,319
	September	1,886	1,436	85.1	58.9	3,466
2022	October	1,949	1,872	121.7	73.2	4,016
	November	1,778	1,366	88.5	83.5	3,316
	December	1,827	1,313	90.0	80.9	3,311
	January	1,703	1,226	79.9	60.4	3,070
	February	1,369	983	68.3	46.8	2,468
	March	1,915	1,512	99.7	71.2	3,598

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
2020	March	93.5	62.3	4.6	1.6	162.1
	April	55.1	35.5	1.8	1.1	93.6
	May	59.4	38.7	1.9	1.4	101.3
	June	61.7	38.8	1.8	1.3	103.6
	July	55.9	40.1	1.8	1.9	99.7
	August	54.8	42	2.1	1.8	100.7
	September	55.5	43.4	2.2	2.3	103.5
2021	October	57.6	45.4	2.5	2.1	107.5
	November	60.3	43.9	2.6	2.2	109.0
	December	56.0	40.9	2.1	2.3	101.3
	January	56.3	41.5	2.4	2.3	102.4
	February	54.3	41.2	2.5	1.3	99.3
	March	60.8	44	2.9	2.4	110.1
	April	60.4	42.8	2.7	2.1	108.0
	May	61.6	43.5	3.0	2.6	110.7
	June	65.4	45.3	3.1	2.1	115.9
	July	63.9	47.6	3.1	2.3	117.0
	August	68.2	49.0	3.1	1.8	122.1
	September	73.2	52.7	3.5	1.9	131.3
2022	October	73.5	62.7	4.5	2.2	142.9
	November	71.0	52.0	3.7	2.6	129.4
	December	69.2	46.7	3.6	2.5	122.1
	January	65.1	44.6	3.3	1.8	114.9
	February	69.4	50.8	3.3	2.0	125.5
	March	68.0	52.2	3.7	1.9	125.8

Table 3: Passenger Boardings for DART Cities for the Second Quarter Fiscal Year 2022, Period Ending March 31, 2022

Cities	Bus	LRT	TRE	Streetcar	GoLink	Paratransit	Total System
Addison	139,464	0	0	0	354	566	140,384
	2.80%	0.00%	0.00%	0.00%	0.47%	0.34%	1.50%
Carrollton	57,365	123,640	0	0	1,325	5,269	187,599
	1.15%	3.32%	0.00%	0.00%	1.75%	3.18%	2.00%
Cockrell Hill	47,045	0	0	0	0	85	47,130
	0.94%	0.00%	0.00%	0.00%	0.00%	0.05%	0.50%
Dallas	3,775,406	3,024,294	106,485	178,389	30,637	107,223	7,222,434
	75.7%	81.26%	42.94%	100.00%	40.57%	64.77%	77.03%
Farmers Branch	47,325	30,725	0	0	4,837	1,497	84,384
	0.95%	0.83%	0.00%	0.00%	6.41%	0.90%	0.90%
Garland	311,216	78,659	0	0	3,312	15,567	408,754
	6.24%	2.11%	0.00%	0.00%	4.39%	9.40%	4.36%
Glenn Heights	6,614	0	0	0	1,403	1,157	9,174
	0.13%	0.00%	0.00%	0.00%	1.86%	0.70%	0.10%
Highland Park	3,131	0	0	0	116	83	3,330
	0.06%	0.00%	0.00%	0.00%	0.15%	0.05%	0.04%
Irving	202,140	150,292	31,859	0	9,454	9,225	402,970
	4.05%	4.04%	12.85%	0.00%	12.52%	5.57%	4.30%
Plano	117,202	146,403	0	0	13,323	14,585	291,513
	2.35%	3.93%	0.00%	0.00%	17.64%	8.81%	3.11%
Richardson	271,035	105,666	0	0	1,384	5,703	383,788
	5.43%	2.84%	0.00%	0.00%	1.83%	3.45%	4.09%
Rowlett	0	61,914	0	0	6,368	2,918	71,230
	0.00%	1.66%	0.00%	0.00%	8.43%	1.76%	0.76%
University Park	9,085	0	0	0	107	446	9,638
	0.18%	0.00%	0.00%	0.00%	.014%	0.27%	0.10%
DART Cities	4,987,026	3,721,593	138,344	178,389	72,620	164,324	9,262,296
Others	0	0	109,663	0	2,892	1,209	113,764
Total	4,987,026	3,721,593	248,007	178,389	75,512	165,533	9,376,060

Q2 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the second quarter of FY 2022, specifically January 24, 2022-March 31, 2022. The route performance analysis focuses on routes of the New Bus Network, which was implemented January 24, 2022. All of the second quarter has been adjusted to reflect the performance of the New Bus Network routes (January 24, 2022-March 31, 2022). This report follows current Service Standards, which describe DART's route performance measurement methodology. There are three measures of performance for fixed-route bus service:

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

For the three measures, each route or service is compared to performance for other routes of the same type (e.g., local route vs. local routes). If performance is less than 75% of the group average (more than 133% above average for subsidy/rider), performance is considered deficient for that measure. The passenger miles per revenue mile measure does not apply for GoLink zones.

Though it started late in FY 2020 Q2, COVID-19 continued to have a significant impact on 22Q2 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 Q2. Inclement weather days in February had a negative impact on ridership. These factors are reflected in the three performance measures at the route level in the following section.

Route Performance Tables

The following tables show new route performance for FY 2022 Q2 from January 24, 2022, through March 31, 2022, based on the three performance measures defined in the DART Service Standards approved in November 2021. The FY2022 second quarter report focuses on the new bus routes thus we are using the time period in which the new bus routes were in service for Q2. 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 FY2022 Q2 riders per revenue hour, passenger miles per revenue mile of service, and subsidy per passenger for each route/service of the New Bus Network.

			Utilization of Resources			
Type	Route	Avg Weekday Ridership	Total Riders	Total Revenue Hours	Total Riders/Hour	Overall Target
Frequent	1	1,579	88,705	6,930.50	12.80	
Frequent	3	983	55,560	5,861.37	9.48	

Frequent	9	2,327	133,201	10,044.38	13.26	
Frequent	13	1,679	97,714	6,406.38	15.25	
Frequent	15	1,910	108,386	8,286.22	13.08	
Frequent	16	1,615	91,228	6,902.55	13.22	
Frequent	17	1,695	96,424	8,980.00	10.74	
Frequent	18	1,882	107,348	10,946.52	9.81	
Frequent	20	2,051	116,953	10,254.30	11.41	
Frequent	22	2,506	143,386	9,654.28	14.85	
Frequent	23	1,190	66,042	5,810.82	11.37	
Frequent	25	1,209	66,713	6,579.23	10.14	
Frequent	27	1,003	56,979	3,839.55	14.84	
Frequent	28	796	42,586	5,326.55	8.00	
Frequent	30	872	47,629	3,757.07	12.68	
Frequent	38	2,163	123,487	7,991.02	15.45	
Frequent	41	982	56,229	6,715.03	8.37	
Frequent	45	906	50,635	7,646.37	6.62	
Frequent	47	1,347	75,764	9,218.97	8.22	
Frequent	55	387	22,544	2,311.87	9.75	
Frequent	57	2,808	156,980	10,521.22	14.92	
Frequent Total	21	31,890	1,804,492	153,984.18	11.72	8.79
Local	101	1,602	87,553	8,069.45	10.85	
Local	102	432	23,907	3,366.35	7.10	
Local	103	497	28,243	3,407.07	8.29	
Local	104	1,315	72,982	6,296.30	11.59	
Local	105	444	24,790	4,419.13	5.61	
Local	106	464	25,700	3,221.47	7.98	
Local	108	960	53,523	6,481.77	8.26	
Local	109	633	33,965	4,806.15	7.07	
Local	114	766	42,876	6,180.80	6.94	
Local Total	9	7,113	393,538	46,248.48	8.51	6.38
Local Coverage	200	906	50,095	4,599.85	10.89	
Local Coverage	202	690	38,254	4,550.17	8.41	
Local Coverage	203	198	11,052	2,031.45	5.44	
Local Coverage	204	181	9,385	2,056.37	4.56	
Local Coverage	207	300	16,060	1,917.10	8.38	
Local Coverage	209	167	9,210	1,624.78	5.67	
Local Coverage	212	275	15,406	2,088.58	7.38	
Local Coverage	213	338	18,686	1,702.92	10.97	
Local Coverage	214	593	32,740	4,073.27	8.04	

Local Coverage	215	378	20,407	2,956.58	6.90	
Local Coverage	216	388	21,375	2,979.40	7.17	
Local Coverage	217	200	11,468	2,593.80	4.42	
Local Coverage	218	905	49,274	4,206.73	11.71	
Local Coverage	219	178	9,615	1,713.32	5.61	
Local Coverage	220	334	18,278	1,680.18	10.88	
Local Coverage	221	356	19,516	3,152.70	6.19	
Local Coverage	222	640	33,730	3,063.40	11.01	
Local Coverage	223	215	11,108	1,647.62	6.74	
Local Coverage	224	707	40,121	5,005.25	8.02	
Local Coverage	225	163	8,894	2,228.03	3.99	
Local Coverage	226	199	10,963	1,930.93	5.68	
Local Coverage	227	1,040	55,549	6,813.52	8.15	
Local Coverage	228	259	14,322	1,743.40	8.22	
Local Coverage	229	1,232	68,399	6,602.42	10.36	
Local Coverage	230	1,225	66,966	6,595.88	10.15	
Local Coverage	231	702	39,149	3,288.57	11.90	
Local Coverage	232	628	35,328	4,861.25	7.27	
Local Coverage	233	789	43,461	4,853.98	8.95	
Local Coverage	234	397	22,322	3,714.78	6.01	
Local Coverage	235	455	24,424	2,389.13	10.22	
Local Coverage	236	533	28,823	4,451.87	6.47	
Local Coverage	237	827	45,673	5,050.72	9.04	
Local Coverage	238	630	35,257	5,797.32	6.08	
Local Coverage	239	1,010	55,181	6,405.87	8.61	
Local Coverage	240	437	23,643	2,928.18	8.07	
Local Coverage	241	1,096	61,488	6,062.47	10.14	
Local Coverage	242	371	21,165	2,294.28	9.23	
Local Coverage	243	316	16,388	2,057.70	7.96	
Local Coverage	245	421	22,772	4,208.07	5.41	
Local Coverage	247	612	34,485	4,326.08	7.97	
Local Coverage	249	543	30,991	3,004.82	10.31	
Local Coverage	250	365	20,359	2,842.92	7.16	
Local Coverage	251	234	12,811	2,033.60	6.30	
Local Coverage Total	43	22,434	1,234,592	150,129.25	8.22	6.17
Express	305	262	11,586	1,449.80	7.99	
Express	306	248	10,929	1,744.60	6.26	
Express	308	284	12,533	2,532.20	4.95	
Express	378	121	5,348	1,013.47	5.28	

Express	383	166	7,452	1,141.80	6.53	
Express Total	5	1,080	47,848	7,881.87	6.07	4.55
GoLink	Inland Port Exp.	141	8,788	4,631.38	1.90	
GoLink	Kleberg	16	936	315.05	2.97	
GoLink	Rylie	68	4,697	1,715.12	2.74	
GoLink	N Central Plano	97	6,293	2,135.76	2.95	
GoLink	Legacy West	32	1,928	1,078.89	1.79	
GoLink	Rowlett	101	6,368	2,145.56	2.97	
GoLink	Far North Plano	25	1,476	977.92	1.51	
GoLink	Farmers Branch	82	4,837	1,641.06	2.95	
GoLink	Glenn Heights	24	1,403	1,300.02	1.08	
GoLink	West Carrollton	0	17	6.22	2.73	
GoLink	Lake Highlands	41	2,402	926.97	2.59	
GoLink	Lakewood	10	587	237.31	2.47	
GoLink	North Dallas	61	4,059	2,030.16	2.00	
GoLink	Park Cities	41	2,960	2,025.90	1.46	
GoLink	South Dallas	23	1,382	795.75	1.74	
GoLink	South Irving	11	637	542.50	1.17	
GoLink	SE Garland	51	3,301	1,234.62	2.67	
GoLink	Central Irving	22	1,398	1,067.53	1.31	
GoLink	Central Richardson	16	982	1,049.89	0.94	
GoLink	Cypress Waters	116	7,372	2,914.96	2.53	
GoLink	East Irving	6	362	360.05	1.01	
GoLink	East Plano	16	948	504.89	1.88	
GoLink	East Telecom	11	624	389.77	1.60	
GoLink	Keller Springs	20	1,159	898.20	1.29	
GoLink	Mountain Creek	7	458	1,050.18	0.44	
GoLink	Northwest Carrollton	10	581	890.16	0.65	
GoLink	Northwest Dallas	64	4,802	1,993.77	2.41	
GoLink	Plano Zone to Zone	34	2,085	1,304.24	1.60	
GoLink	Preston Hollow	17	1,021	883.95	1.16	
GoLink	South Central Plano	6	382	108.12	3.53	
GoLink	West Dallas	18	1,267	1,314.14	0.96	
GoLink Total	31	1,186	75,512	38,470.04	1.96	1.47
Shuttle	402	264	15,778	921.27	17.13	
Shuttle	434	183	9,559	2,320.28	4.12	
Shuttle	435	277	14,984	2,441.03	6.14	

Shuttle	436	207	9,123	1,474.00	6.19	
Shuttle	DFW	120	5,739	1,208.00	4.75	
Shuttle	MCE	105	4,628	705.47	6.56	
Shuttle	RSN	45	1,908	310.20	6.15	
Shuttle	TI	118	5,133	1,185.07	4.33	
Shuttle	UTD	4,642	234,206	5,886.03	39.79	
Shuttle	UTSW	94	4,119	1,177.00	3.50	
Shuttle	SMU	515	21,337	2,060.80	10.35	
Shuttle Total	11	6,571	326,515	19,689.15	16.58	12.44
Grand Total	120	71,102	3,882,497	416,402.97	9.32	

Type	Route	Avg Weekday Ridership	Utilization of Capacity			
			Total Passenger Miles	Total Revenue Miles	Total Pass. Mile/Rev.	Overall Target
Frequent	1	1,579	233,066.02	72,174.03	3.23	
Frequent	3	983	137,116.48	52,730.71	2.60	
Frequent	9	2,327	447,760.12	99,075.30	4.52	
Frequent	13	1,679	280,555.66	62,477.15	4.49	
Frequent	15	1,910	454,966.94	94,380.17	4.82	
Frequent	16	1,615	559,372.09	99,513.47	5.62	
Frequent	17	1,695	326,755.19	98,426.52	3.32	
Frequent	18	1,882	657,326.63	112,173.40	5.86	
Frequent	20	2,051	504,613.80	118,509.37	4.26	
Frequent	22	2,506	492,852.45	109,968.60	4.48	
Frequent	23	1,190	156,171.22	49,484.56	3.16	
Frequent	39	483	81,299.02	25,940.92	3.13	
Frequent	52	664	174,544.34	59,940.76	2.91	
Frequent	59	456	139,787.20	47,072.63	2.97	
Frequent	60	493	199,271.03	39,646.80	3.14	
Frequent	38	2,163	498,379.65	111,062.41	4.49	
Frequent	41	982	216,926.13	69,549.72	3.12	
Frequent	45	906	219,990.85	89,846.55	2.45	
Frequent	47	1,347	412,165.80	107,263.77	3.84	
Frequent	55	387	41,334.90	14,918.31	2.77	
Frequent	57	2,808	720,563.39	123,703.40	5.82	
Frequent Total	21	31,890	6,992,439.95	1,693,359.26	4.13	3.10

Local	101	1,602	383,405.63	97,319.51	3.94	
Local	102	432	64,117.13	33,436.08	1.92	
Local	103	497	62,865.76	25,362.06	2.48	
Local	104	1,315	230,253.17	67,982.77	3.39	
Local	105	444	67,519.29	36,045.92	1.87	
Local	106	464	82,089.64	35,171.46	2.33	
Local	108	960	250,060.48	76,094.56	3.29	
Local	109	633	124,357.94	51,988.40	2.39	
Local	114	766	207,676.62	63,393.83	3.28	
Local Total	9	7,113	1,472,345.66	486,794.57	3.02	2.27
Local Coverage	200	906	232,292.63	60,322.05	3.85	
Local Coverage	202	690	189,179.89	58,706.07	3.22	
Local Coverage	203	198	41,415.29	22,117.72	1.87	
Local Coverage	204	181	36,501.67	20,633.09	1.77	
Local Coverage	207	300	44,927.39	17,830.95	2.52	
Local Coverage	209	167	23,981.81	14,513.81	1.65	
Local Coverage	212	275	49,439.97	23,765.55	2.08	
Local Coverage	213	338	42,903.74	16,410.96	2.61	
Local Coverage	214	593	159,289.17	44,858.14	3.55	
Local Coverage	215	378	61,236.45	26,906.03	2.28	
Local Coverage	216	388	75,024.09	26,480.65	2.83	
Local Coverage	217	200	33,245.88	22,875.65	1.45	
Local Coverage	218	905	228,174.87	51,207.33	4.46	
Local Coverage	219	178	35,332.40	19,916.46	1.77	
Local Coverage	220	334	42,560.02	17,249.80	2.47	
Local Coverage	221	356	88,365.22	35,657.10	2.48	
Local Coverage	222	640	83,146.63	32,197.79	2.58	
Local Coverage	223	215	69,320.27	31,780.69	2.18	
Local Coverage	224	707	301,827.17	80,033.40	3.77	
Local Coverage	225	163	25,172.64	16,803.64	1.50	
Local Coverage	226	199	36,502.13	22,462.26	1.63	
Local Coverage	227	1,040	357,761.79	89,435.47	4.00	
Local Coverage	228	259	34,926.63	15,841.02	2.20	
Local Coverage	229	1,232	355,812.96	78,991.43	4.50	
Local Coverage	230	1,225	364,461.47	80,647.92	4.52	
Local Coverage	231	702	164,285.01	37,655.97	4.36	
Local Coverage	232	628	192,966.33	58,770.12	3.28	
Local Coverage	233	789	173,830.75	58,465.93	2.97	
Local Coverage	234	397	130,795.12	41,021.80	3.19	

Local Coverage	235	455	86,024.61	27,043.45	3.18	
Local Coverage	236	533	187,611.95	53,194.01	3.53	
Local Coverage	237	827	269,073.46	55,399.15	4.86	
Local Coverage	238	630	217,641.70	75,576.65	2.88	
Local Coverage	239	1,010	532,237.94	81,339.53	6.54	
Local Coverage	240	437	90,013.62	32,454.04	2.77	
Local Coverage	241	1,096	316,119.41	67,531.46	4.68	
Local Coverage	242	371	67,807.93	19,597.92	3.46	
Local Coverage	243	316	57,774.20	26,084.85	2.21	
Local Coverage	245	421	118,674.75	53,409.95	2.22	
Local Coverage	247	612	165,153.83	53,315.51	3.10	
Local Coverage	249	543	96,509.77	28,187.75	3.42	
Local Coverage	250	365	85,085.84	33,534.38	2.54	
Local Coverage	251	234	45,971.11	22,682.62	2.03	
Local Coverage Total	43	22,434	6,010,379.52	1,752,910.10	3.43	2.57
Express	305	262	135,787.89	27,746.38	4.89	
Express	306	248	164,307.86	38,298.70	4.29	
Express	308	284	210,364.03	50,176.82	4.19	
Express	378	121	48,337.06	18,007.01	2.68	
Express	383	166	97,676.98	24,173.64	4.04	
Express Total	5	1,080	656,473.83	158,402.55	4.14	3.11
Grand Total	78	62,517	15,131,638.95	4,091,466.48	3.70	

			Fiscal Responsibility			
Type	Route	Average Weekday Riders	Total Passengers	Subsidy	Subsidy per Passenger	Overall Target
Frequent	1	1,579	88,705	\$793,905.56	\$8.95	
Frequent	3	983	55,560	\$670,676.76	\$12.07	
Frequent	9	2,327	133,201	\$1,143,963.44	\$8.59	
Frequent	13	1,679	97,714	\$723,797.45	\$7.41	
Frequent	15	1,910	108,386	\$1,097,742.67	\$10.13	
Frequent	16	1,615	91,228	\$923,520.94	\$10.12	
Frequent	17	1,695	96,424	\$1,145,224.34	\$11.88	
Frequent	18	1,882	107,348	\$1,368,007.95	\$12.74	
Frequent	20	2,051	116,953	\$1,318,407.62	\$11.27	
Frequent	22	2,506	143,386	\$1,221,520.28	\$8.52	
Frequent	23	1,190	66,042	\$667,417.95	\$10.11	
Frequent	25	1,209	66,713	\$879,941.64	\$13.19	
Frequent	27	1,003	56,979	\$442,077.99	\$7.76	
Frequent	28	796	42,586	\$678,643.55	\$15.94	
Frequent	30	872	47,629	\$458,572.31	\$9.63	

Frequent	38	2,163	123,487	\$1,023,415.41	\$8.29	
Frequent	41	982	56,229	\$804,735.42	\$14.31	
Frequent	45	906	50,635	\$990,276.54	\$19.56	
Frequent	47	1,347	75,764	\$1,180,138.68	\$15.58	
Frequent	55	387	22,544	\$243,179.84	\$10.79	
Frequent	57	2,808	156,980	\$1,305,198.38	\$8.31	
Frequent Total	21	31,890	1,804,492	\$19,080,364.72	\$10.57	\$14.10
Local	101	1,602	87,553	\$1,085,243.59	\$12.40	
Local	102	432	23,907	\$451,545.88	\$18.89	
Local	103	497	28,243	\$413,445.36	\$14.64	
Local	104	1,315	72,982	\$794,440.81	\$10.89	
Local	105	444	24,790	\$546,571.43	\$22.05	
Local	106	464	25,700	\$427,573.71	\$16.64	
Local	108	960	53,523	\$851,783.03	\$15.91	
Local	109	633	33,965	\$616,504.92	\$18.15	
Local	114	766	42,876	\$771,423.37	\$17.99	
Local Total	9	7,113	393,538	\$5,958,532.10	\$15.14	\$20.19
Local Coverage	200	906	50,095	\$633,222.66	\$12.64	
Local Coverage	202	690	38,254	\$653,061.77	\$17.07	
Local Coverage	203	198	11,052	\$299,010.06	\$27.06	
Local Coverage	204	181	9,385	\$291,099.57	\$31.02	
Local Coverage	207	300	16,060	\$245,922.27	\$15.31	
Local Coverage	209	167	9,210	\$201,589.03	\$21.89	
Local Coverage	212	275	15,406	\$343,620.31	\$22.30	
Local Coverage	213	338	18,686	\$201,243.80	\$10.77	
Local Coverage	214	593	32,740	\$504,163.32	\$15.40	
Local Coverage	215	378	20,407	\$351,136.67	\$17.21	
Local Coverage	216	388	21,375	\$350,586.21	\$16.40	
Local Coverage	217	200	11,468	\$342,717.92	\$29.89	
Local Coverage	218	905	49,274	\$513,682.67	\$10.42	
Local Coverage	219	178	9,615	\$228,509.71	\$23.76	
Local Coverage	220	334	18,278	\$208,020.24	\$11.38	
Local Coverage	221	356	19,516	\$451,502.94	\$23.13	
Local Coverage	222	640	33,730	\$365,646.14	\$10.84	
Local Coverage	223	215	11,108	\$266,565.10	\$24.00	

Local Coverage	224	707	40,121	\$704,817.78	\$17.57	
Local Coverage	225	163	8,894	\$269,114.08	\$30.26	
Local Coverage	226	199	10,963	\$303,427.90	\$27.68	
Local Coverage	227	1,040	55,549	\$891,303.67	\$16.05	
Local Coverage	228	259	14,322	\$218,038.82	\$15.22	
Local Coverage	229	1,232	68,399	\$826,121.25	\$12.08	
Local Coverage	230	1,225	66,966	\$859,484.62	\$12.83	
Local Coverage	231	702	39,149	\$423,038.07	\$10.81	
Local Coverage	232	628	35,328	\$644,056.20	\$18.23	
Local Coverage	233	789	43,461	\$630,558.80	\$14.51	
Local Coverage	234	397	22,322	\$521,630.82	\$23.37	
Local Coverage	235	455	24,424	\$350,215.10	\$14.34	
Local Coverage	236	533	28,823	\$611,520.95	\$21.22	
Local Coverage	237	827	45,673	\$638,327.66	\$13.98	
Local Coverage	238	630	35,257	\$803,405.65	\$22.79	
Local Coverage	239	1,010	55,181	\$892,538.47	\$16.17	
Local Coverage	240	437	23,643	\$410,955.16	\$17.38	
Local Coverage	241	1,096	61,488	\$864,149.03	\$14.05	
Local Coverage	242	371	21,165	\$272,001.11	\$12.85	
Local Coverage	243	316	16,388	\$275,067.35	\$16.78	
Local Coverage	245	421	22,772	\$602,746.64	\$26.47	
Local Coverage	247	612	34,485	\$594,082.09	\$17.23	
Local Coverage	249	543	30,991	\$348,453.22	\$11.24	
Local Coverage	250	365	20,359	\$383,648.56	\$18.84	
Local Coverage	251	234	12,811	\$300,962.20	\$23.49	
Local Coverage Total	43	22,434	1,234,592	\$20,090,965.61	\$16.27	\$21.70
Express	305	262	11,586	\$334,116.16	\$28.84	
Express	306	248	10,929	\$420,891.94	\$38.51	
Express	308	284	12,533	\$547,156.76	\$43.66	
Express	378	121	5,348	\$246,144.13	\$46.03	
Express	383	166	7,452	\$241,042.72	\$32.35	

Express Total	5	1,080	47,848	\$1,789,351.72	\$37.40	\$49.86
GoLink	Inland Port Expanded	141	8,788	\$178,878.92	\$20.35	
GoLink	Kleberg	16	936	\$19,677.41	\$21.02	
GoLink	Rylie	68	4,697	\$70,304.43	\$14.97	
GoLink	North Central Plano	97	6,293	\$79,141.75	\$12.58	
GoLink	Legacy West	32	1,928	\$48,739.73	\$25.28	
GoLink	Rowlett	101	6,368	\$77,438.80	\$12.16	
GoLink	Far North Plano	25	1,476	\$38,287.50	\$25.94	
GoLink	Farmers Branch	82	4,837	\$72,737.38	\$15.04	
GoLink	Glenn Heights	24	1,403	\$54,319.42	\$38.72	
GoLink	West Carrollton	0	17	\$8,277.79	\$486.93	
GoLink	Lake Highlands	41	2,402	\$40,491.50	\$16.86	
GoLink	Lakewood	10	587	\$16,482.17	\$28.08	
GoLink	North Dallas	61	4,059	\$74,400.53	\$18.33	
GoLink	Park Cities	41	2,960	\$79,657.00	\$26.91	
GoLink	South Dallas	23	1,382	\$38,111.18	\$27.58	
GoLink	South Irving	11	637	\$25,179.23	\$39.53	
GoLink	SE Garland	51	3,301	\$48,416.18	\$14.67	
GoLink	Central Irving	22	1,398	\$41,824.99	\$29.92	
GoLink	Central Richardson	16	982	\$41,309.22	\$42.07	
GoLink	Cypress Waters	116	7,372	\$112,465.75	\$15.26	
GoLink	East Irving	6	362	\$19,346.32	\$53.44	
GoLink	East Plano	16	948	\$23,549.66	\$24.84	
GoLink	East Telecom	11	624	\$20,247.87	\$32.45	
GoLink	Keller Springs	20	1,159	\$36,091.94	\$31.14	
GoLink	Mountain Creek	7	458	\$48,637.15	\$106.19	
GoLink	Northwest Carrollton	10	581	\$36,310.08	\$62.50	
GoLink	Northwest Dallas	64	4,802	\$77,106.27	\$16.06	
GoLink	Plano Zone to Zone	37	2,085	\$46,973.52	\$22.53	
GoLink	Preston Hollow	17	1,021	\$35,806.32	\$35.07	
GoLink	South Central Plano	6	382	\$11,648.14	\$30.49	
GoLink	West Dallas	18	1,267	\$58,004.08	\$45.78	
GoLink Total	31	1,186	75,512	\$1,579,862.22	\$20.92	\$27.90
Shuttle	402	264	15,778	\$91,968.72	\$5.83	
Shuttle	434	183	9,559	\$250,054.19	\$26.16	
Shuttle	435	277	14,984	\$273,736.34	\$18.27	
Shuttle	436	207	9,123	\$201,033.46	\$22.04	
Shuttle	431	120	5,739	\$45,329.18	\$7.90	
Shuttle	412	105	4,628	\$6,900.00	\$1.49	
Shuttle	408	45	1,908	\$16,030.25	\$8.40	
Shuttle	TI	118	5,133	\$68,750.00	\$13.39	
Shuttle	883	4,642	234,206	\$236,883.98	\$1.01	
Shuttle	UTS	94	4,119	\$24,875.00	\$6.04	
Shuttle	442	515	21,337	\$95,481.00	\$4.47	
Shuttle Total	11	6,571	326,515	1,311,042.12	\$4.02	\$5.35

Grand Total	120	71,102	3,882,497	\$49,810,118.49	\$12.83	
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Bus Route/GoLink Zone Deficiencies

Under the adopted Service Standards, a route is considered a deficient performer when it fails to meet all the three standards. A GoLink Zone is considered a deficient performer if it does not meet two of the standards (Utilization of Resources and Fiscal Responsibility). Revenue miles and passenger miles are not tracked for GoLink service, therefore GoLink is not included in the Utilization of Capacity standard. In the table below we have included a short writeup for each of the deficient routes/GoLink Zones describing known issues, and where possible, potential future service changes or other actions for the route or Zone. After the table we have included a map showing the general location of each route.

On January 24th, 2022, all the routes were implemented as part of the Bus Network Plan and associated January 2022 service change. Many routes feature more frequent service especially during midday, and all local routes will operate seven days per week over full DART operating hours. The GoLink program was expanded from 17 zone to 30 zones with many having weekend service for the first time. Details on the changes are available at dartzoom.org.

Route	Discussion
28	Route 28 is a core frequent route operating in West Dallas, along Singleton. The route was extended further west in January 24, 2022, to give all residents within West Dallas frequent access to Downtown Dallas. In January 24, 2022, West Dallas GoLink Zone also began, which complemented the fixed routes. Much of the development that had occurred within Trinity Grove Pre-COVID has changed, which has reduced or changed the ridership pattern of workers and riders of Route 28. With Post – COVID on the horizon and employers asking their employees to return to work. We expect ridership to return.
45	Route 45 is a core frequent route operating in Oak Cliff, generally along Marsalis. This route provides a North /South connection from Downtown Dallas to Oak Cliff, which was extended further south in January 24, 2022, to give customers access to the Light Rail Train- Blue Line – Camp Wisdom Station. This route combined previous Bus Routes 19, 515, & 516. As the development around Dallas Zoo and I-HWY 35E occurs and route alignment changed from previous services, we feel customers are adjusting to the alignment change.

105	Route 105 is a Dallas local route that serves the Henderson and Capitol neighborhood with services to Downtown Dallas. This route operates 30 minutes during the midday and 15 minutes during the peak. Service duplication with Routes 23, 209, and several Downtown Local Routes may contribute to performance deficiencies.
203	Route 203 mainly serves Centerville and 1 st in Garland operates out of South Garland/DT Garland. Operates on a 30/40 frequency, after reviewing (workflow/emails, etc.) there have not been any concerns for this service. Will continue to monitor this route more than likely the Covid pandemic may have played a part in this route deficiencies.
204	Route 204 mainly serves Miller and Walnut Hill in Garland and operates out of LBJ/Skillman and South Garland. Operates on a 30/40 frequency, after reviewing (workflow/emails, etc.) there haven't been any concerns for this service. Will continue to monitor this route more than likely the Covid pandemic may have played a part in this route's deficiencies.
209	Route 209 is a Dallas local route that serves the McKinney and Cole corridors in Uptown Dallas with services to Downtown. This route operates 60 minutes during the midday and 30 minutes during the peak. Service duplication with the McKinney Trolley along with other local Downtown Dallas routes is contributing to low ridership performance.
217	Route 217 is a local route that connects 8 th and Corinth Station to Ledbetter Station. It generally travels along Ledbetter. It services the retail and VA Medical district along Ledbetter. Route alignments changed in January 24, 2022, from previous services, we feel customers are adjusting to the alignment change.
219	Route 219 is a local route that connects Parkland Hospital to Tyler/Vernon Station. It generally travels along Sylvan. We feel construction along Polk & Tyler, and around Bishop Arts District are affecting the ridership along route. We feel customers are adjusting to the alignment change.
225	Route 225 serves the Nursery Road and Carl Road corridors in southeast Irving. Traditionally, these neighborhoods have been a significant source of bus ridership. The neighborhoods are pre-dominantly dense older residential land use with some commercial strip centers at major intersections. The route is bifurcated by SH 183, a major east / west highway. It could be that the pandemic severely disrupted the lives of DART's old customer base, thereby forcing a change in travel demand or relocation. Additional evaluation is necessary at the stop and trip level to determine what is working well on this route and what could be done to revive it.
226	Route 226 is a local route that connects 8 th & Corinth Station to Cockrell Hill PTL Station. It generally travels along

	Clarendon. We feel construction along Clarendon and 8 th are affecting the ridership along route. We also feel customers are adjusting to the route alignment change.
245	Route 245 mainly serves Shiloh, Renner and 1 st in Garland operates out of South Garland/Forest Jupiter, and Cityline/Bush. Operates on a 30/40 frequency, after reviewing (workflow/emails, etc.) there have not been any concerns for this service. Will continue to monitor this route more than likely the Covid pandemic may have played a part in this route's deficiencies.
434	Route 434 is one of the shortest and once busiest routes in the DART system. Major detours necessitated by large construction projects on Parkland's main campus have combined with the pandemic to decimate this parking lot shuttle's ridership. The re-opening of the private drive behind Parkland and the Trinity parking lots should signal a turnaround in this route's performance next quarter.
435	Route 435 is a short shuttle connecting the TRE station behind old Parkland to Parkland Station and New Parkland. Major construction projects on Parkland's main campus have combined with the pandemic to decimate this shuttle's ridership. The upcoming demolition of old Parkland will further frustrate this route's performance for at least another quarter.
436	Route 436 serves several off-site Parkland facilities. Ridership was crushed by the pandemic and Parkland relocating these groups of employees. The current agreement funding this service is under consideration, with the future of Route 436 in question. More information will be presented to the DART Board of Directors in May 2022.
431-DFW	This route, dependent on employment at DFW Airport, is still recovering from ridership loss during the pandemic. More time will be needed to understand what can be done to improve it.
408-Richardson	Route 408 is a Sites specific service for various corporations in the Richardson area. Mainly in the Palisades Office Park service operates out of Galatyn Park Sta on a 20 min frequency during rush hours. The deficiencies of this service can contribute to the pandemic, many of the employees in these corporations were either working remotely or hybrid. The team will continue to review this service and communicate with the City of Richardson.
TI	TI is a Site-Specific Shuttle Service operating out of Forrest Lane and LBJ/Central Stations. The shuttles serve Texas Instruments and the various industrial businesses in the surrounding area. The deficiency of the service is similar to some of our other shuttle services and can be contributed to

	the pandemic as they continue to work remotely and/or a hybrid work schedule.
Glenn Heights GoLink Zone	Glenn Heights GoLink Zone has dependent riders of the service. While this ridership is low, they are consistent. The City of Glenn Heights added Clustered Stops throughout the City of Glenn Heights to educate and hopefully improve the ridership within the service.
South Irving GoLink Zone	South Irving GoLink was in service before the new bus network. It has not performed well ever since its establishment – which replaced a historical bus route that also did not perform according to standards. Recent modifications to borders have been made along South Esters Road in the hopes that bus service in the old network would be fully picked up by this zone. This zone is part of a plan to blanket low-performing zones with traditional marketing material to spread the information.
Central Irving GoLink Zone	Central Irving GoLink began in January 2022 to absorb ridership from several low-performing bus routes that were discontinued. It seems that about 25 people have discovered the zone and find it useful. However, they have to endure above average wait times in the peak periods in a zone that is heavily extended east to west. The recent addition of Amazon to this zone may further complicate the operations. Staff will continue to monitor the zone's performance over the next quarter.
Central Richardson GoLink Zone	Central Richardson is a new zone ridership continues to rise compared to the first month of service. The outer eastern part of this zone is used mostly, we may want to market this zone more to improve productivity. This zone is mainly residential but does have mixed-use locations with retail etc. Most trips center around the Arapaho Rd area and feeds into either Spring Valley Station or Addison TC most of the trips align with former route 361 so this shows that some customers have transitioned to the GoLink service.
East Irving GoLink Zone	East Irving is a new zone in a heavily industrial area. Low income, short-term rentals are the prevailing residential land use. Recent modifications have been made to the zone to extend it to the FedEx facility. This will be coordinated with DART's Corporate Pass program to determine if additional ridership is possible.
Keller Springs GoLink Zone	Keller Springs is a new GoLink zone that replaced several very low-performing bus routes in January 2022. This zone's struggle to attract ridership may be indicative of its location and design – it is meant to be a bridge between Addison Transit Center and the northwest corner of the service area. It could be there is not sufficient travel demand to sustain the zone's operations. A new service location has been identified

	in this zone in the form of Western Extrusions – which was previously served by GoLink as well. Perhaps this addition may increase ridership over the next quarter.
Mountain Creek GoLink Zone	Mountain Creek is a new GoLink Zone, which started on December 6, 2021. Many warehouses are within this GoLink Zone. Dallas Baptist University & Dallas College Mountain View are within this GoLink Zone, as well. The Potter’s House Church is within this zone. Limited advertising and promotion have occurred within this zone. As we come out of the Pandemic, we feel ridership should increase as Employers, Universities, and Churches open back up to in person events.
Northwest Carrollton GoLink Zone	This is a new service designed to facilitate trips and transfers among a group of new housing complexes. It may be that this zone has not been marketed effectively to the population, or that people are otherwise unaware of it. It has been grouped with other similar zones for marketing via a traditional distribution of material in the near future.
Preston Hollow GoLink Zone	Preston Hollow is a new zone that replaced very limited and poorly performing bus service when it was implemented in January 2022. Recent changes to the operation of the zone – including beyond-zone service extensions, the addition of a Walmart in the northeast corner, and a transfer island with the Park Cities zone – will hopefully continue to grow ridership.
West Dallas GoLink Zone	West Dallas GoLink is a New GoLink Zone, that started in December 6, 2021. The Zone is split evenly between residential and commercial. We feel the community is still learning how to use the system. As we come out of Pre-Pandemic, we feel ridership should increase.

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

Figure 1: Location of the Deficient Performers in 2nd QTR FY22

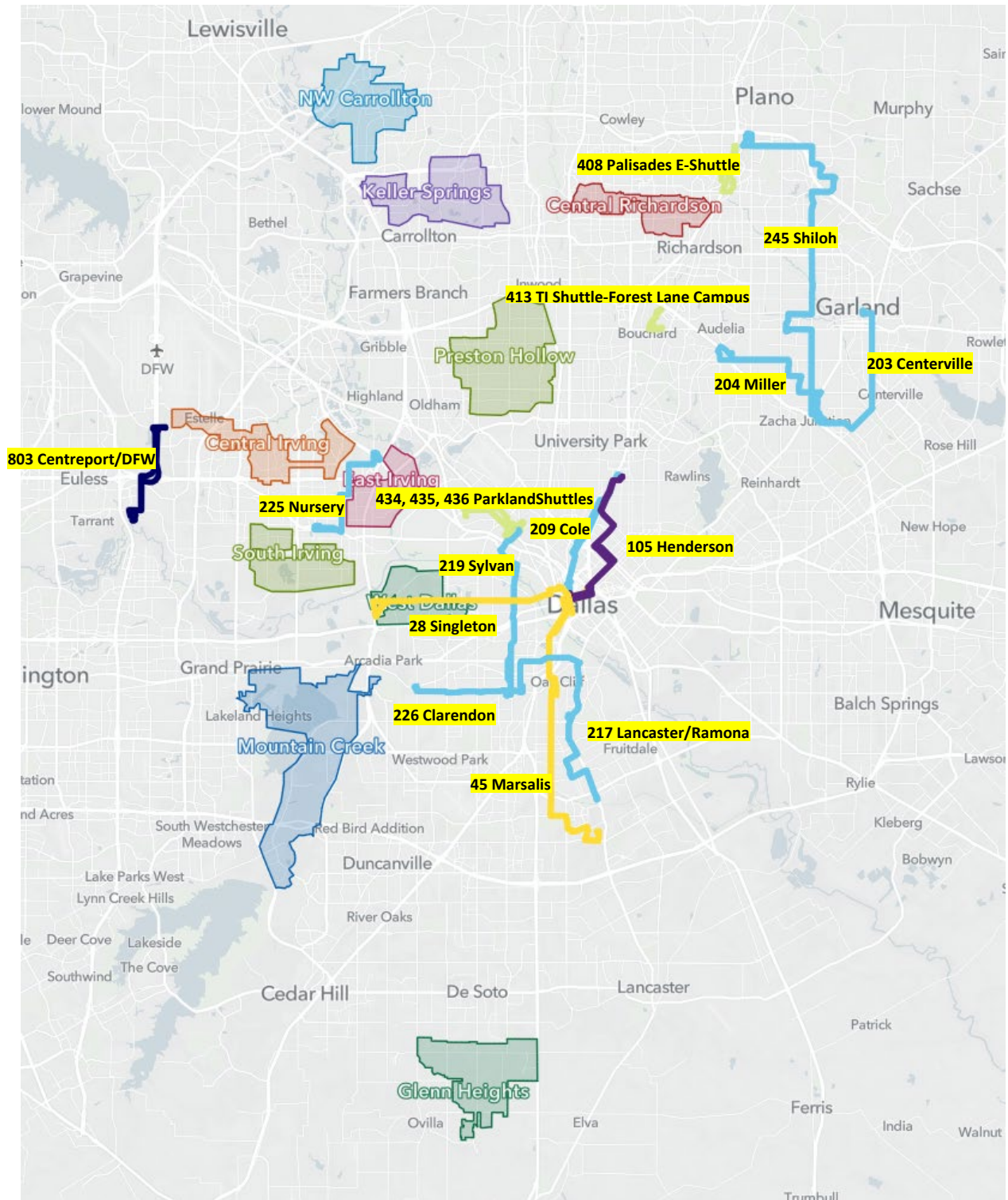


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FY 2022

Quarterly Marketing & Communications Report

Second Quarter

GoLink Rider Education Campaign

Project Overview:

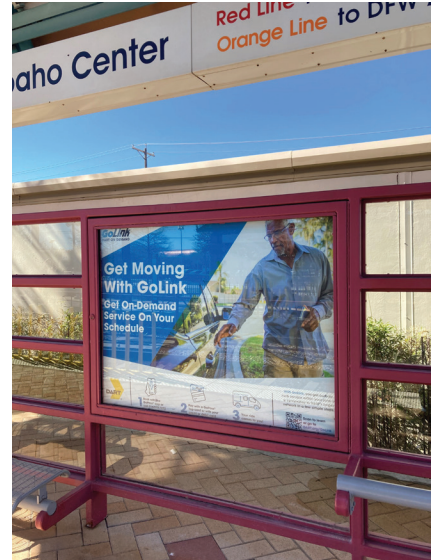
A comprehensive marketing campaign was developed to increase awareness and educate riders on how to use GoLink to help drive adoption with current and potential riders.

Project Elements:

- Revised marketing materials
- Updated content on [DART.org/GoLink](https://www.dart.org/GoLink)
- On-asset signage
- Digital advertising
- Social media

Highlights:

- Paid impressions for the GoLink digital and social media campaign increased 138% from January to February 2022 and clicks increased 171% during the same period.
- One GoLink rider education video earned 20,477 impressions and 122 engagements on DART's social media channels.
- GoLink ridership increased 65.2% from January to February 2022.



GoLink Rider Education Campaign (continued)

By the Numbers:

- DART assets (corner markers and windscreens)
 - Ads: 56
 - Market value: \$134,400
 - Impressions: 2.3 million
- Digital campaign through Feb. 28, 2022
 - Impressions: 1.46 million
 - Total clicks: 1,709
 - Site visits: 1,474
- Paid social media performance through Feb. 28, 2022
 - Impressions: 1.84 million
 - Total clicks: 1,152
 - Site visits: 381

Rescue Rides

Project Overview:

The Rescue Rides program was initiated to provide transportation support beginning with the Jan. 24 launch of the New Bus Network. The purpose of the service is to provide mobility options for riders who are inconvenienced due to a canceled trip or scheduling error.



Project Elements:

- DART Customer Service assessment
- Added service under the Uber contract

Highlights:

- Rescue Rides began on Jan. 24, 2022, and it is actively supporting riders today.
- Riders must contact DART Customer Service, who determines if a Rescue Ride should be dispatched.
- Phase 1 (Jan. 24-March 31) of the service supported the Jan. 24 launch of the New Bus Network.
- Phase 2 (April 1-present) of Rescue Rides provides support during agencywide service disruptions.
- Rescue Rides provided crucial support during severe weather conditions that occurred in February 2022.

By the Numbers:

- 3,467 Rescue Rides were issued in Q2 FY 2022
- 683 rides were issued during the February 2022 severe weather periods

Corporate Pass Sales Strategy and Implementation

Project Overview:

The DART Access Annual Pass program will implement a new FY 2023 sales strategy to ignite the Corporate Commuter rider segment. The program will include new pass options available to annual riders who have moved to a hybrid work schedule. In addition, DART Access is implementing an FY 2022 mid-year annual pass information campaign.



Project Elements:

- DART Access website landing page update
- Social media
- Updated marketing materials, including handouts and pamphlets

Highlights:

- Strategic efforts will focus on retaining current contracted partners and increasing pass sales with those program participants.
- The FY 2023 strategic plan will focus on market segments that have continually renewed their contracts and have a history of securing a higher quantity of passes.
- Secondary research has shown that approximately 22% of the corporate segment will move to a hybrid work schedule.
- Informing riders of our current annual pass program is still the top goal of the DART Access team, followed by providing options for riders that have modified their transit use.

By the Numbers:

- Corporate Contracts
 - FY 2022 year-to-date contracts: 73
 - Compared to 69 in FY 2021
 - FY 2022 year-to-date passes: 3,022
 - Compared to 3,891 in FY 2021
- Higher Education Contracts
 - FY 2022 year-to-date contracts: 5
 - Remains unchanged from FY 2021
 - FY 2022 year-to-date passes: 32,340
 - Compared to 27,849 in FY 2021

Bus Operator Hiring Campaign

Project Overview:

DART continued its efforts to attract qualified bus operator applicants through a recruitment campaign that utilized digital and social media, as well as DART assets. The campaign included a call-to-action that drove potential applicants to [DART.org/Hiring](https://www.dart.org/Hiring).

Project Elements:

- INFOtransit digital screens
- Bus exterior and rail interior ads
- [DART.org/Hiring](https://www.dart.org/Hiring)
- Social media
- Customer Service – marketing on-hold messaging
- Printed marketing materials

Highlights:

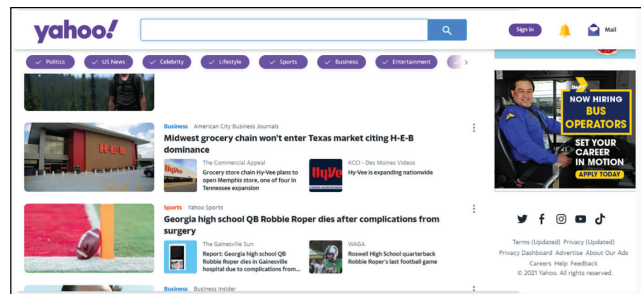
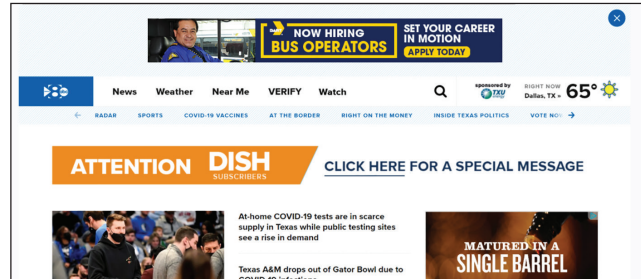
- The ongoing campaign has helped lead to 361 new bus operator applications.
- DART has hired 62 new bus student operators.



Bus Operator Hiring Campaign (continued)

By the Numbers:

- DART assets (bus exteriors, rail interiors, and INFOtransit digital screens)
 - Ads: 689
 - Market value: \$207,213
 - Impressions: 12.5 million
- DART.org/Hiring
 - Page views: 968
- DART.org slider
 - Views: 107,824
- Social media
 - Posts: 3
 - Impressions: 4,030
 - Engagements: 239



New DART.org Website Plan and Launch

Project Overview:

DART is undergoing a complete redesign of DART.org that incorporates responsive design that adapts to any platform, offers easy navigation, and employs a clean, user-friendly interface. The new site will feature real-time trip planning with GoLink integration, and consistent multi-language translation.

Project Elements:

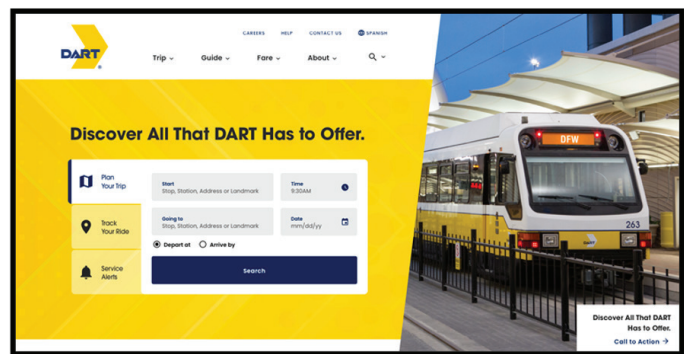
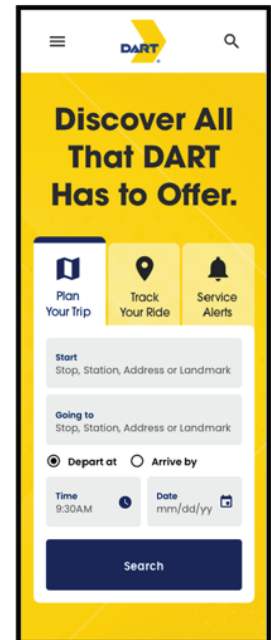
- Qualitative 1:1 testing conducted over Zoom
- Survey distributed via social and digital communications

Highlights:

- DART has completed the discovery and design stages.
- The selected design was chosen because the yellow color best connotes DART and still subscribes to the fundamental tenets of simple design and trip planning as the hero.
- Survey participants significantly preferred the selected design over the current website for the following attributes: simple to use, easy to navigate, and appealing.
- DART is now advancing to phase 3 of the website development plan, the planning phase. Design and system build will begin in Q4 FY 2022 and the testing and public launch will happen in Q1 FY 2023.

Next Steps:

- Q3 FY 2022 – Planning
- Q4 FY 2022 – Design and System Build
- Q1 FY 2023 – Testing and Public Launch
- Q2 FY 2023 – Hypercare and On-going Support



Special Events Engagement Programs

- *Special Events Forum*
- *External Volunteer Program*

Project Overview:

The Special Events team hosted a forum in March with city event managers and large-scale venue/event partners in the DART Service Area. The goal of this virtual event was to provide a space to discuss ideas, share best practices, increase collaboration, and gain advance notice of upcoming events.

The External Volunteer Program was developed to enhance the rider experience during large-scale events. The program launched during the State Fair of Texas 2021, and recruitment has focused on DART retirees, Citizens Advisory Committee members, college students, and others.

Project Elements:

- March 3 Special Events Forum
 - Program theme: “DART Partnership Assets: Extending Your Event Audience, Visibility, and Impressions”
- External Volunteer Program
 - Targeted college students and DART retirees for Dallas Mavs St. Patrick’s Day Parade & Festival

Highlights:

- Special Events Forum
 - The program format included DART staff presentations, ample time for roundtable discussion, and the sharing of best practices.
 - Each forum targets specific categories of event professionals, including special event offices, convention and visitors bureau staff, and venue and event partners.
- External Volunteer Program
 - The recruitment, retention, application, and background checks of volunteer recruits were handled by Volunteer Movement (VOMO), which is our volunteer management vendor that provides a seamless onboarding process.
 - External volunteers receive a DART orientation, as well as custom training for each event.

Special Events Engagement Programs (continued)

By the Numbers:

- Special Events Forum
 - 1 or more representatives from 7 cities participated
 - Participating cities included Addison, Dallas, Farmers Branch, Garland, Irving, Plano, and Rowlett
 - 6 new event partnership agreements signed with forum attendees
- External Volunteer Program
 - 12% of 100 available volunteer shifts for the Dallas Mavs St. Patrick's Day Parade & Festival were covered by external volunteers

Relaunch DARTmart (Reopening)

Project Overview:

DARTmart reopened for in-person visits in a new location with a ribbon-cutting ceremony on Jan. 7. DART President & Chief Executive Officer Nadine S. Lee cut the ribbon. The store had been closed to in-person visits since March 2020 due to the COVID-19 pandemic.

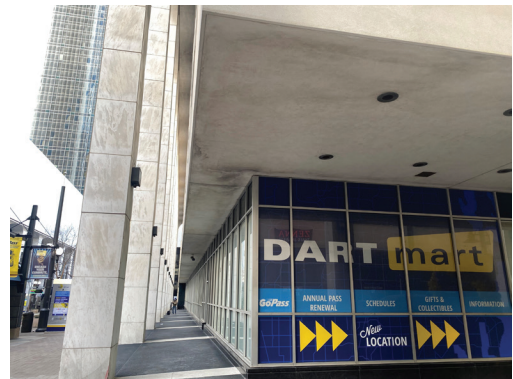
Project Elements:

- Ribbon cutting ceremony
- Social media
- Limited attendance due to COVID-19 pandemic



Highlights:

- The physical store location moved to a suite with an exterior door in late 2021, providing a more customer-friendly service environment.
- Sales and customer traffic have continued to increase since the reopening.
- DARTmart sells a full suite of pass offerings, houses customer information schedules and brochures, includes Lost & Found, and offers phone access to DART Customer Service.



By the Numbers:

- 6 posts on social media
 - Impressions: 13,000
 - Engagements: 812

INSIGHT Meeting

Project Overview:

The quarterly Marketing & Communications INSIGHT forum brings fact-based customer insights, campaigns, events, and unexpected ah-ha moments about our industry and riders to DART's frontline staff. The meeting is intended for the entire agency, and presentations and presenters represent a variety of topics and departments. Content is designed to spark curiosity and share perspectives.

Project Elements:

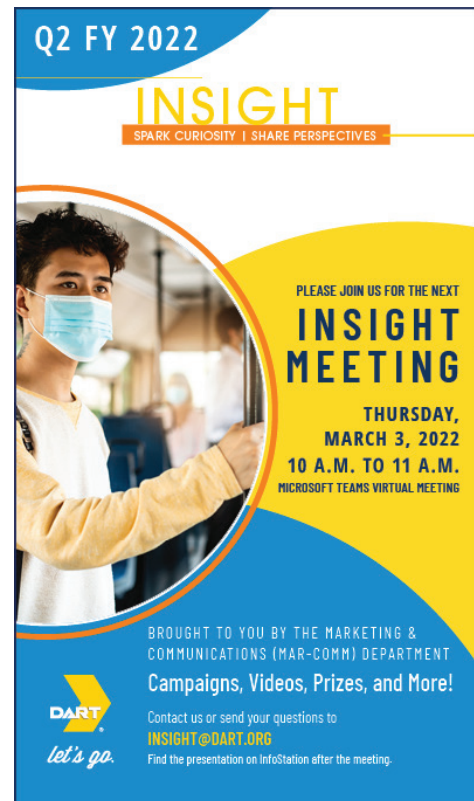
- March 3 Microsoft Teams online meeting
- Topics categorized as agency goals, customer experience, and surprises
- Presentation/documents posted on InfoStation following the meeting
- Quiz games with winners receiving prizes and bragging rights

Highlights:

- The meeting kicked off with the recognition of new employees who had joined the agency since the last quarterly meeting.
- Highlights from DART's Black History Month heritage celebration were shared.
- Bus Operations, Special Events, and Customer Service provided an update on the New Bus Network.
- A presentation on contactless payments reminded participants how the process works so that they are better able to assist riders.
- Updates on the bus operator hiring events and the reopening of DARTmart were also shared.

By the Numbers:

- 92 participants
- 23 unique departments, including Mar-Comm
- 3 employees won Amazon gift cards



Special Event Partnerships Wrap-up

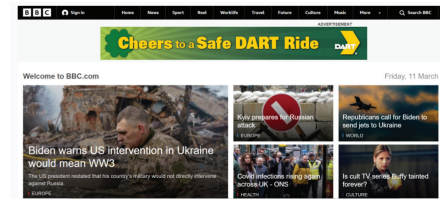
- *Dallas Open, Jan. 31-Feb. 9*
- *North Texas Irish Festival, March 4-6*
- *Dallas Mavs St. Patrick's Day Parade & Festival, March 12*

Project Overview:

DART's participation in regional special events extends the agency's brand awareness and relevance and increases event ridership. DART had cross-promotional agreements with the Dallas Open, North Texas Irish Festival, and Dallas Mavs St. Patrick's Day Parade & Festival during this quarter.

Project Elements:

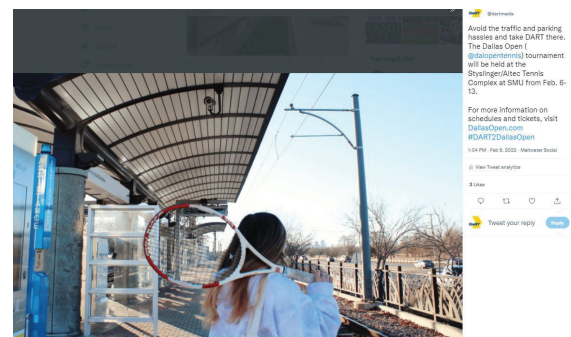
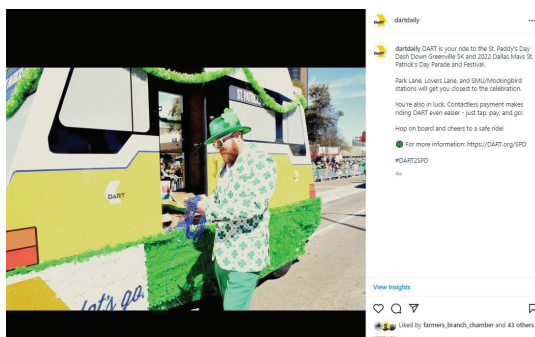
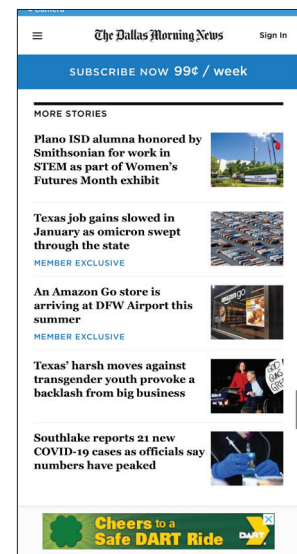
- Partnership agreement with Dallas Open included:
 - Promotion on DART's social and digital media channels
- Partnership with North Texas Irish Festival included:
 - Promotion on DART's social and digital media channels
 - Station banners at SMU/Mockingbird, Bachman, Parker Road, Victory, and West End stations
- Partnership with Dallas Mavs St. Patrick's Day Parade & Festival included:
 - Appointment of key DART contacts for marketing, event logistics, and communications
 - DART staff presence at stations, including DART Police, to accommodate crowds and assist riders
 - DART parade entry and walkers who distributed DART logo items
 - Promotion on DART's social and digital media channels, including event logo and schedule of events



Special Event Partnerships Wrap-up (continued)

Highlights:

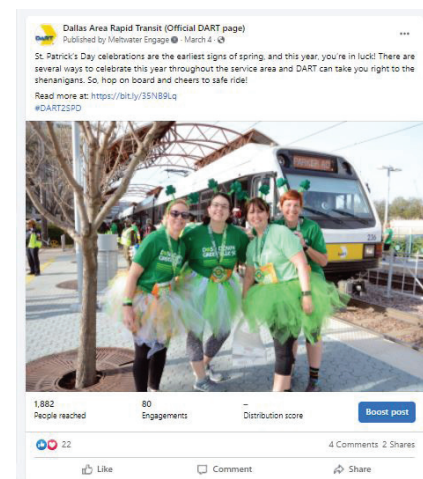
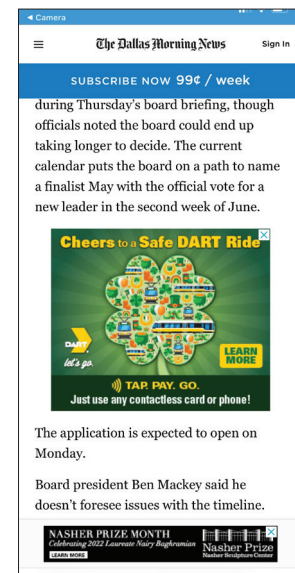
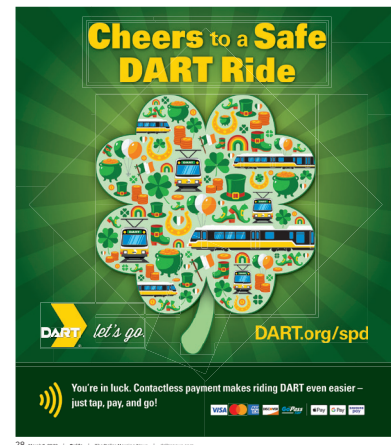
- Dallas Open
 - The Dallas Open is one of only 10 United States tournaments on the ATP Tour, and DART was the official transportation provider to the event.
- North Texas Irish Festival
 - This is one of the largest Irish festivals in the U.S., and as an event partner, DART was promoted as the best way to get to “the fun and shenanigans.”
- Dallas Mavs St. Patrick’s Day Parade & Festival
 - This was the first parade to use both the bus and rail trailers as floats.
 - DART provided volunteer staff at SMU/Mockingbird, Lovers Lane, and Parker Road stations to assist riders.
 - The agency approved the closure of Milton Street for the parade/festival and redirected buses from Lovers Lane Station to accommodate the events.
 - This was the first time that DART utilized external volunteers as parade event staff.



Special Event Partnerships Wrap-up (continued)

By the Numbers:

- Dallas Open
 - 6 posts on social media
 - Impressions: 6,446
 - Engagements: 293
 - 1 article on DART Daily earned 41 page views
- North Texas Irish Festival
 - 11 posts on social media
 - Impressions: 12,177
 - Engagements: 360
 - 2 articles on DART Daily earned 105 page views
- Dallas Mavs St. Patrick's Day Parade & Festival
 - 18 posts on social media
 - Impressions: 6,446
 - Engagements: 293
 - 4 articles on DART Daily earned 273 page views
 - 40 volunteers at 3 stations
 - 12 volunteers walked with the DART floats in the parade



Paid Media

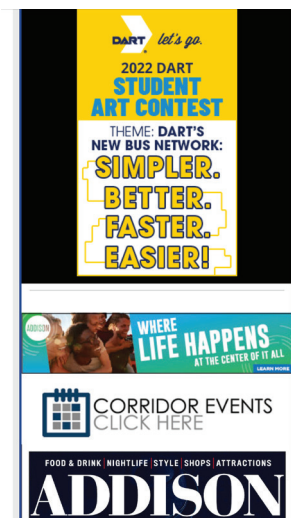
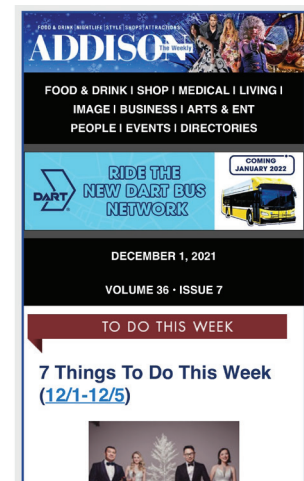
January-March

Project Overview:

DART promoted 10 campaigns on DART assets, digital, print, radio, TV, social media, utility inserts, and outdoor in Q2 FY 2022.

Project Elements:

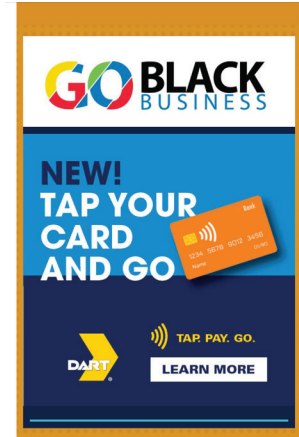
- Campaigns included:
 - Bus operator hiring campaign
 - Contactless payments
 - Dallas Mavs St. Patrick's Day Parade & Festival
 - DART Access
 - DART Student Art Contest 2022
 - DARTzoom New Bus Network
 - External volunteer program
 - Gas price relief
 - GoLink
 - Staycation spring break
- Media partnerships were secured for the following campaigns:
 - Contactless payments
 - DART Student Art Contest
 - DARTzoom New Bus Network



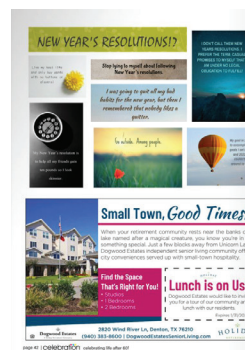
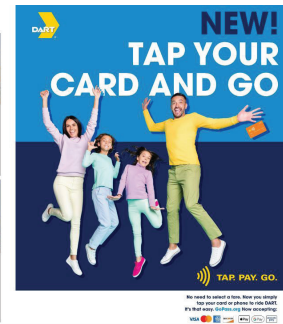
Paid Media (continued)

By the Numbers:

- Media (digital, print, radio, TV, social media, utility inserts, and outdoor)
 - Ads: 3 million
 - Market value: \$664,167
 - Impressions: 124.7 million
- DART assets (bus interiors, bus full wrap, bus ultra-super king, bus headliners, bus tails, INFOtransit digital screens, rail interiors, rail ultra-super kings, corner markers, banners, and windscreens)
 - Ads: 7,742
 - Market value: \$1.57 million
 - Impressions: 80.5 million



Black Business Directory
P.O. Box 830631
Richardson, TX 75083-0631



Social and Digital Media Recap

Project Overview:

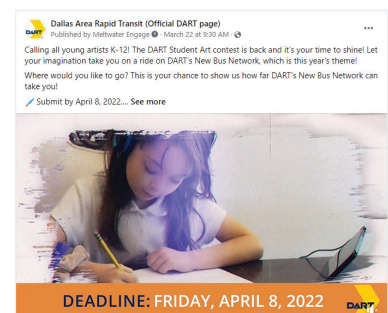
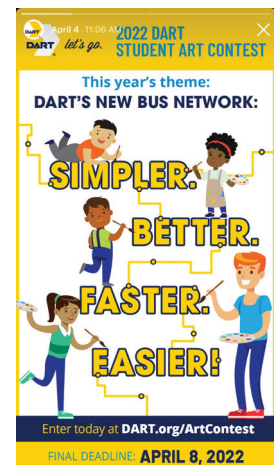
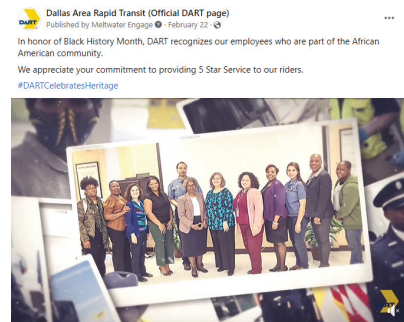
DART's digital and social media channels – including the DART Daily blog, Facebook, Twitter, Instagram, and LinkedIn – were populated with shareable content that influences the narrative about DART; informs target audiences of relevant news and information to motivate some form of action; and amplifies the DARTable brand positioning. In Q2 FY 2022, DART's Communications team posted 356 messages on social media compared to 350 messages in Q1 FY 2022.

Project Elements :

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

Highlights:

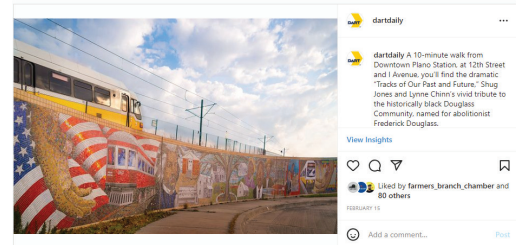
- Winter Weather Alerts
 - Posts: 21
 - Impressions: 40,583
 - Engagements: 2,288
 - Represents 5.7% of impressions and 7.7% of engagements in Q2 FY 2022
- DART Student Art Contest
 - Posts: 17
 - Impressions: 24,442
 - Engagements: 765
 - Represents 3.4% of impressions and 2.6% of engagements in Q2 FY 2022
- DARTable Weekend Events
 - Posts: 30
 - Impressions: 23,927
 - Engagements: 741
 - Represents 3.4% of impressions and 2.5% of engagements in Q2 FY 2022



Social and Digital Media Recap (continued)

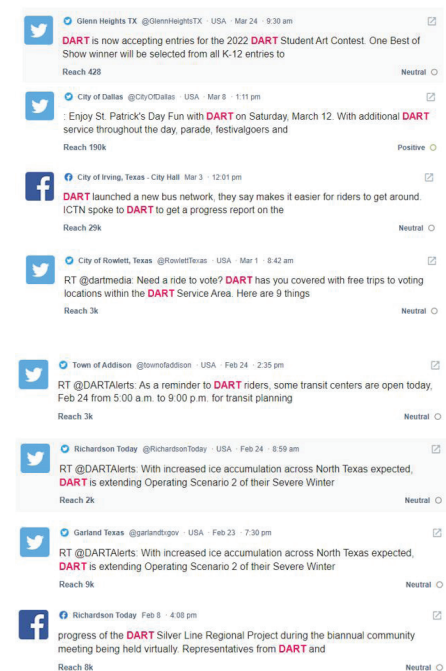
Highlights (continued):

- Black History Month
 - Posts: 22
 - Impressions: 19,559
 - Engagements: 211
 - Represents 2.7% of impressions and 1% of engagements in Q2 FY 2022



By the Numbers:

- In Q2 FY 2022, 356 messages earned over 16 million impressions and 175,200 engagements
 - This is an increase from the 6.57 million impressions and 100,349 engagements earned in Q1 FY 2022
 - The significant increase in impressions and engagements is attributed to New Bus Network paid and organic content
- The number of followers increased from 43,190 in Q1 FY 2022 to 51,700 in Q2 FY 2022
- In Q2 FY 2022, top posters from our service-area cities were Irving, Carrollton, Plano, Garland, Richardson, Addison, Glenn Heights, Dallas, Rowlett, and University Park
 - Collectively, these cities posted 139 messages related to DART on their social media channels, compared to 85 messages in the previous quarter
 - Total impressions: 1.37 million
 - Coverage included winter weather alerts, New Bus Network, GoLink, DART2Vote, and the DART Student Art Contest



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
- Rescue Rides program launch

Highlights:

- Received 110 rider commendations this quarter, including:
 - “Lesia was so very helpful and patient. She helped me get a pass on my phone and I really appreciated it.”
 - “Janice is so nice, helpful, and knowledgeable. She was so patient with helping me with the new routes.”
 - “I’d like to offer my thanks and praise to Celia for helping me. She was very pleasant and amazing all around. Celia was so awesome that she literally saved my day.”
 - “Christy was such a delight to speak to. She had such a bubbly attitude, and the way she explained the new bus service changes made it so easy to follow.”
 - “Karina was really good and professional. She found a better route that saved me time in commuting to my destination.”
 - “Lu-Verl did a great job. I’m 88 years old and Lu-Verl took her time to make sure I understood the route.”
 - “Wanda was completely out of this world. She was excellent and outstanding. Wanda understood what I was trying to report and was able to correctly file my concerns.”
- Customer Service facilitates the Rescue Rides program by screening requests for alternate mobility options when riders are inconvenienced due to a canceled trip or scheduling error.

Customer Service (continued)

By the Numbers:

- January
 - Received 50,409 calls (39% more than the 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 15% of received calls
 - Lost & Found handled 2% of received calls
- February
 - Received 69,952 calls (40% more than the same time last year)
 - Rider Trip Planning in English handled 84% of received calls
 - Rider Trip Planning in Spanish handled 3% of received calls
 - Rider Feedback handled 12% of received calls
 - Lost & Found handled 1% of received calls
- March
 - Received 59,130 calls (42% more than the same time last year)
 - Rider Trip Planning English handled 81% of received calls
 - Rider Trip Planning Spanish handled 3% of received calls
 - Rider Feedback handled 14% of received calls
 - Lost & Found handled 2% of received calls

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P&D 16 - 17	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 Division 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, and Parkland Hospital.
- The UTD Site-Specific Shuttle: The UTD campus was opened back up to in-person classes in February 2022. With campus fully opened, we saw an uptick in ridership during 2Q22: (Jan-64,720; Feb-97,355; Mar-116,869). Of the UTD Shuttle riders surveyed from February 7th through March 7th, 95% said they would recommend this route to family and/or friends. The UTD Shuttle has four (4) patterns:
 - 883 East-Serves the UTD campus and Bush/Cityline Station.
 - 883 East Express-Serves the UTD campus and Bush/Cityline Station with limited stops.
 - 883 West-Serves the UTD Campus and stops along Frankford Road and Meandering Way
 - 883 West Extension-Serves the local WalMart on Fridays and Sundays.
- 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

Executive Summary

- 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. Baylor is not supported during FY22, however, Service Planning is scheduled to re-establish the agreement beginning October 2022 (Fiscal Year 2023) and will be presented to Board in June 2022.
- ✓ Parkland Shuttles: Average weekday ridership for Route 704 was 213 in January; 181 in February, and 213 in March 2022. The route number changed to 434 in January 2022. Average weekday ridership for Route 705 was 195 in January, 291 in February, and 265 in March 2022. This route number changed to 435. Route 706 average weekday ridership was 161 in January, and 202 in February and 209 in March 2022. The route number changed to 436 in January as well. Routes 435 and 436 saw significant increases in average weekday ridership during Quarter 2. The current Parkland agreement is expiring in August 2022. Modifications to the future agreement may require a major service change to be recommended to the DART Board.
 - ✓ Amazon Shuttle: Average weekday ridership during 2Q22 was 27 passenger trips per day during January, 25 passenger trips during February, and 31 passenger trips during March. This showed a decrease over the same three months in FY21 (32, 27, 33). On January 24, 2022, DARTzoom Bus Network was implemented. Inland Port GoLink is now operating seven (7) days a week from 5AM – 8 PM.
 - ✓ 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. Under the new route redesign, Route 408 (replaced Route 824), service span and route alignment remain the same. Ridership for this service has average weekday numbers are Jan 2022 (39), Feb (50), and Mar (44) in 2Q22, and an increase of 27% compared to last year but still down 64% compared to pre-pandemic.
 - ✓ McKinney Avenue Transportation Authority (MATA): The funding agreement was renewed in 2Q22. Despite COVID-19 conditions, MATA continues to report high ridership. MATA and DART have initiated a Modernization Plan that will address innovative technologies and amenities into the vintage trolley system that can integrate and enhance connecting services with DART. HVAC, ADA, Security, Frequency, and Comfort are a few examples.
 - ✓ DFW Circulator Service: The DFW Circulator continues to show signs of recovery with an increase in ridership near 48% compared to last year. In September 2021, DART, Trinity Metro, and DFW Airport signed a three-year, three-party funding agreement for this service. A contract was awarded to Echo Transportation to operate this service utilizing Trinity Metro buses. The NCTCOG has (in a separate agreement with Trinity Metro) agreed to supplementing 50% of the funding for three years which will additionally reduce DART's contribution from one-third to one-sixth. DART's overall contribution would be reduced to \$94,933 annually over a three-year term.
- On-Time Performance (OTP) Projects: Planning and transportation staff will meet quarterly to create a list of target routes to review for OTP performance. Scheduling staff reviews

Executive Summary

monthly OTP reports developing a list of routes to evaluate. We would also note that many DART routes continue to operate on detours due to construction and development issues. These detours are adversely impacting on-time performance. Staff will work with bus ops and safety to conduct field assignments to simulate service and compare those findings with what we see using Cambridge Systematics and Transit Master. OTP for Q1 was 78.71%. OTP for Q2 dropped to 77.36%. This is 6% below our goal of 83%. DART will reduce service levels in Q3 of FY22 and plans to restore service in Q2 of FY23.

- Big Data Analytics Services: Cambridge Systematics has been meeting with DART's Service Planning Team on a regular basis to configure and rollout analytical reporting that will improve runtimes between scheduled time bands, and timepoints. Service Planning has a contract modification to enhance the prescriptive run time and time band analysis. Service Scheduling will use this tool for the Q4 service change FY22.
- Parking Occupancy Survey: DART has 49 Parking facilities within its service area, with a total capacity of 25,032 parking spaces; 7 parking lots serve the bus transfer center and 42 Rail stations (LRT and TRE). DART surveys Parking lot occupancy quarterly via a contractor (DIKITA), which happens in a 3-week time frame during each quarter. As ridership dropped significantly due to the COVID-19 outbreak, so did the parking occupancy rate. During 2Q20, the occupancy rate of all parking lots was about 40%; during 2Q22, however, the occupancy rate decreased to 8.5%. Parking lots serving Bus Transfer Centers experience the sharpest decline, from 32% to 4.7%.
- Special Events: St. Patrick's Day was Saturday, March 12, 2022. DART operated a similar service to previous years with all orange line trains going to Parker Road and extra trains running between Parker & Victory. The green and blue lines operated a normal weekend schedule. All trains consisted of 2 cars that day. Service Planning will co-host Regional Bike to Work Day events at Tyler/Vernon Station, Farmers Branch Station, and CityLine/Bush Stations On May 20. On May 6, Coldplay will have a concert at the Cotton Bowl Stadium in Fair Park. The show including opening acts is scheduled to run from 7:00 until 11:30 pm. 60,000 or more are expected.
- Severe Weather Plan: DART has developed three contingency plans designed to maintain service to and from each transit facility, should winter weather disrupt regular rail and bus service. However, these plans have been challenging since 2019. February of 2022 Scenario 2 was implemented to address inclement weather. There was no rail service and buses operated a Sunday service for six days (Feb 3-5; Feb 23-25). Bus Ops, Rail Ops, and Service Scheduling have created a special task force to recommend new strategies. The following recommendations will be implemented Q1 of FY23.
 - Remove headways from all scenarios.
 - Remove specific span of service information.
 - Ensure the scenarios allow for more flexibility.

Executive Summary

- Incentives – announced at the beginning of the event, for example, double pay for all operators.
 - Include TRE, M-Line and Streetcar.
 - Go-Link and paratransit should be excluded from defined scenarios, and Leadership will determine the service to be provided per event (creates more service flexibility).
 - Do not post Scenario details to the public.
- Vanpool Program: At the conclusion of 1Q22, DART and the vanpool vendor (AVR) agreed on a force majeure termination of the vanpool contract primarily attributed to COVID and related ridership and supply channel issues. In collaboration with NCTCOG and Trinity Metro, DART was able to shift the nine vanpools to Trinity Metro at the beginning of 2Q22. The DART vanpool program is suspended since March 2022, however, NCTCOG, Trinity Metro, DCTA, and DART have agreed to establish a regional vanpool program as current vanpool contracts expire.
- Service Improvement Activities: DART's New Bus Network was implemented on January 24, 2022. The New Bus Network was designed to increase frequency, reduce travel time, improve service, and provide better access to DART service area residents. The initial response from customers seems good. Ridership on all bus routes appears to have increased about 12% in March 2022 from the previous year. Persistent labor shortages have necessitated a temporary adjustment in service, however. This will impact 34 of DART's most frequent bus routes. The impact on ridership next quarter is yet to be determined. DART hopes to return to full service as soon as January 2023. In the meanwhile, DART has launched the Rescue Rides program to help fulfill missed trips due to operation or logistics errors at DART side. A Five-Year Action Plan is under development to help guide the bus service from that point on.
- Service Standards: The Board of Directors adopted the new revised Service Standards Policy during the December 14, 2021 Board meeting. 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. The 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. Additional revisions to Service Standards may be needed after completion of the Five-Year Plan in 2022.
- Regional Service Policy and Operations: Allen, Wylie and Fairview maintain contracts with DART Mobility Services LGC for FY22. Ridership for Collin County Rides continues to grow as vaccines become more widespread. March 2022 saw the highest ridership with 939 completed trips for the Collin County Rides program. During 2Q22, DART LGC is seeking guidance from the DART Board to either extend the contract with Allen, Wylie, and Fairview

Executive Summary

for a predetermined period to transition through a procurement process to select a new service provider, or the DART Board modifies DART Policy III.07 to allow the DART LGC to continue to provide service for limited populations such as seniors or riders with disabilities through Rider Assistance Programs (RAP).

- Collin County Rides: Collin County Rides ridership declined significantly with the COVID-19 Pandemic, particularly in Fairview. The contract expires at the of FY22 and staff will seek direction from DART Board as well as the contracting cities (Allen, Fairway, Wylie) about the future of this program.
- Collin County Transit: DART Mobility Service, Local Government Corporation (LGC) entered an Interlocal Agreement (ILA) with the McKinney Urban Transit District to provide transit services for seniors, riders with disabilities, and low-income riders. This service is replacing the current Collin County Transit service provided by DCTA which expires on December 31, 2021. LGC will serve as the project manager with Spare Labs providing Software as a Service (SaaS), Echo Transportation and Irving Holdings providing dedicated service, Lyft providing non-dedicated service, and Telelink Answering serving as the call center. Service began on Sunday, January 2, 2022. As of 2Q22, Collin County Transit has added 143 new riders through the DART Eligibility Portal and ridership continues to increase with March 2022 seeing the highest ridership with 1,449 total trips. In addition, Lyft has been added to the service to increase fleet capacity and reduce wait times.
- GoLink: Working with Spare Labs 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. The pilot test for GoLink Service in South Dallas/Fair Park has been extended until January 2023 with expanded service hours and enhanced marketing/outreach. Under the Final Bus Network Plan, DART added 13 new GoLink zones and expanded many others, with 30 total zones in operation in the new network. Since the implementation of all zone's ridership has increased. The Plano Zone to Zone Pilot (the East/West service in Plano) has shown signs of interest Jan (335), Feb (618), and Mar (1132). The pilot test for GoLink service in South Dallas-Fair Park has moved to more successful pilot. 2Q22 numbers for South Dallas-Fair Park were 255 in January, 365 in February, and 792 in March. Team continues to monitor various KPI's to determine if zone will be successful for conversion.

Mobility Program Development

- **511DFW**: During 2Q22, 511DFW website had 3,083,100 hits with 8,127 visits. The Phone system received 16,190 calls during the same time. 20,618 incidents were reported citing road closures, detour information and additional traveler assistance information from the TxDOT (Texas Department of Transportation) center-to-center (C2C), and EcoTrafix user information was posted on the 511DFW website. 289,874 Waze events were also posted on

Executive Summary

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. With the 3G technology dismantled, DART worked with contractors to upgrade the 28 modems to support 4G. This work is completed within the scheduled time in Mid-February 2022. 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 (Application Programming Interface) data and integrating the parking lot information into the 511DFW system.
- **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 final design (PS&E package) work for the widening of the Boedecker St. & Park Lane southeast corner to accommodate a 40' bus curb turning radius in 2Q22. 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 city's new standards. Project letting is expected in 3Q22 with construction completion by the end of year.
- **TRIP Programs:** Invoices from the four participating cities of University Park, Highland Park, Glenn Heights, and Cockrell Hill are being processed now for reimbursement for the TRIP Program Agreements. This program will be ongoing through September 2025.
- **Crewrooms Project:** The DART Board approved construction of up to 13 Crewroom buildings to address the deficiencies regarding the number of facilities supporting DART's bus operation. 10 Crewrooms put in service at the following locations: Dallas Convention Center

Executive Summary

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 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. In 2Q22, staff began to explore the possibility of using electricity instead of solar power.
- Standard Shelter Installation: In 4Q21, the goal of installing 20 shelters, 30 benches and free-standing lights was met. The current amenities contract has expired. In 3Q22, the new contract will be approved by the DART Board.

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

- 2Q22: Completed a 3-bus lease agreement with ECHO Transportation to allow the UTD bus service to operate uninterrupted while the UTD bus fleet receives much needed overhauls.
- 4Q21: The DFW Site Specific Shuttle Agreement between Trinity Metro, DFW Airport and DART was approved by the Board for three years. Echo Transportation was awarded the contract to operate the DFW Circulator service. The buses will be provided by Trinity Metro.
- 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.

- 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

concurrent and a Request for Proposal RFQ is currently in development.

- 1Q21: In discussion with MATA to expand future trolley schedule, SMU shuttle modeled as UTD and, DFW Airport Site Specific Shuttle discussion and budget forecasting.

Schedule

- 4Q22: Investigating possible Site-Specific Shuttle opportunities in West Dallas in partnership with Toyota. Also, the possibility of a site-specific shuttle service supporting the Redbird Mall and surrounding areas in South Dallas.
- 4Q22: City of Richardson Site Specific Shuttle Service scheduled for Board approval in August 2022.
- 3Q22: UT Southwestern and Baylor, Scott White Site-Specific Shuttle Services scheduled for Board approval in June 2022.
- 3Q22: Parkland shuttle agreement ending in August 2022.
- 2Q22: McKinney Avenue Transit Authority Funding Agreement set to go before the board on February 8, 2022.
- 1Q22: Baylor has requested that both Baylor and DART re-engage discussions on re-establishing the Baylor Site Specific Shuttle Funding Agreement. Pending
- 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

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

- 2Q22: Provided NCTCOG an index of bike amenities located at DART Rail Stations and Transit Centers.
- 1Q22: Innovative Services reviewed data collected from the micromobility study of DART Park & Ride Stations and Transit Centers to develop the draft report.
- 4Q21: Innovative Services completed the data collection phase of the micromobility study for all DART Park & Ride Stations and will draft the report in 2Q22.
- 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.
- 1Q22: Bike Lid misuse workflow intranet form moved to out of testing to production 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.

Bicycle / Pedestrian Program Development

Service Planning and Scheduling

- 1Q21: Innovative Services met with Swiftmile to understand opportunities for infrastructure to charge and park micro mobility vehicles.

Issues

- 1Q22: None at this time.

Schedule

- 3Q22: DARTs annual Bike to Work Challenge scheduled for May 20th at Tyler/Vernon, Cityline/Bush, and Farmers Branch Stations.
- 1Q22: Implement bike lid misuse form in Amenities Workflow
- 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.

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

- 2Q22: Briefed board on FY 22-Fy25 contract
- 1Q22: Board approved updated amenity standards
- 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

- 2Q22: Board approve FY22-FY25 amenities contract
- 2Q22: Brief Board on FY22-FY25 new amenities contract
- 2Q22: Complete amenity warrant analysis
- 1Q22: Request Board approval for updated amenity standards
- 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

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

Description

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

Issues

- 1Q22: Innovative Services met with Procurement, Insurance/Risk, and Airport Van Rental (AVR) to explore options for keeping the Vanpool Program in operation with DART paying AVR's insurance premiums to reduce their financial burden (\$430/vehicle). After multiple discussions with AVR, they requested to terminate the Vanpool contract using the force majeure clause.
- 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.

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

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

- 4Q22: Staff are working with Oncor to identify electrical grid for the 3 smart shelters. There has been a delay with getting drawings showing power source locations.
- 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

FY 2022 Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> <i>Expanded Services</i> 	<p>Service Changes</p> <p>Micromobility</p>	<p>In June 2022, DART will implement service modifications as well as a minor service change to accommodate feedback from customers and stakeholders. The service modifications include reducing the total number of trips on 34 routes to increase reliability amidst a severe Bus Operator labor shortage. The minor service change will impact a small number of bus routes and GoLink zones.</p> <ul style="list-style-type: none"> Route 215 will be diverted to serve Overton Park Apartments and Parkland Bluitt-Flowers Clinic; and Route 220 will be modified to loop north to Military Parkway rather than south down to Bruton; and Central Irving and East Irving GoLink zones have been slightly modified to incorporate major nearby commercial destinations; and North Dallas GoLink zone has been split into 2 distinct zones to increase ridership and expand operational reach of the service. <p>Innovative Services is assisting the Capital Planning department with the Mobility Hub Guidelines project which entails a comprehensive study of the existing transit system and development of Mobility Hub Guidelines with the goal of creating mobility options to enhance the DART fixed-route bus system and rail network through ridesharing, bikeshare, and scooters while adhering to pedestrian safety.</p>
<ul style="list-style-type: none"> <i>Improve Customer Waiting Conditions</i> 	Improved Passenger Support Facilities	In FY 22, DART Board approved updated amenity placement guidelines. Staff has completed amenity assessment based on the revised standards.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> <i>Implement Efficiencies</i> 	GoLink – UberPool	<p>Ridership for 2Q22 on GoLink service continues to increase Jan 2022 was (19,077), Feb was (23,162) and Mar was (33,273).</p> <p>Pre-pandemic numbers from FY 2019 were 12,711 in January, 11,737 in February, and 13,315 in March.</p>

FY 2022 Score Card Five-Year Action Plan

Service Planning
and Scheduling

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FY 2022 Score Card

Five-Year Action Plan

Service Planning and Scheduling

		<p>On January 24, 2022, the New Bus Network was completely implemented. Under the New Bus Network, 13 new GoLink Zones were added, and several of the existing GoLink Zones were expanded. Many have had weekend service for the first time. Operating hours for the South Dallas/Fair Park GoLink Zones were expanded from mid-day service (9:00 a.m.-4:00 pm.) to all day service (5:00 a.m.-8:00 p.m.). A new Plano Zone-to Zone pilot was implemented as well. This program allows customers to travel between the three (3) largest Plano GoLink Zones.</p> <p>Overall, 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. Spare Labs and Uber continue to work through their respective contract processes. Development work is continuing to keep the process moving forward.</p>
	Site-Specific Shuttles	<p>McKinney Avenue Transportation Authority (MATA). Completed their Modernization Assessment Plan and it was briefed during the Planning and Capital Programs Committee on January 8, 2022.</p> <p>Baylor Scott White wishes to re-engage DART in 4Q22 with a new Site-Specific Shuttle Agreement. Agreement was temporarily suspended due to short staffing at Baylor Scott White.</p>
	Vanpool Non-Traditional Service	<p>With AVR canceling the vanpool contract, Innovative Services will continue to participate in the Regional Vanpool Council with NCTCOG, DCTA, and Trinity Metro. In addition, Innovative Services will explore electric vehicle (EV) options and grant opportunities to assist with charging infrastructure to promote EV adoption.</p>

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

PDPR-090

TO: Distribution

SUBJECT: **SECOND QUARTER FY 2022**
PROJECT DEVELOPMENT PROGRESS REPORT

This document is the Second Quarter FY 2022 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through March 31, 2022, including Systems Integration and Real Estate.

/s/ *Dee Leggett*

Dee Leggett
Executive Vice President
Growth/Regional Development

DL/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 would increase LRT capacity while enhancing operational flexibility and serving new markets. The project would connect Victory Station to the north central tunnel near IH 345 via Commerce Street. 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 proposed, 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 early planning phase focused on sustainable O&M funding opportunities.

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. The locomotives were delivered to TRE EMF on January 7, 2022. Final acceptance and PTC validation will finalize in May 2022.

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 scheduled for completion in August 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 has been designed to 30% with cost estimates transmitted to the City of Dallas. Advancement of the project is pending City of Dallas direction. It would be a design/bid/build project 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).



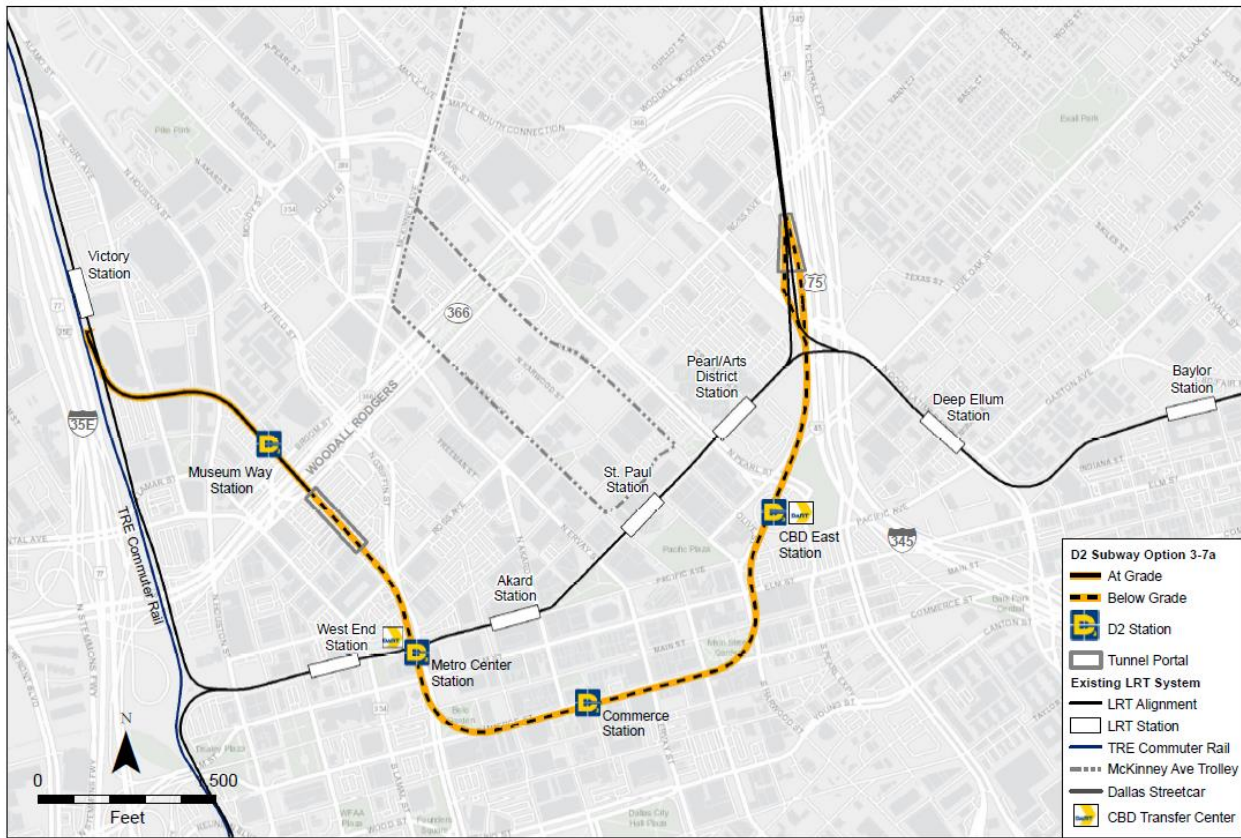
Dallas Central Business District (CBD)

D2 Alignment

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Map-Revised LPA (approved 2/22/22)

D2 Alignment

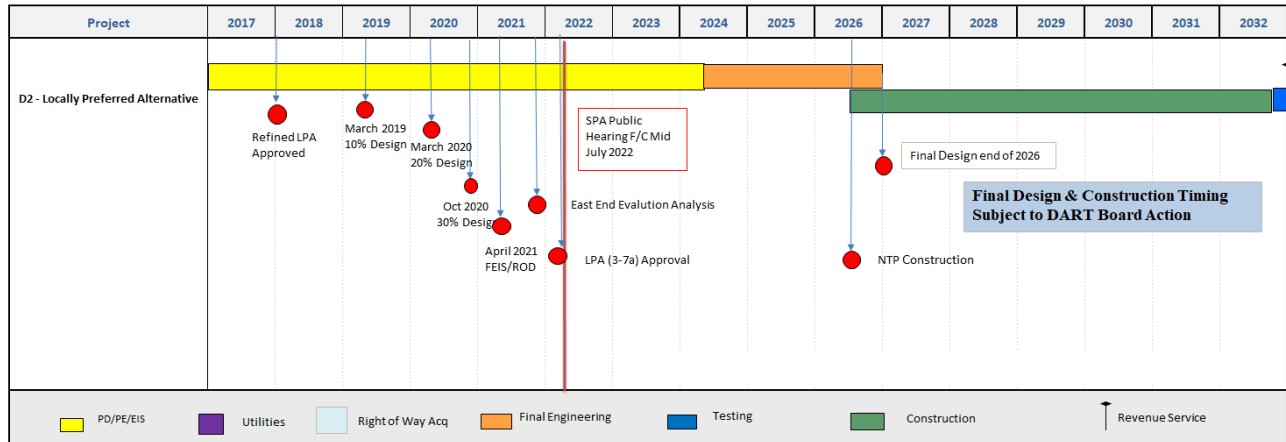


Summary Control Schedule

D2 Alignment

Dallas Central Business District (CBD) D2 Summary Control Schedule

3/31/2022



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	\$26.2	\$21.8

- 1) Committed values reflect activity through 03/31/22.
- 2) Expended to Date values reflect activity in DART's General Ledger through 03/31/22
- 3) Control Budget reflects amended FY21 Financial Plan Amendment to \$1,940M approved on 5/25/21 (Board Res. No. 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 03/31/22 after removal from CIG) - \$16,930,932.

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 North Central Corridor just north of the Southeast Junction. It would increase LRT capacity through Downtown Dallas, relieving congestion on the existing Bryan/Pacific Transit Mall and on the Downtown junctions, and increasing capacity systemwide. It also would enhance operational flexibility and serve new markets.

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 were completed. The Project Development effort on the Commerce via Victory/Swiss Alternative, which included Preliminary Engineering to 30% design and an FEIS/ROD was completed on April 9, 2021.

On March 24, 2021, the Dallas City Council approved the western half of the alignment (referred to as Zone A) but directed that staff review D2 project refinements, enhancements, and/or modifications for the area in Zone B (eastern half of the alignment). In response, DART jointly completed the evaluation with TxDOT, City of Dallas and NCTCOG between May and September 2021. This effort

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Description (Continued) concluded with the approval of a preferred alignment (Option 3-7a) for the eastern half of the project which is reflected on the project map as the revised LPA. The revised LPA was approved by both the Dallas City Council and the DART Board of Directors on February 9 and February 22, 2022, respectively.

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.

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 on August 27, 2021, to obtain an updated project rating to support Entry into Engineering. Upon conclusion of the technical phase of the East End Evaluation, DART submitted a letter to FTA on October 20, 2021, informing them about the postponement of the request to Enter the Engineering phase of the D2 Subway project.

As part of the request to enter Engineering, DART submitted a number of draft Readiness Documents to FTA. These documents include: Project Management Plan (PMP), Risk and Contingency Management Plan, Constructability Review Report, Risk Register, Value Engineering Report, and an Independent Cost Review (ICR). These documents can be refreshed and updated when DART decides to move the project back into the CIG program.

The current project status is focused on preparing a scope of work to advance the new east end alignment to 30% design and gain environmental clearance. This would start summer 2022 and be an 18-24 month process, and include a new cost estimate. The DART Board will continue discussions on project timing. During this timeframe opportunities for corridor preservation will be discussed and brought to the Board for consideration.

Issues Key issues include the potential inclusion of non-revenue track in the Victory Park area and Board direction on corridor preservation opportunities.

DART is also taking the necessary steps to amend the Service Plan.

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

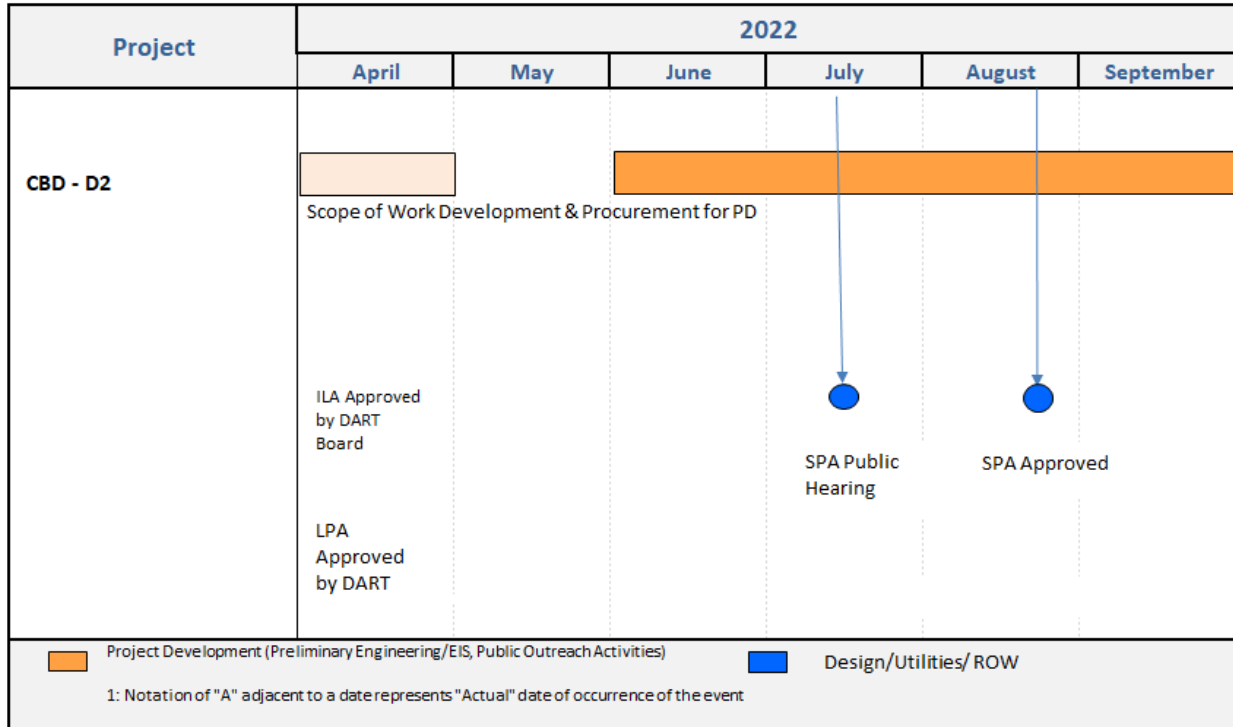
Issues (Continued) Agency technical and legal staffs from TxDOT, NCTCOG, City of Dallas and DART continue to work on finalization of an Interlocal Agreement/Memorandum of Understanding for review and approval by their respective decision-making bodies (DART Board, Dallas City Council).

Six-Month Look Ahead

D2 Alignment

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

3/31/2022



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Program of Interrelated Projects

Red & Blue Line Platform Extensions

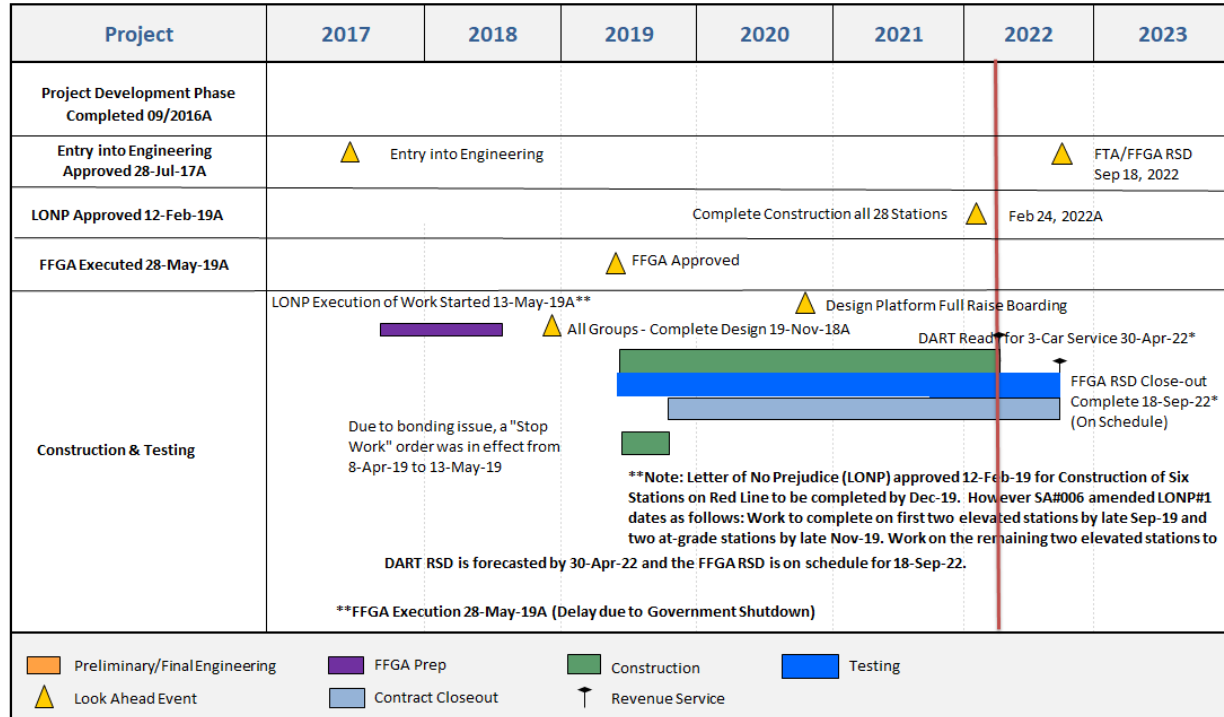
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Summary Control Schedule

Interrelated Projects Platform Extensions

Red and Blue Line Platform Extensions Summary Control Schedule

3/31/2022



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	\$ 114.7	\$104.0

- 1) Committed values reflect activity through 03/31/22.
- 2) Expended to Date values reflect activity in DART's General Ledger through 03/31/22.
- 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

Board Strategic Priority	2: Provide stewardship of the transit system, agency assets and financial obligations
Description	<p>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.</p> <p>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.</p>
Status	<p>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.</p> <p>The anticipated August 2018 date for submittal to FTA for the Full Funding Grant Agreement (FFGA) was achieved August 17, 2018.</p> <p>On September 24, 2018, the FTA confirmed use of pre-award authority on long-lead items.</p> <p>On October 30, 2018, the Board authorized award of construction contracts pending FFGA execution.</p> <p>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.</p> <p>In February 2019, DART prepared a CM/GC Group B contract change to construction schedule and NTP for LONP work.</p> <p>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</p>

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 completion on February 24, 2022. Systemwide testing will follow and is anticipated to be completed by end of April 2022, at which time LRT system will be ready for three-car operation.

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 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/Uptown 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/Uptown 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.

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.

A preliminary Substantial Completion Inspection was held at Mockingbird Station on January 14, 2022, with completion anticipated by February 5, 2022.

Construction completion for 8th & Corinth Station is anticipated by February 24, 2022.

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.

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

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

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

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

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

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

On April 22, 2020, Notice 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.

On weekend of February 11-13, 2022, railway signal at Park Lane Station is scheduled for relocation.

Contract closeout is in progress.

Group C

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

Status (Continued) 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 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, and on November 5, 2021, Westmoreland Station received substantial completion.

On December 22, 2021, Westmoreland Station was 100% complete; all items had been addressed.

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.

Status (Continued) On May 6, 2021, Forest/Jupiter Station was 100% complete. On May 25, 2021, White Rock Station was 100% complete. On January 7, 2022, Downtown Garland Station was 100% complete. On January 28, 2022, LBJ/Skillman Station was 100% complete. All items for all four stations have been addressed.

Group E

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

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

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

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

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

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

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

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

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

Contract closeout is in progress.

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 Rail Activation Start-up Task Force (RASTF) meetings are ongoing. Systemwide Integration testing meetings for coordination and planning are ongoing. The RBPE project has a total of 353 integrated tests. Fifty-three (53) of these 353 are systemwide verification tests. There are 649 Safety and Security Certifiable Items (SSCI).

The OP-54 Readiness for Revenue Service review has started with FTA and State Safety Oversight (SSO) authorities. DART personnel interviews were held on February 23 and 24, 2022, with FTA representatives.

The Systems Integration Group (SIG) activities continue. As of March 31, 2022, the SIG has performed a total of 334 integrated tests and systemwide testing activities have started at select locations. Pre-Revenue Service activities scheduled for April 26, 27 and 28, 2022.





Safety and Security Certification activities continue for the project. As of March 31, 2022, 625 of the 649 SSCIs are verified and closed.

Issues

PA/VMB equipment requirements related to Safety/Security Certification are being mitigated. SSCRT and DSC approved mitigations in March 2022 meetings. Mitigations in process of implementation in March 2022.

Six-Month Look Ahead

Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS						
Six-Month Look Ahead						
03/31/2021						
Project	2021					
	April	May	June	July	August	September
Red and Blue Line Platform Extensions - Pre-Construction/Force Account Systems Construction/Construction Related Activities	Continue Civil Construction on Forest/Jupiter, White Rock, Dallas Zoo, Hampton, Convention Center and Cedars Stations Complete Forest Jupiter, Dallas Zoo, Hampton, Cedars, and Convention Center Civil Construction (11-Mar-21) Complete White Rock Civil Const. (8-Apr-21) Complete 8th & Corinth Civil Const. (24-Feb-22) Complete Mockingbird, Civil Const. (5-Feb-22) Complete Tyler Vernon Civil Const. (30-Aug-21) Complete westmoreland Civil Const 09-Jan-22  DART RSD 30-April-2022				 FFGARSD 18-Sep-2022	
Red and Blue Line Platform Extensions - Design Related Activities	All 100% Final Design Submitted October 19, 2018A and the 100% Final Design for Full Platform Raise at Mockingbird, 8th & Corinth completed January, 2021 and Westmoreland, LBJ/Skillman and DT Garland completed December, 2020 Systems Force Account Work Completed 12-Feb-2022					
Red and Blue Line Platform Extensions - Federal Process	Complete Executive air Review Apr 26, 2019A (Gov. Shutdown Impact) Receive FTA Approval for Letter of No Prejudice (LONP) Six Stations ariel Red Line Feb 12, 2019A Receive FTA Region 6 approval for Long Lead Material Solicitations March 20, 2019A DART Submits Core Capacity & SCC Templates for FFGA Application - August 17, 2018A FFGA Executed May 28, 2019A					
 Look Ahead Event						
 Texas State Fair Window 2021						

Change Control Summary

Interrelated Projects Platform Extensions

Interrelated Core Capacity Projects - Change Control Summary

Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(March 2022)
Red & Blue Line Platform Extensions Group A	C-2030485-01	Austin Carcon JV	\$18,608,148	\$983,006	\$19,591,154	96,892	\$18,705,040	\$886,114	10%	100%	
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	\$9,003,800	\$504,728	\$9,508,528	0	\$9,003,800	\$504,728	0%	100%	
Red & Blue Line Platform Extensions Group D	C-2030485-04	Gilbert May, Inc dba Phillips May Corporation	\$10,132,654	\$577,268	\$10,709,922	0	\$10,132,654	\$577,268	0%	100%	
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:			\$64,262,476	\$3,651,051	\$67,913,527	\$142,593	\$64,405,069	\$3,508,458			

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 03/31/22.
- 3) Expended to Date values reflect activity in DART's General Ledger through 03/31/22.

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

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

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

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

Issues The following are needed for project progress:

- Completion of city review of the Convention Center Loop design/cost to determine if all or part of project will be integrated into Central Link
- Completion of the Draft Streetcar Master Plan in Summer 2022, pending Dallas city staff and council feedback
- Timely approval of request to enter Project Development once submitted to FTA, anticipated in 2023, pending City of Dallas O&M funding sources study in 2022 and coordination with the D2 Subway project



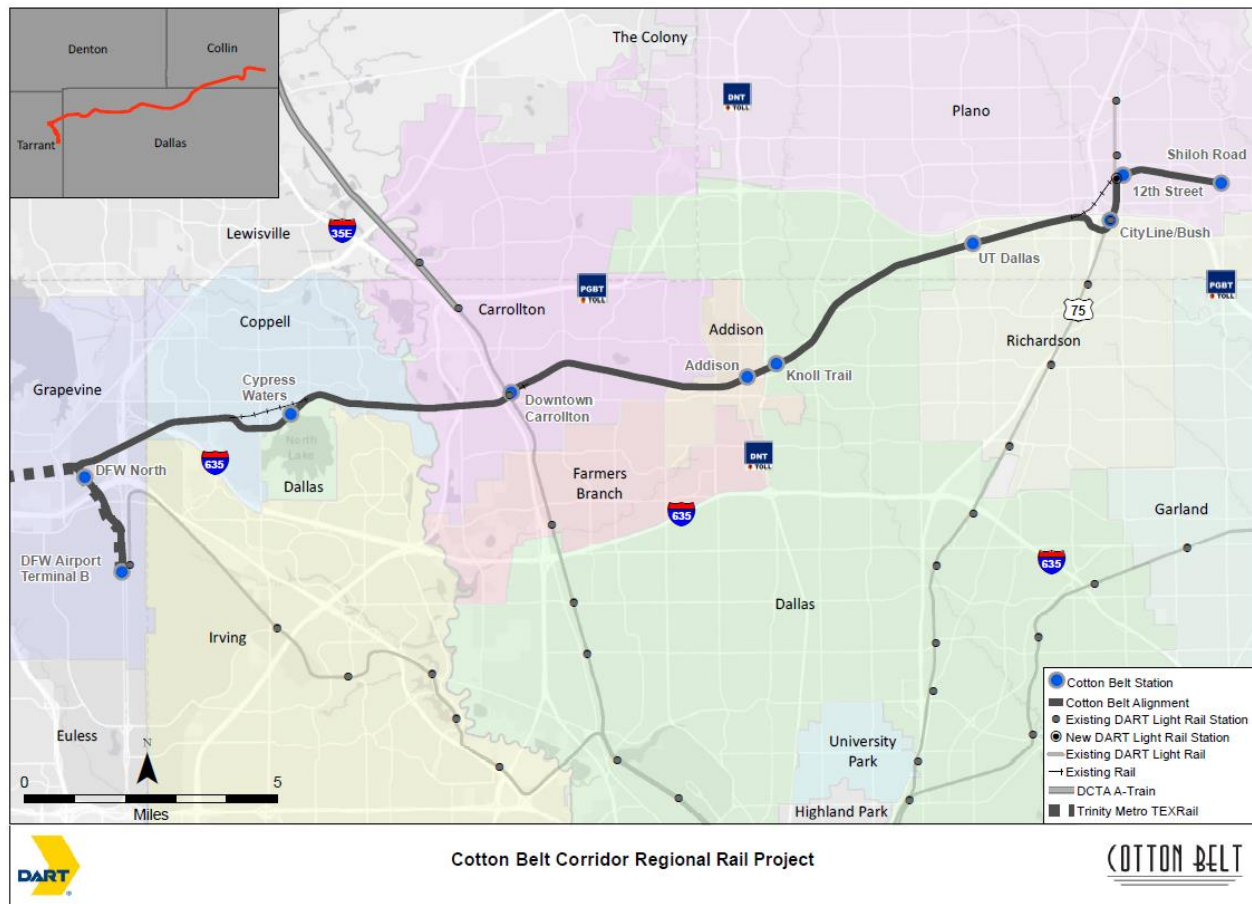
Commuter Rail and Related Projects

Silver Line Regional Rail

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Cotton Belt (Silver Line) Map

Commuter Rail
Silver Line Regional Rail

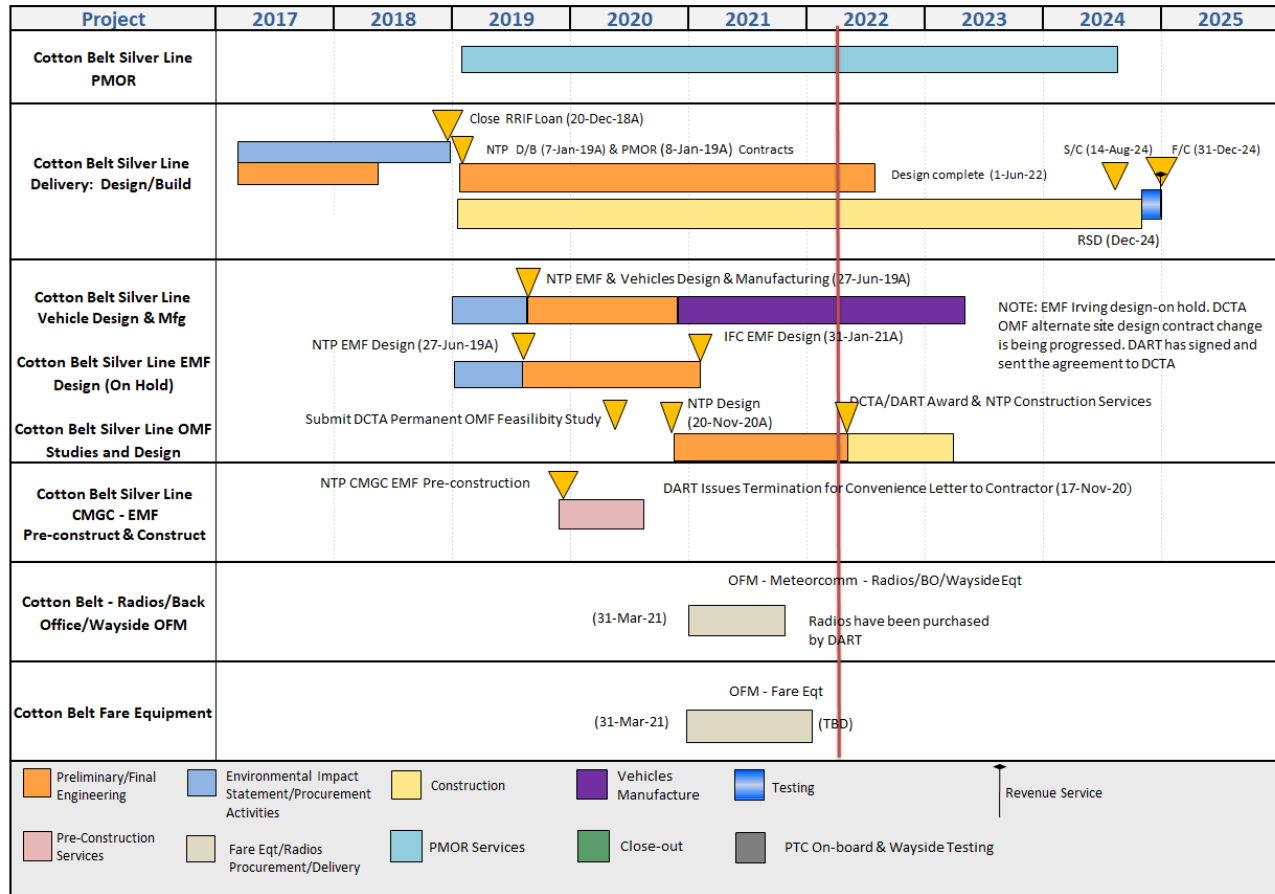


Summary Control Schedule

Commuter Rail Silver Line Regional Rail

Cotton Belt Silver Line Summary Control Schedule

3/31/2022



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	\$1,256.9	\$835.3	\$327.0
OPS/ Maintenance Facility	52.4	8.5	4.6
Commuter Rail Cars	166.6	142.1	53.9
CB-1	70.1	70.1	66.2
CB-2	62.1	62.1	62.1
CB-3	53.5	53.5	53.5
CB-3 Plano	65.2	65.2	0.2
CB-3 Richardson	45.2	45.2	0.1
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	8.1	8.1	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	\$1,829.9	\$1,339.9	\$570.1

Cost Summary

Commuter Rail Silver Line Regional Rail

- 1) Expended to date values reflect activity through 03/31/22, 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 03/31/22.
- 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 Resolution 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 – 03/31/22) - \$561,753,395.
- 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	0.1
Cotton Belt Ancillary Projects	\$ 69.0	\$ 11.7	\$0.4

- 1) Expended to date values reflect activity through 03/31/22, 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 03/31/22.
- 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). Current parcel count is 94 due to new parcels being added and 2 parcels being deleted due to design iterations.

The current parcel breakdown includes:

- 80 partial acquisitions
- 14 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:

- The design-build contract to AWH was let in January/February 2019 but did not include metes and bounds. DART spent the rest of 2019 negotiating the price for the number of metes and bounds, which are the subject of Supplemental Agreement #4 (SA#4). Although AWH in good effort began providing some legal descriptions, they could not be used because the Board had not approved the mechanism to legally pay for the metes and bounds.
- In February 2020, the Board approved the SA#4 for metes and bounds.
- It took AWH three to four months after the SA#4 approval to produce corrected metes and bounds for the Real Estate team p to be able to use them for Construction Right of Entry (CROE)/appraisal purposes.
- In October 2020, AWH provided a list of "Priority Properties", however the legal descriptions submitted did not match their priority list, and their "Priority List" changed.

Issues (Continued)

- Real Estate team were unable to reach property owners in early 2020 to secure rights of entry for surveys due to pandemic.
- There has been a delay in securing CROEs and acquiring properties per the schedule included in the contract.
- There has been a delay in securing Third-Party agreements.
- DART is 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 has created a schedule issue.

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 aesthetic arch for the US 75 bridge in the City of Richardson. Conceptual designs are complete. DART is discussing plans and funding considerations for execution of next phases of the project including final design and construction. Final design negotiations have been completed and final design is in progress. Construction activities for the basic bridge structure, including bridge pier installation, are in progress.

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 2019, 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 the end of December 2021, carbodies for the first four vehicles and the trucks for the first three vehicles had been completed and delivered to Salt Lake City, UT for assembly. The carbodies for vehicles 5 and 6, and the trucks for vehicle 4 were in shipment to Salt Lake City. Vehicle Final Assembly is in progress in Salt Lake City with the production of vehicles 1 and 2 being 65% and 40% complete, respectively.

Status (Continued) 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. In October 2021, the DART Board approved a resolution authorizing the President & Chief Executive Officer to enter into an ILA with DCTA for the expansion of the DCTA's OMF in support of the receiving, testing and commissioning, as well as the operations and maintenance of the Silver Line vehicles. As of December 2021, an ILA and a lease agreement were being developed for the expansion and use of the DCTA facility.

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.

Issues (Continued) Agreements with Freight Railroads

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

UPRR/FWWR agreement for October 2021 is tracking late and is now anticipated to be completed in February 2022. On August 31, 2021, all parties reached agreement on siding approach, freight issues, and alignment on the 4th Amendment.

The operating agreement is under negotiation with UPRR/FWWR and BNSF.

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, as well as following up with City of Coppell on executing an agreement.

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

Issues (Continued) 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

Issues (Continued) holding design approval for several intersections including McCallum and Hillcrest.

Six-Month Look Ahead

Commuter Rail Silver Line Regional Rail

COTTON BELT SILVER LINE

Six Months Look Ahead

3/31/2022

Project	2022					
	April	May	June	July	August	September
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's Revised Baseline Schedule is being developed. Two previous submissions have been rejected by PMOR					
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) ▲ DART has signed and sent the agreement to DCTA - Joint Stadler/DCTA OMF Design commenced February 16, 2022					
Cotton Belt - Vehicle Manufacturing	Vehicle CDRL Submittals Complete: Design & Performance Criteria/Carbody Exterior/Operator's Cab/Doors/Heating Ventilation & AC/Lighting/Auxiliary Electrical Equipment/Propulsion System/Friction Brake Systems/Communication/PTC System/Carbody Interior/Trainline and Local Signal Architecture/Monitoring & Diagnostics/Software Systems/Finalize Order of LL Items					
	DMU#1 Dynamic Commissioning in SLC scheduled for late May 2022					
	First Vehicle DMU#1 due in Texas, August 09, 2022					
<div><div>Design/Utilities/ROW</div><div>GMP /IFB</div><div>Construction</div><div>Vehicles Manufacture</div><div>LRV Acceptance/Testing</div><div>CMGC Pre-construction & Construction</div><div>Design, Build, Integrate</div><div>Duct bank/Fare Eqt/Radios Procurement/Delivery</div></div>						

Change Control Summary

Commuter Rail Silver Line Regional Rail

Commuter Rail Projects - Change Control Summary

Facility/ Contract Package	Contract Number	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Note (b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note (a)	Additional Comments (March 2022)
Cotton Belt Regional Rail - Design Build	C-2033270-01	Archer Western Herzog 4 JV	1,056,116,577	67,144,384	1,123,260,961	17,466,306	1,073,582,883	49,678,078	26%	10%	
Cotton Belt Regional Rail - PMOR	C-2034482-01	WSP/AZ&B Joint Venture	41,705,301	1,434,025	43,139,326	0	41,705,301	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	1,790,858	233,217,795	2,667,142	40%	10%	
Cotton Belt Regional Rail EMF CMGC Pre-Const Services	C-2043451-01	Archer Western Construction, LLC	1,169,565	74,988	1,244,553	0	1,169,565	74,988	0%	100%	Cancelled
TOTALS:			1,097,821,878	68,578,409	1,166,400,287	17,466,306	1,115,288,183	51,112,103			

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	\$14.8	\$3.7
Veloweb Hike and Bike Program	\$25.1	\$14.8	\$3.7

- 1) Expended to date values reflect activity through 03/31/22, 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 03/31/22.
- 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 the design-builder (AWH) on July 30, 2021. Design-builder and designer responded to all design comments. Sixty percent (60%) design is progressing except for areas where there were questions related to the 30% design review. On October 21, 2021, DART met with NCTCOG to review the 30% design comments with the design team.

The trail design is separated into three phases:

- Phase 1 includes the bridge designs of Dallas North Tollway (DNT), White Rock Creek, Plano Parkway, Preston Green Park, Jupiter, and Custer; 60% design is trending completion on or before June 2022

- Phase 2 includes the trail design of Grapevine Creek, Midway Road, McKamy Branch, Synergy/Renner, Spring Creek, Knoll Trail to White Rock Creek; 60% design is trending completion on or before September 2022

- Phase 3 includes the remaining trail sections; 60% design is trending completion on or before December 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

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail Veloweb Hike and Bike

Status (Continued) 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 under the Silver Line contract. All remaining construction is anticipated to be constructed by a second contractor. Preparation for DART to modify the Silver Line design-builder'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.

Issues **Railroad Agreements**

Rail Spur agreements between freight railroads and cities continue to be delayed until Union Pacific Railroad (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. The 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%. DART began conversations with the Railroad agencies in December 2021 to discuss rail spurs. The majority of the siding track location agreements have been reached and will be included in the design and the operating agreements.

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

ILAs 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

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail Veloweb Hike and Bike

Issues (Continued) provided to the designer in August 2021. A meeting with the agencies and designer was held on October 21, 2021, to review the 30% design comments. On November 15, 2021, a summary meeting was held with the cities to share 30% design comments.

City of Dallas

NCTCOG/AWH/DART negotiated the construction costs for Preston Green Park Bridge on November 4, 2021.

City of Grapevine

Connection to Future City of Grapevine Trail – Meeting held on November 30, 2021, between NCTCOG/City of Grapevine/DART to discuss connection and alignment issues related to the connection of the City’s trail with the Hike and Bike Veloweb trail, due to the impact of a possible future 2nd track west of the wye at the northwest end of the airport property.

City of Coppel

Potential Re-alignment: Concern about additional ROW needed to accommodate the Belt Line 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.

Union Pacific Railroad has indicated an interest in having rail storage track just west of Coppel Road where the trail is presently located, which could cause a change of trail alignment and design. Recent discussions with Union Pacific Railroad appear to confirm their insistence in having the spur track where the trail is located.

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 Blvd. to Marsh Lane. DART provided a potential alternate route to the North of Maridoe Golf Course to NCTCOG for consideration and discussion with the City of Carrollton. Since the city is emphatic that they will not solicit additional ROW from Maridoe Golf Course, the originally planned trail alignment will

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail Veloweb Hike and Bike

Issues (Continued) have to be abandoned. A confirmation is needed between City and NCTCOG to abandon the original route between Kelly Blvd. and Marsh Lane and/or pursue an alternate route which may not meet the design schedule expected for the rest of the trail. An alternate route will require a preliminary engineering assessment which may include surveys, environmental clearance, a traffic analysis and funding commitment.

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.

Downtown trail crossing alignment is an issue with College St. due to questions posed by the apartment building owner over parking facilities. Although this continues to be unresolved, a follow-up meeting between City, DART and design/builder was held in December 2021, with the city's latest desire to maintain the trail at its present location while offering the apartment complex head-in parking northeast of the building on the west side of Broadway St. The resolution will be included in the final ILA with the City.

City of Plano

Plano Parkway bridge construction was negotiated and added to the Silver Line design-builder's contract.

The city requests a trail bridge at Jupiter Road be constructed within the same time frame as the Silver Line Rail bridge. The rail crossing has been determined to be at grade and waiting on a determination if the pedestrian bridge will also be at grade. 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.

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail Veloweb Hike and Bike

Issues (Continued)

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. Pending clarification on easements needed for UTD.

Richardson - Spring Creek bridge location and trail sections were identified in a meeting in August 2021. More details are needed to finalize the design. Apparently, the area identified for the location is in the floodplain, so this section of the trail is on hold.

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. Currently waiting on review comments from both NTTA and TxDOT. Recent conversations with both agencies indicate a re-focus with intent to provide comments soon.

Coit Pedestrian Bridge – the rail crossing has been determined to be at grade and waiting on a determination if the pedestrian bridge will also be at grade.



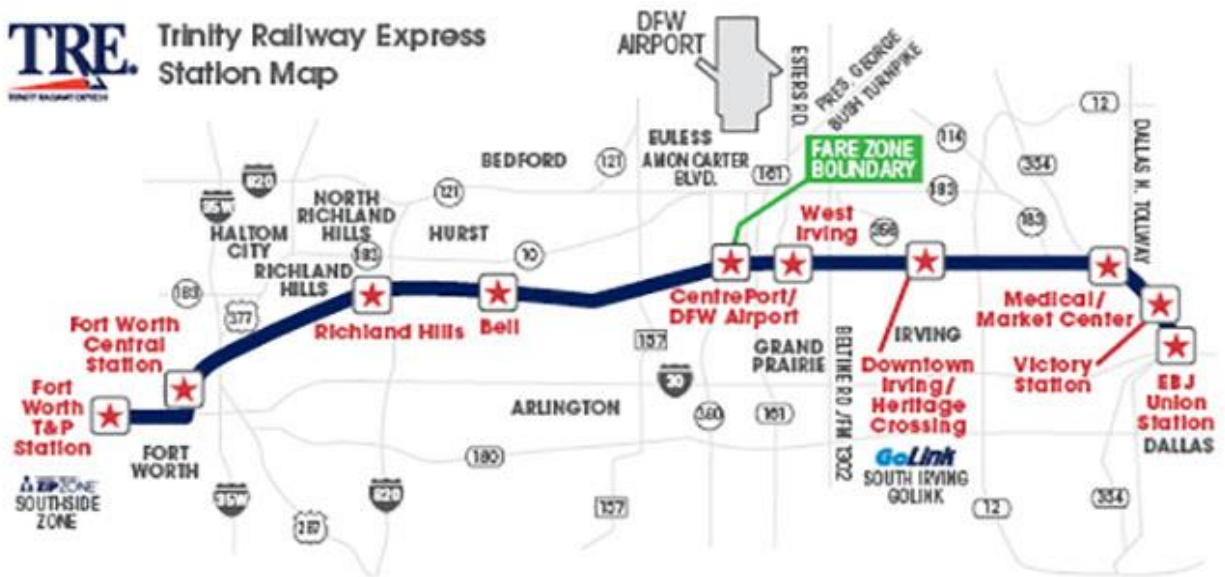
Commuter Rail and Related Projects

Trinity Railway Express (TRE)

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Map

Commuter Rail TRE Projects



Commuter Rail TRE Projects



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	\$32.6
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
Bi-Level Overhaul & Side Sill Repair	17.4	16.1	2.3
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 03/31/22, 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 03/31/22.
- 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 was due to expire in March 2022. TRE has been coordinating with USACE since June 1, 2021. In order to reverify the status of the project condition, it was our understanding that we could simply submit the letter with project number and state that there is no change to the design condition. Then we could get 404 permit extension. USACE recommended waiting until March 2022 to send the letter for this reverification, due to the new Nationwide permit 14 would not be available until that time. The 404 permit extension and reverification for Noble Branch Bridge was successfully submitted to USACE on March 2, 2022. We are waiting for the final Section 106 (Historical Bridge) extension document to be signed.

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 must be completed by June 2022 due to the administrative process. The completed Paper Grant Agreement (PGA) with revised budget and schedule information was submitted to FTA to review on November 30, 2021. Environmental document (CE) for this project was submitted to FTA to review on December 8, 2021.

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 must be completed by June 2022 due to the administrative process. The completed Paper Grant Agreement (PGA) with revised budget and schedule information was submitted to FTA to review on November 30, 2021. Environmental document (CE) for this project was submitted to FTA to review on December 8, 2021.

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. 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 completed in mid-October 2021.

Medical District Drive Bridge

Commuter Rail TRE Projects

Status (Continued) Track 1 steel bridge elements have been delivered on site. The contractor completed assembling bridge elements in mid-October 2021. On the abutment 1, the contractor has completed the structural excavation and planned to start drilled shaft foundation on December 21, 2021, and to finish the end of January 2022. However, due to the cases of COVID for the subcontractor, they postponed this activity until end of January 2022. On the abutment 2, the contractor has completed the existing piles testing and drilled new piles for the foundation. The contractor poured concrete for the abutment footing on December 16, 2021, and completed on December 21, 2021. After the footing was completed, the contractor started work on abutment wall reinforcing and form work, and planned to pour concrete in the first week of February 2022. However, abutment 2 wall was shifted during concrete pour. The portion of wall was demolished and contractor is waiting for the plans for the repair work. Abutment 1 drilled shaft work was completed in March 2022. CROE just received the extension for the contractor to the end of this year. The contractor plans to install Track 1 Bridge have been delayed until mid-June 2022.

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 occurred in October 2021 and TRE identified several items requiring rework. The locomotives were delivered to TRE-EMF on January 7, 2022. Final acceptance and PTC commissioning is anticipated for May 2022.

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 F40s. Issues identified in the October/November end of line inspection were addressed at the December reinspection and the locomotives left the Patterson, Georgia, facility on December 15, 2021. Progress Rail is currently on site working through defects identified during acceptance testing.

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 to meet the daily service requirements.

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

CAD Railways currently has three (3) TRE coach cars and one (1) cab car in their shop for overhaul and/or side sill repair. As of March 31, 2022, they have completed the side sill repair on four (4) coach cars. The project is funded with capital dollars for \$17.4m. Final in-plant inspection of the first coach car sent to CAD for full overhaul and side sill repair is anticipated for May 2022.

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. Coach Car 1049 departed Canada in late October 2021; however, it arrived at TRE with damage to the pilot and wheels. Repairs to Coach Car 1049 were completed late January 2022 and the vehicle was returned for revenue service in February 2022. Coach car 1050 was sent to CAD Railways for side sill repair in late February 2022.

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 December 2021, three (3) cab cars and three (3) locomotives remain to be painted.

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-August 2022.

Issues Fleet availability has delayed the provision of vehicles to the paint booth. TRE anticipates turning over the next vehicle for paint in late May 2022.

Six-Month Look Ahead

Commuter Rail TRE Projects

TRE Projects Six-Month Look Ahead

3/31/2022

Project	2022					
	April	May	June	July	August	September
Positive Train Control (Fiber Installation)	Completed					
PTC Integrator	Project Closeout Pending FRA Final Acceptance					
<div><div><div>Design</div><div>Construct/Test</div></div><div><div>GMP /IFB</div><div>System IntegrationTesting</div></div><div><div>PTC Service Demonstration</div></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)	(March 2022)
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	\$5,100,000	\$0	\$5,100,000	\$0	\$5,100,000	\$0	0%	35%	
TOTALS:			\$9,486,248	\$219,312	\$9,705,560	\$0	\$9,486,248	\$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

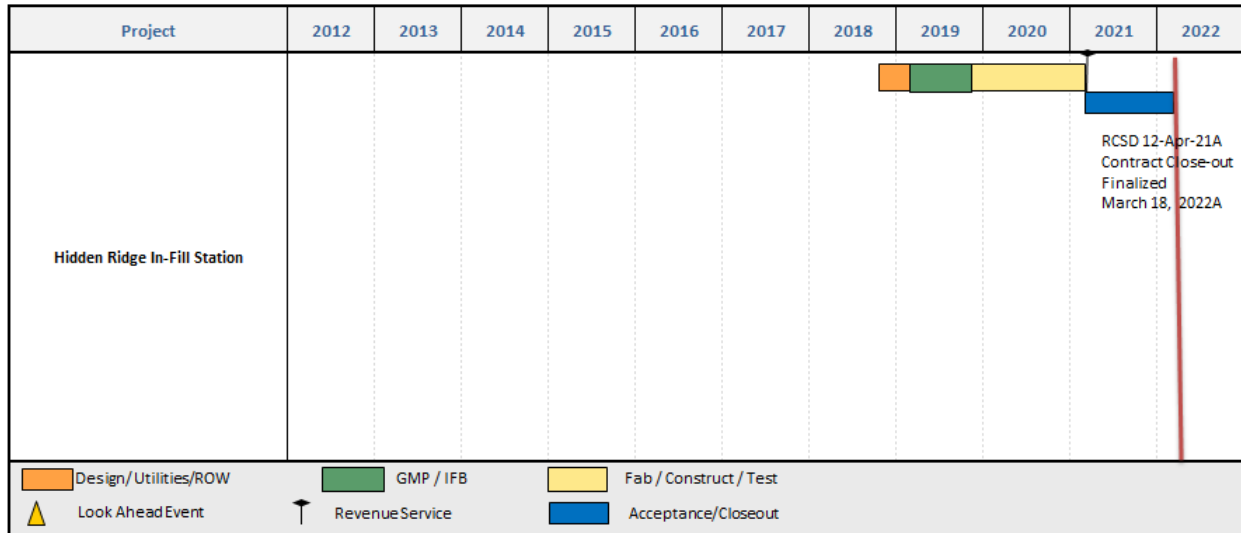
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Summary Control Schedule

Additional Capital Development

Additional Capital Development Projects Summary Control Schedules

3/31/2022



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	15.4	15.5	15.4

- 1) Expended to Date values reflect activity through 03/31/22, 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 03/31/22.
- 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 1: Enhance the safety and service experience through customer-focused initiatives
2: Provide stewardship of the transit system, agency assets and financial obligations

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

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

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

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

Northwest Police Substation

On December 21, 2017, DART enlisted architectural services to define program requirements for the police facility and other DART functions at the existing building at Walnut Hill/Denton Station. An in-progress submittal featuring schematic design floor plans dated March 23, 2018, was received by DART. Final 5% interior design plans were received and approved by DART Police in May 2018. A capital project review was conducted in March 2019. A revised budget and schedule will be established pending completion of 30% design and cost estimates. 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. Change Control Board approved the Budget for Phase 2. Project award for Phase 2 Design and Construction Management was issued November 5, 2021. The 65% submittal was received from the consultant on January 28, 2022, and was approved for the designer to proceed to develop 100% design on March 28, 2022. Designers have advised the target date for submission of 100% design is May 23, 2022.

Issues None

CBD/Traffic Signal Priority (TSP) System

Additional Capital Development

Board Strategic Priority	<ol style="list-style-type: none">1: Enhance the safety and service experience through customer-focused initiatives2: Provide stewardship of the transit system, agency assets and financial obligations
Description	<p>The CBD/TSP System project provides traffic signaling priority to trains in the central business district to ensure schedule achievement. It has been developed jointly with the City of Dallas (COD) and comprises communication between trains, detection equipment, and traffic signals.</p>
Status	<p>Phase I (Design & Integrate with COD) and Phase II (Monitor LRV, Control Traffic Signals in CBD) have been completed. Phase IIA is managed by the COD. COD is in the process of upgrading traffic signal controllers and central software. DART continues to monitor the City's progress and to make sure that the new controller will perform to the same level as the existing controller.</p> <p>The deployment of new Traffic Signal Controllers at CBD intersections has been completed.</p> <p>DART will assist City of Dallas in moving the Modbus functionalities into COD new ATC.</p> <p>City of Dallas will add existing Modbus features inside the ATC controller to replace Modbus functionalities, and fine tune the ATC controller to at least meet 2009 baseline capabilities for Rail Operation. City of Dallas will use P2P network communication input from DART. 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.</p> <p>DART vendor has completed TSP P2P network upgrade. DART Vendor has made software updates to Advanced Traffic Signal Controllers for TSP system. Results show positive improvements that match 2009 baseline.</p> <p>The ATC P2P deployment for all segments was completed in November 2021. DART/Vendor/COD continue to monitor system for final tweaking based on station-to-station performance analysis.</p>
Issues	None

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

Description This deferred light rail station has been constructed on the operating Orange Line with funding provided 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.

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. Final Payment was made to the Contractor on December 22, 2021. Final close out of documentation is complete.

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.

Contractor submitted Time Impact Analysis (TIA) for extended cost and time. Following negotiations, DART initiated formal proceedings for contract appeal. On November 16, 2021, the DART Board of Director's will be briefed in closed session on the status of contract appeal, discussions, and resolution to close all issues.

**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 project has a total of 17 Systems Integration tests and a total of 36 Safety and Security Certifiable Items (SSCI).

Systems Integration testing for this project is complete. All applicable systems tests have passed.

Safety and Security Certification status as of November 30, 2021, shows 36 of the 36 SSCI's are verified and closed.

The remaining items were closed at the November 19, 2021, SSCRT meeting. The Hidden Ridge Station is fully Certified with no restrictions.

The Safety and Security Certificate of Conformance has been signed by DART officials and transmitted to State Safety Oversight Agency as of February 17, 2022.

The construction documentation was turned over to Document Control for Archiving.

Issues

None

Six-Month Look Ahead

Additional Capital Development

Additional Capital Development Projects Six-Month Look Ahead

3/31/2022

Project	2022					
	April	May	June	July	August	July
Hidden Ridge In-Fill Station	Contract Close-out finalized 18-Mar-2022A					
	RSD (12-Apr-21A)					
<div><div>Design/Utilities/ROW</div><div>GMP /IFB</div><div>Construct/Test</div></div> <div><div>Look Ahead Event</div><div>RevenueService</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
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)	(March 2022)
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	\$11,467,126	\$553,350	\$12,020,476	\$547,201	\$12,014,327	\$6,149	99%	99%	
TOTAL:			\$11,467,126	\$553,350	\$12,020,476	\$547,201	\$12,014,327	\$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.

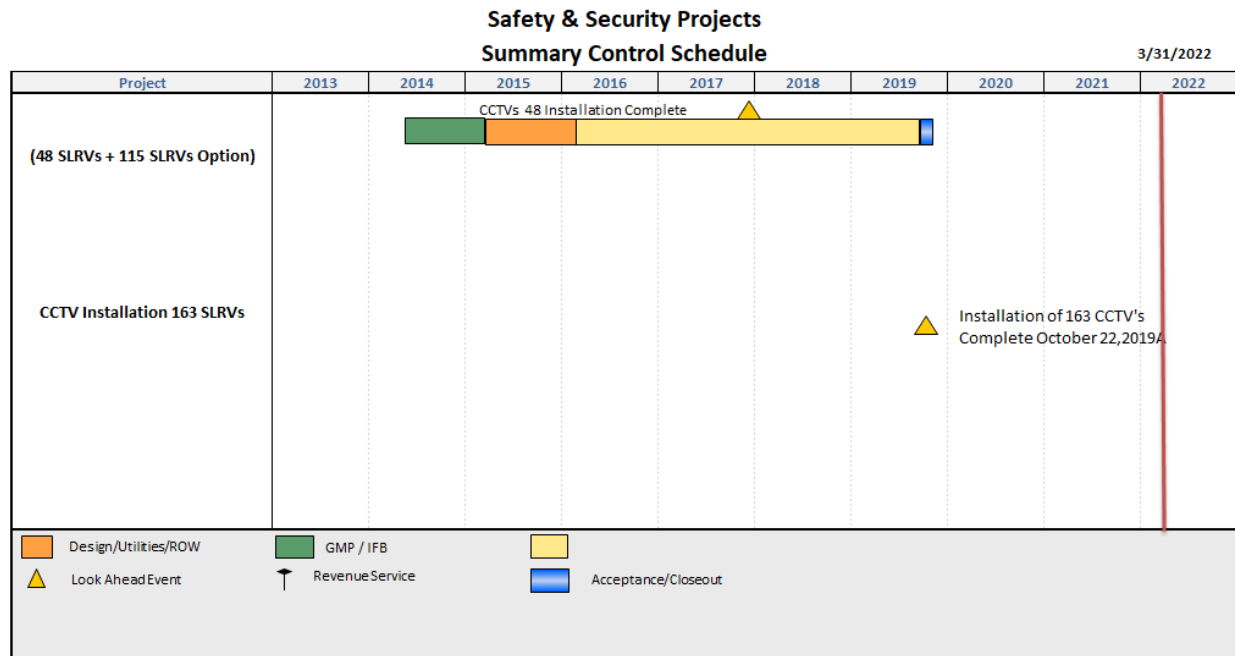


Safety & Security Projects

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Summary Control Schedule

Safety & Security Projects



Cost Summary

Safety & Security Projects

SAFETY & SECURITY PROJECTS Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Safety & Security Improvements Outlying Stations	\$ 3.0	\$ 0.5	\$ 0.5
Safety & Security Improvements Downtown Dallas	3.0	1.7	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	10.9	11.3
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
Total Safety & Security Projects	\$ 18.7	\$ 13.2	\$ 13.5

1) Committed values reflect activity through 03/31/22.

2) Expended to Date values reflect general ledger activity posted through 03/31/22.

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

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. One bid was received on January 4, 2022. Bid evaluation is in progress.
- The installation of video monitors at West Transfer Center, Rosa Parks Plaza, Akard, Pearl, St. Paul, Union, and Convention Center stations. One bid was received on January 4, 2022. Bid evaluation is in progress.
- The supply of blue light phones for installation by DART On Call Construction Services at West Transfer Center, Rosa Parks Plaza, Union, and Convention Center stations and outlying stations. Bids were received on January 11, 2022. Bid evaluation is in progress.

Other Safety & Security Projects

Safety & Security Projects

Status (Continued) Next steps:

- Installation of video monitors at 9 station platforms and blue light phones at 16 park-and-ride facilities outside of downtown
- 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

3/31/2022

Project	2022					
	April	May	June	July	August	September
CCTV For 163 SLRVs (48 + 115)	CCTV Project Complete - October 22, 2019A Additional re-work on power supply is currently under review.					
<div><div>Design/Utilities/ROW</div><div>GMP /IFB</div><div>Material Delivery/Install/Construct/Test</div><div>Look Ahead Event</div><div>Acceptance/Closeout</div></div>						

Change Control Summary

Safety & Security Projects

Safety and Security Projects - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note b) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (March 2022)
			(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	8,986,652	334,000	9,320,652	\$132,449	9,119,102	201,551	40%	99%	
TOTALS:			\$8,986,652	\$334,000	\$9,320,652	\$132,449	\$9,119,102	\$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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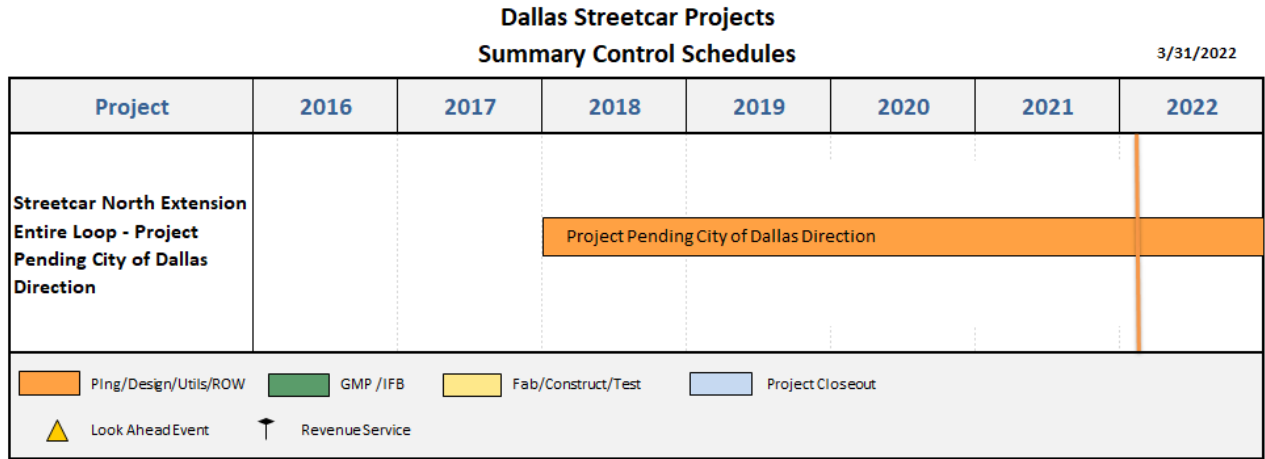


Streetcar Projects

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Summary Control Schedule

Streetcar Projects



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	\$ 0.8
Streetcar Projects Total	\$ 7.9	\$ 0.8	\$ 0.8

- 1) Committed values reflect activity through 03/31/22.
- 2) Expended to Date provided by DART Finance/Accounting through 03/31/22.
- 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.

A revised 30% design, proposed budget and schedule was delivered to the City in March 2022. The City responded that no more work be done on the Northern Extension due to potential changes to Convention Center.

Northern Streetcar Extension Project

Streetcar
Projects

Issues None

Six-Month Look Ahead

Streetcar Projects

Dallas Streetcar Projects Six-Month Look Ahead

3/31/2022

Project	2022					
	April	May	June	July	August	September
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><div></div> GMP /IFB</div> <div><div></div> Fab/Construct/Test</div> <div><div></div> Look Ahead Event</div>						

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LRT Buildout Phase I

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LRT Buildout Phase I



North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

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

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

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

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

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

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

Quantum Hearing

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

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 court has postponed the trial date previously scheduled for the week of September 27, 2021. The court has not issued a new trial date.

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DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

March 31, 2022

***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

Nicole Fontayne-Bardowell, Interim Chief Financial Officer

Dwight D. Burns

Dwight Burns, Treasurer

Wallace Waits

Wallace Waits, Assistant Treasurer

Angela Robertson

Angela Robertson, Treasury Operations Senior Manager

Quarterly Investment Report - Summary

2nd Qtr FY22

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 increased the target range for the Fed Funds Rate between zero and 1/2 percent. Economic indicators released since the last Committee meeting (March 16th) pointed to a U.S. economy that is expanding moderately. The U.S. labor market rose by 431,000 in March. The unemployment rate decreased to 3.6 percent (3.6%) in March. The long-term inflation rate is at 6.4 percent (6.4%) on a 12-month basis, and real gross domestic product (GDP) increased by an annual rate of 6.9 percent (6.9%) 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	6/30	0.095
	9/30	0.074
FY22	12/31	0.144
	3/31	0.292

Ending Amortized Book Value as of March 31, 2022						
Portfolio	Securities	Pools	MMF's	Fund Totals	YTM	Compliant
Managed Funds						
Operating	\$145,991,906	\$ 98,772,174	\$ -	\$ 244,764,080	0.367%	Yes
Financial Reserve	22,893,165	27,105,008	-	49,998,173	0.217%	Yes
MAIF	45,000,000	65,363,969	-	110,363,969	0.300%	Yes
Platform Extensions	-	18,728,435	-	18,728,435	0.248%	Yes
Silver Line	-	20,100,006	-	20,100,006	0.249%	Yes
Insurance	14,097,352	8,937,204	-	23,034,556	0.409%	Yes
Bond SEAF	-	388,778,298	-	388,778,298	0.248%	Yes
CP SEAF	-	41,352	-	41,352	0.249%	Yes
	\$227,982,423	\$627,826,446	\$ -	\$ 855,808,869	0.292%	
Constrained Funds						
Debt Service	\$ -	\$104,637,556	\$ 58,793	\$ 104,696,350	0.272%	Yes
Regional Toll Road	-	-	1,544,215	1,544,215	0.010%	Yes
RRROW	-	190,103	-	190,103	0.249%	Yes
COD Streetcar	-	-	60,382	60,382	0.010%	Yes
Toyota	-	371,754	-	371,754	0.249%	Yes
	\$ -	\$105,199,414	\$ 1,663,389	\$ 106,862,804	0.268%	
All Funds	\$227,982,423	\$733,025,860	\$ 1,663,389	\$ 962,671,672	0.289%	

The investment rating of each investment was reviewed on 3/31/22 and found to be in compliance with PFIA.

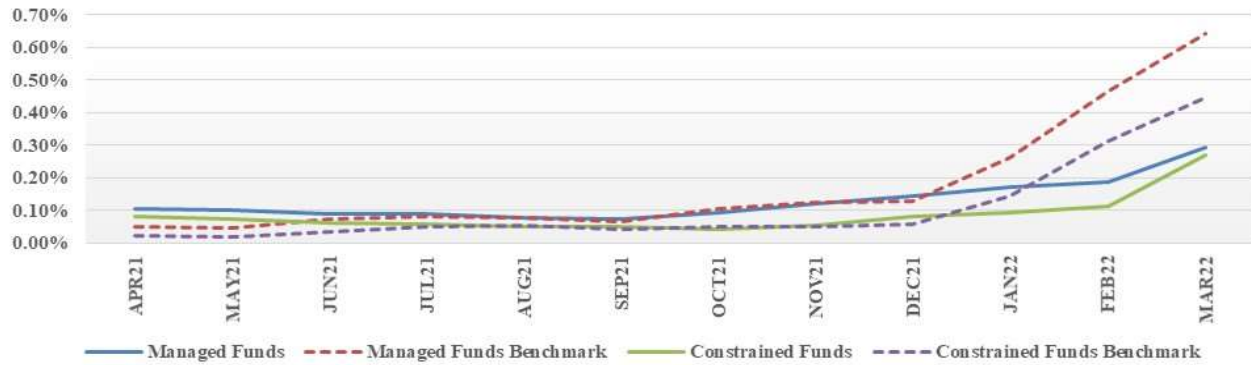
Operating Fund	LGIPs and laddered 1 day to 5 years
Debt Service	100% money-market funds and local government investment pools (LGIP)
Financial Reserve	LGIPs and laddered maturities
Insurance	LGIPs and laddered maturities
Mobility Assist. & Innovation Fnd (MAIF)	LGIPs, 1-6 months (10%), 6-12 months (10%),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

2nd Qtr FY22

Historical Performance Against Benchmarks

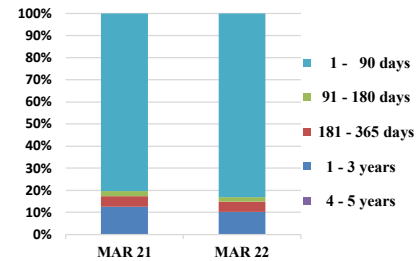


The benchmark rates are calculated at the end of each month as a weighted average of the 3 and 6-month Treasury bond yield curves, as well as the Treasury 1-3 year bond yield curves.

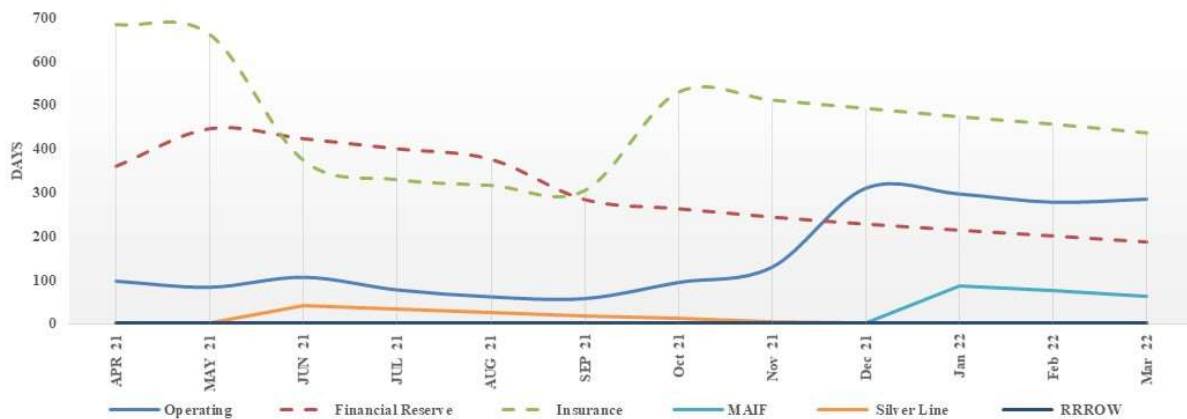
Average Yield to Worst All Funds

	--- 12 months ending ---		6 months	
	FY19	FY20	FY21	FY22
Actual	2.02%	1.21%	0.13%	0.29%
Benchmark	2.30%	0.75%	0.08%	0.86%

Investments by Maturity Range



Weighted Average Maturities



Security Transactions - Purchases

2nd Qtr FY22

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<u>OPERATING FUND</u>								
1/26/22	91512DD81	UTEXPB Muni CP 04/8/2022	\$ 15,000,000	04/08/22	N/A	0.190	\$ 15,000,000	22-0015
TOTAL			\$ 15,000,000			0.190	\$ 15,000,000	
<u>MAIF</u>								
1/10/22	23506FAE7	DFW ARPT Muni CP 0.23 5/5/2022	\$ 25,000,000	05/05/22	N/A	0.230	\$ 25,000,000	22-0013
1/14/22	3133ENLA6	FFCB 0.37 10/14/2022-22	10,000,000	10/14/22	04/14/22	0.370	10,000,000	22-0012
1/27/22	3133ENML1	FFCB 0.74 4/27/2023-22	10,000,000	04/27/23	07/27/22	0.740	10,000,000	22-0014
TOTAL			\$ 45,000,000			0.374	\$ 45,000,000	
GRAND TOTAL			\$ 60,000,000			0.282	\$ 60,000,000	

Security Transactions - Maturities, Calls & Sales

2nd Qtr FY22

Sale Date	Action	Maturity Date	CUSIP	Security Description	Beg Cost Val & Accrued Int.	Int Received Current Qtr	Realized Gain/Loss	Original Disc/(Prem)
<u>OPERATING FUND</u>								
1/26/22	Matured	01/26/22	91512DAS0	UTEXPB Muni CP 1/26/2022	\$ 14,997,671	\$ -	\$ 2,329	\$ 2,329
2/14/22	Matured	02/14/22	91512DBE0	UTEXPB Muni CP 2/14/2022	9,997,292	-	2,708	2,708
							-	-
							-	-
TOTAL					\$ 24,994,962	\$ -	\$ 5,038	\$ 5,038
<u>FINANCIAL RESERVE FUND</u>								
					\$ -	\$ -	\$ -	\$ -
TOTAL					\$ -	\$ -	\$ -	\$ -
<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					\$ 24,994,962	\$ -	\$ 5,038	\$ 5,038

Current Portfolio - Total

2nd Qtr FY22

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Settle Date	Invest #
UTEXPB Muni CP 0 1/26/2022	91512DAS0	15,000,000	0.00	1/26/2022	0.13	0.13	\$ 14,998,592	\$ -	\$ -	12/14/2021	22-0011
UTEXPB Muni CP 0 2/14/2022	91512DBE0	10,000,000	0.00	2/14/2022	0.13	0.13	9,998,375	-	-	12/1/2021	22-0010
UTEXPB Muni CP 0 4/8/2022	91512DD81	15,000,000	0.00	4/8/2022	0.19	0.19	-	14,999,367	15,000,000	1/26/2022	22-0015
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	9,998,000	1/13/2021	21-0004
FFCB 0.1 4/27/2022-21	3133EMNU2	10,000,000	0.10	4/27/2022	0.11	0.11	9,999,805	9,999,955	9,995,000	1/27/2021	21-0006
DFW APT Muni CP 0.23 5/5/2022	23506FAE7	25,000,000	0.23	5/5/2022	0.23	0.23	-	25,000,000	24,987,500	1/10/2022	22-0013
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	9,973,000	2/2/2021	21-0008
FFCB 0.125 9/16/2022	3133EMTN2	10,000,000	0.13	9/16/2022	0.12	0.12	10,000,071	10,000,046	9,965,000	3/16/2021	21-0009
FFCB 0.37 10/14/2022-22	3133ENLA6	10,000,000	0.37	10/14/2022	0.37	0.37	-	10,000,000	9,964,000	1/14/2022	22-0012
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	9,920,000	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	4,999,521	4,999,645	4,950,000	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	9,909,000	12/15/2020	21-0001
FHLB 0.125 3/17/2023	3130ALRG1	5,000,000	0.13	3/17/2023	0.18	0.18	4,996,673	4,997,352	4,926,000	3/18/2021	21-0010
FFCB 0.74 4/27/2023-22	3133ENML1	10,000,000	0.74	4/27/2023	0.74	0.74	-	10,000,000	9,884,000	1/27/2022	22-0014
FHLB 0.125 6/2/2023	3130AMRY0	10,000,000	0.13	6/2/2023	0.17	0.17	9,993,087	9,993,087	9,785,000	6/4/2021	21-0014
FFCB 0.34 10/20/2023-22	3133ENBN9	10,000,000	0.34	10/20/2023	0.37	0.37	9,996,978	9,999,451	9,770,000	10/20/2021	22-0002
FFCB 0.17 11/3/2023-21	3133EMPB2	5,100,000	0.17	11/3/2023	0.19	0.19	5,098,292	5,098,520	4,962,300	2/3/2021	21-0007
FAMC 0.58 11/29/2023-22	31422XQD7	5,000,000	0.58	11/29/2023	0.58	0.58	5,000,000	5,000,000	4,875,500	12/1/2021	22-0005
FAMC 0.45 4/4/2024	31422XNP3	10,000,000	0.45	4/4/2024	0.45	0.45	10,000,000	10,000,000	9,654,000	10/4/2021	22-0001
FHLB 0.9 6/10/2024-22	3130AQ2F9	10,000,000	0.90	6/10/2024	0.90	0.90	10,000,000	10,000,000	9,729,000	12/10/2021	22-0008
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	3,940,920	8/26/2020	20-0057
FHLB 0.85 10/28/2024-22	3130APLB9	5,000,000	0.85	10/28/2024	0.85	0.85	5,000,000	5,000,000	4,803,000	10/28/2021	22-0003
FHLB 0.85 11/22/2024-22	3130APU45	5,000,000	0.85	11/22/2024	0.85	0.85	5,000,000	5,000,000	4,816,500	11/22/2021	22-0004
FHLB 1.05 11/25/2024-22	3130AQ2H5	8,000,000	1.05	11/25/2024	1.05	1.05	8,000,000	8,000,000	7,760,800	11/30/2021	22-0007
FHLMC 0.5 11/27/2024-21	3134GWLF1	2,795,000	0.50	11/27/2024	0.50	0.50	2,795,000	2,795,000	2,652,455	8/27/2020	20-0058
FAMC 0.86 12/2/2024	31422XQK1	13,000,000	0.86	12/2/2024	0.86	0.86	13,000,000	13,000,000	12,482,600	12/2/2021	22-0006
FHLB 1 12/9/2024-22	3130AQ2T9	10,000,000	1.00	12/9/2024	1.00	1.00	10,000,000	10,000,000	9,650,000	12/9/2021	22-0009
Amegy Debt Serv MM	MM0002	80,670	N/A	N/A	0.08	0.08	80,670	58,793	58,793	9/30/2011	MM-0002
Wells RTR Plano MM	MM0019	1,544,177	N/A	N/A	0.01	0.01	1,544,177	1,544,215	1,544,215	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	60,380	N/A	N/A	0.01	0.01	60,380	60,382	60,382	9/30/2011	MM-0022
LOGIC-Insurance LGIP	MM0040	8,920,535	N/A	N/A	0.25	0.25	8,920,535	8,937,204	8,937,204	8/29/2019	MM-0040
LOGIC - Op LGIP	MM0041	22,617,515	N/A	N/A	0.24	0.24	22,617,515	29,420,195	29,420,195	9/2/2016	MM-0041
LOGIC - Fin Res LGIP	MM0042	27,105,007	N/A	N/A	0.25	0.25	27,105,007	27,105,008	27,105,008	9/7/2016	MM-0042
LOGIC - Cap Res LGIP	MM0043	110,313,995	N/A	N/A	0.25	0.25	110,313,995	65,363,969	65,363,969	9/7/2016	MM-0043
LOGIC - Platform LGIP	MM0044	22,090,598	N/A	N/A	0.25	0.25	22,090,598	18,728,435	18,728,435	9/7/2016	MM-0044
LOGIC - Toyota LGIP	MM0045	371,617	N/A	N/A	0.25	0.25	371,617	371,754	371,754	9/29/2016	MM-0045
LOGIC - Silver Line LGIP	MM0047	20,100,003	N/A	N/A	0.25	0.25	20,100,003	20,100,006	20,100,006	7/2/2018	MM-0047
LOGIC - SEAF LGIP	MM0049	41,336	N/A	N/A	0.25	0.25	41,336	41,352	41,352	5/7/2019	MM-0049
TexasCLASS LGIP	MM0050	34,664,374	N/A	N/A	0.28	0.28	34,664,374	35,405,778	35,405,778	8/6/2019	MM-0050
TexPool - Op LGIP	MM0051	47,094,426	N/A	N/A	0.28	0.28	47,094,426	28,945,627	28,945,627	9/6/2016	MM-0051
TexasDaily LGIP	MM0052	574	N/A	N/A	0.14	0.14	574	574	574	8/9/2019	MM-0052
LOGIC - Bond SEAF LGIP	MM0053	453,628,735	N/A	N/A	0.25	0.25	453,628,735	388,778,298	388,778,298	3/26/2020	MM-0053
FICA - CD Operating Pool Cash	MM0054	5,000,000	N/A	N/A	0.00	0.00	5,000,000	5,000,000	5,000,000	4/1/2020	MM-0054
RRROW Corp LGIP	MM0056	290,027	N/A	N/A	0.25	0.25	290,027	190,103	190,103	1/22/2021	MM-0056
LOGIC - (T) Bond Prin LGIP	MM0071	16,267,310	N/A	N/A	0.26	0.26	16,267,310	36,128,446	36,128,446	2/7/2017	MM-0071
TexPool - (T) Bond Int LGIP	MM0072	32,996,182	N/A	N/A	0.28	0.28	32,996,182	68,509,111	68,509,111	1/26/2017	MM-0072
GRAND TOTALS					0.33	0.33	996,163,854	962,671,672	959,042,825		



Portfolio Analysis by Fund

2nd Qtr FY22

(\$ = 000s)	Oper.	Financial Reserve	MAIF	Ins.	Platform	Silver Line	CP SEAF	Bond SEAF	RRROW	RTR	Streetcar	Toyota	Debt Service	TOTAL
Face Value	\$ 244,772	\$ 50,000	\$110,364	\$ 23,037	\$ 18,728	\$ 20,100	\$ 41	\$ 388,778	\$ 190	\$ 1,544	\$ 60	\$ 372	\$ 104,696	\$ 962,684
Market Value	242,136	49,590	110,199	22,607	18,728	20,100	41	388,778	190	1,544	60	372	104,696	959,043
Unrealized Gain (Loss)	(2,616)	(407)	(165)	(425)	-	-	-	-	-	-	-	-	-	(3,612)
Ending Amort. Book Value	<u>244,752</u>	<u>49,996</u>	<u>110,364</u>	<u>23,032</u>	<u>18,728</u>	<u>20,100</u>	<u>41</u>	<u>388,778</u>	<u>190</u>	<u>1,544</u>	<u>60</u>	<u>372</u>	<u>104,696</u>	<u>962,655</u>
Cash Balance in dda accounts	607	-	-	-	-	-	-	-	-	-	-	-	-	607
Amortized Value Plus Cash	<u>245,359</u>	<u>49,996</u>	<u>110,364</u>	<u>23,032</u>	<u>18,728</u>	<u>20,100</u>	<u>41</u>	<u>388,778</u>	<u>190</u>	<u>1,544</u>	<u>60</u>	<u>372</u>	<u>104,696</u>	<u>963,262</u>
Accrued Interest	33	6	14	5	4	4	-	85	-	-	-	-	23	174
TOTAL FUND VALUE	\$ 245,391	\$ 50,002	\$110,378	\$ 23,037	\$ 18,732	\$ 20,104	\$ 41	\$ 388,863	\$ 190	\$ 1,544	\$ 60	\$ 372	\$ 104,719	\$ 963,435
KEY COMPLIANCE TARGETS														
Minimum Fund Requirement ¹	\$ 137,600			\$ 21,383										
Excess / (Shortfall) in Fund	\$ 107,791			\$ 1,654										
Max. Avg. Fund Maturity (days)	730	1,460	1,460	1,460	912	1,095	90	90	1	1	1	1	365	
Actual Avg. Fund Maturity (days)	285	187	62	437	1	1	1	1	1	1	1	1	1	100
Max. Individual Maturity (days)	1,825	3,650	3,650	3,650	1,095	1,095	180	180	1	1	1	1	365	
Actual Max. Invest. Maturity (days)	984	972	392	942	1	1	1	1	1	1	1	1	1	
Are Funds TX PFIA Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Are Funds Board Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Is Fund CPSL Compliant? ²	Yes													
INVESTMENT COMPARISON														
Yield to Worst	0.367%	0.217%	0.300%	0.409%	0.248%	0.249%	0.249%	0.248%	0.249%	0.010%	0.010%	0.249%	0.272%	0.289%
6-Month T-Bill	0.856%	0.856%	0.856%	0.856%	0.856%	0.856%	0.856%	0.856%	0.856%	0.856%	0.856%	0.856%	0.856%	0.856%
Wgt. Average Fund Variance	-0.489%	-0.639%	-0.556%	-0.447%	-0.608%	-0.607%	-0.607%	-0.608%	-0.607%	-0.846%	-0.846%	-0.607%	-0.584%	-0.567%

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.

As of 03/31/2022 there are no CPSL Notes outstanding.



Change in Market Value of Investments

2nd Qtr FY22

Fund	Security Description	Rate	Maturity	Call Date	Face Value	12/3/21 Market Value	03/31/22 Market Value	Change from Prior Quarter
Operating	UTEXPB Muni CP 0 1/26/2022	0.00	1/26/2022	N/A	\$ 15,000,000	\$ 14,998,500	\$ -	\$ (14,998,500)
Operating	UTEXPB Muni CP 0 2/14/2022	0.00	2/14/2022	N/A	10,000,000	9,998,000	-	(9,998,000)
Operating	UTEXPB Muni CP 0 4/8/2022	0.00	4/8/2022	N/A	15,000,000	-	15,000,000	15,000,000
Operating	FFCB 0.12 4/13/2022-21	0.12	4/13/2022	Continuous	10,000,000	10,000,000	9,998,000	(2,000)
Operating	FFCB 0.1 4/27/2022-21	0.10	4/27/2022	one-time	10,000,000	9,998,000	9,995,000	(3,000)
Capital Reserve	DFWAPT Muni CP 0.23 5/5/2022	0.23	5/5/2022	N/A	25,000,000	-	24,987,500	24,987,500
Operating	FFCB 0.1 8/2/2022	0.10	8/2/2022	N/A	10,000,000	9,989,000	9,973,000	(16,000)
Operating	FFCB 0.125 9/16/2022	0.13	9/16/2022	N/A	10,000,000	10,001,000	9,965,000	(36,000)
Capital Reserve	FFCB 0.37 10/14/2022-22	0.37	10/14/2022	4/14/2022	10,000,000	-	9,964,000	9,964,000
Financial Reserve	FFCB 0.09 11/18/2022-21	0.09	11/18/2022	1/1/2022	10,000,000	9,978,000	9,920,000	(58,000)
Financial Reserve	FFCB 0.16 12/15/2022-21	0.16	12/15/2022	1/1/2022	5,000,000	4,994,000	4,950,000	(44,000)
Operating	FHLMC 0.2 12/15/2022-21	0.20	12/15/2022	3/15/2022	10,000,000	9,988,000	9,909,000	(79,000)
Insurance	FHLB 0.125 3/17/2023	0.13	3/17/2023	N/A	5,000,000	4,977,000	4,926,000	(51,000)
Capital Reserve	FFCB 0.74 4/27/2023-22	0.74	4/27/2023	7/27/2022	10,000,000	-	9,884,000	9,884,000
Operating	FHLB 0.125 6/2/2023	0.13	6/2/2023	N/A	10,000,000	9,930,000	9,785,000	(145,000)
Operating	FFCB 0.34 10/20/2023-22	0.34	10/20/2023	4/20/2022	10,000,000	9,966,000	9,770,000	(196,000)
Financial Reserve	FFCB 0.17 11/3/2023-21	0.17	11/3/2023	one-time	5,100,000	5,065,830	4,962,300	(103,530)
Operating	FAMC 0.58 11/29/2023-22	0.58	11/29/2023	5/29/2022	5,000,000	4,987,500	4,875,500	(112,000)
Operating	FAMC 0.45 4/4/2024	0.45	4/4/2024	N/A	10,000,000	9,918,000	9,654,000	(264,000)
Operating	FHLB 0.9 6/10/2024-22	0.90	6/10/2024	3/10/2022	10,000,000	9,997,000	9,729,000	(268,000)
Insurance	FHLMC 0.5 8/26/2024-21	0.50	8/26/2024	2/26/2022	4,100,000	4,068,020	3,940,920	(127,100)
Insurance	FHLB 0.85 10/28/2024-22	0.85	10/28/2024	1/28/2022	5,000,000	4,984,500	4,803,000	(181,500)
Operating	FHLB 0.85 11/22/2024-22	0.85	11/22/2024	2/22/2022	5,000,000	4,981,500	4,816,500	(165,000)
Operating	FHLB 1.05 11/25/2024-22	1.05	11/25/2024	2/25/2022	8,000,000	8,000,000	7,760,800	(239,200)
Financial Reserve	FHLMC 0.5 11/27/2024-21	0.50	11/27/2024	Continuous	2,795,000	2,755,870	2,652,455	(103,415)
Operating	FAMC 0.86 12/2/2024	0.86	12/2/2024	N/A	13,000,000	12,940,200	12,482,600	(457,600)
Operating	FHLB 1 12/9/2024-22	1.00	12/9/2024	12/9/2022	10,000,000	9,990,000	9,650,000	(340,000)
Debt Service	Amegy Debt Serv MM	N/A	N/A	N/A	58,793	80,670	58,793	(21,877)
RTR Funding	Wells RTR Plano MM	N/A	N/A	N/A	1,544,215	1,544,177	1,544,215	38
Streetcar	Wells Streetcar MM	N/A	N/A	N/A	60,382	60,380	60,382	1
Insurance	LOGIC-Insurance LGIP	N/A	N/A	N/A	8,937,204	8,920,535	8,937,204	16,669
Operating	LOGIC - Op LGIP	N/A	N/A	N/A	29,420,195	22,617,515	29,420,195	6,802,679
Financial Reserve	LOGIC - Fin Res LGIP	N/A	N/A	N/A	27,105,008	27,105,007	27,105,008	2
Capital Reserve	LOGIC - Cap Res LGIP	N/A	N/A	N/A	65,363,969	110,313,995	65,363,969	(44,950,026)
Platform	LOGIC - Platform LGIP	N/A	N/A	N/A	18,728,435	22,090,598	18,728,435	(3,362,163)
Toyota	LOGIC - Toyota LGIP	N/A	N/A	N/A	371,754	371,617	371,754	137
Silver Line	LOGIC - Silver Line LGIP	N/A	N/A	N/A	20,100,006	20,100,003	20,100,006	3
CP SEAF	LOGIC - SEAF LGIP	N/A	N/A	N/A	41,352	41,336	41,352	15
Operating	TexasCLASS LGIP	N/A	N/A	N/A	35,405,778	34,664,374	35,405,778	741,404
Operating	TexPool - Op LGIP	N/A	N/A	N/A	28,945,627	47,094,426	28,945,627	(18,148,799)
Operating	TexasDaily LGIP	N/A	N/A	N/A	574	574	574	0
Bond SEAF	LOGIC - Bond SEAF LGIP	N/A	N/A	N/A	388,778,298	453,628,735	388,778,298	(64,850,437)
Operating	FICA - CD Operating Pool Cash	N/A	N/A	N/A	5,000,000	5,000,000	5,000,000	-
RRROW Corp	RRROW Corp LGIP	N/A	N/A	N/A	190,103	290,027	190,103	(99,924)
Debt Service	LOGIC - (T) Bond Prin LGIP	N/A	N/A	N/A	36,128,446	16,267,310	36,128,446	19,861,136
Debt Service	TexPool - (T) Bond Int LGIP	N/A	N/A	N/A	68,509,111	32,996,182	68,509,111	35,512,928

Change in Market Value of Investments

2nd Qtr FY22

Fund	Security Description	Rate	Maturity	Call Date	Face Value	12/31/21 Market Value	03/31/22 Market Value	Change from Prior Quarter
	Sub-total for Securities held at the end of both periods					\$ 167,510,958	\$ 224,353,575	\$ 56,842,617
	% Change as a result of market movement							33.93%
	Holdings at 12/31/21 maturing during Q2, FY22					24,994,962		(24,994,962)
	Holdings at 12/31/21 called during Q2, FY22					-		-
	Holdings at 12/31/21 sold during Q2, FY22					-		-
	Values of Money Market Mutual Funds (All)					803,187,461	734,689,250	(68,498,212)
	Holdings purchased during Q2, FY22						-	-
	Securities and/or cash held in DDA					552,603	606,839	54,236
	TOTAL PORTFOLIO VALUE					\$ 996,245,985	\$ 959,649,664	\$ (36,596,321)

Callable Securities Analysis

2nd Qtr FY22

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
21-0004	Operating	4/13/2022	FFCB 0.12 4/13/2022-21	3133EMMU3	Continuous	\$10,000,000	0.12	0.45	Low
21-0006	Operating	4/27/2022	FFCB 0.1 4/27/2022-21	3133EMNU2	one-time	10,000,000	0.10	0.54	Low
22-0012	Capital Reserve	10/14/2022	FFCB 0.37 10/14/2022-22	3133ENLA6	4/14/2022	10,000,000	0.37	0.62	Low
21-0012	Financial Reserve	11/18/2022	FFCB 0.09 11/18/2022-21	3133EMZZ8	1/1/2022	10,000,000	0.09	0.71	Low
21-0002	Financial Reserve	12/15/2022	FFCB 0.16 12/15/2022-21	3133EMKH4	1/1/2022	5,000,000	0.16	0.80	Low
21-0001	Operating	12/15/2022	FHLMC 0.2 12/15/2022-21	3134GXGQ1	3/15/2022	10,000,000	0.20	0.89	Low
22-0014	Capital Reserve	4/27/2023	FFCB 0.74 4/27/2023-22	3133ENML1	7/27/2022	10,000,000	0.74	0.98	Low
22-0002	Operating	10/20/2023	FFCB 0.34 10/20/2023-22	3133ENBN9	4/20/2022	10,000,000	0.34	1.07	Low
21-0007	Financial Reserve	11/3/2023	FFCB 0.17 11/3/2023-21	3133EMPB2	one-time	5,100,000	0.17	1.16	Low
22-0005	Operating	11/29/2023	FAMC 0.58 11/29/2023-22	31422XQD7	5/29/2022	5,000,000	0.58	1.25	Low
22-0008	Operating	6/10/2024	FHLB 0.9 6/10/2024-22	3130AQZF9	3/10/2022	10,000,000	0.90	1.34	Low
20-0057	Insurance	8/26/2024	FHLMC 0.5 8/26/2024-21	3134GWKT2	2/26/2022	4,100,000	0.50	1.38	Low
22-0003	Insurance	10/28/2024	FHLB 0.85 10/28/2024-22	3130APLB9	1/28/2022	5,000,000	0.85	1.43	Low
22-0004	Operating	11/22/2024	FHLB 0.85 11/22/2024-22	3130APU45	2/22/2022	5,000,000	0.85	1.48	Low
22-0007	Operating	11/25/2024	FHLB 1.05 11/25/2024-22	3130AQ2H5	2/25/2022	8,000,000	1.05	1.53	Low
20-0058	Financial Reserve	11/27/2024	FHLMC 0.5 11/27/2024-21	3134GWLF1	Continuous	2,795,000	0.50	1.57	Low
22-0009	Operating	12/9/2024	FHLB 1 12/9/2024-22	3130AQ2T9	12/9/2022	10,000,000	1.00	1.62	Low

Glossary

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

Glossary

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

Glossary

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: May 4, 2022
TO: DART Board
THROUGH: Nadine S. Lee 
FROM: Gabriel J. Beltran
SUBJECT: Second Quarter 2022 D/M/WBE Participation

This memorandum provides a summary of contracts, board approved contract modifications and small purchases awarded during the second quarter of Fiscal Year 2022. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 38 new contracts (eligible for goal setting) were awarded in the second quarter of FY 2022. These contract awards have a total dollar value of \$56,424,318 which represents 76% of all eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, Board-approved contract modifications and small purchases during the second quarter FY 2022. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the second quarter of 2022. The total amount awarded was \$73,958,183. Of the foregoing amount, \$39,952,719 was committed to D/M/WBEs during the second quarter (54%).

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

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

A blue ink signature of Gabriel J. Beltran, consisting of a stylized 'G' followed by a horizontal line.

Gabriel J. Beltran
Interim Vice President, Diversity & Inclusion

PROCUREMENT DOLLARS BY AGREEMENT TYPE SECOND QUARTER FOR FISCAL YEAR 2022

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	\$56,424,318	38	76%	\$33,872,242	60%
Contract Mods/Options	\$10,771,801	6	15%	\$4,289,521	40%
Small Purchases	\$6,762,064	1,170	9%	\$1,790,956	26%
Total Awards	\$73,958,183	1,214	100%	\$39,952,719	54%

*New State Contract Awards	\$1,111,100	9	1.5%	State Monitored	State Monitored
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**Monitored by State*

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$39,952,719	54%
Non D/M/WBE Procurement Dollars	\$34,005,464	46%
TOTAL PROCUREMENT DOLLARS AWARDED	\$73,958,183	100%



Non D/M/WBE Procurement Dollars Awarded
46%

D/M/WBE Procurement Dollars Awarded
54%



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Section 8 - Quarterly Procurement Report

P2	Introduction
P3	Summary Report
P4	Contracts Awarded
P9	Board Approved Contract Modifications
P11	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
P30	*NEW* Active Requirements Contracts Expiring Within 18 Months
P33	Upcoming Procurements



INTEROFFICE MEMORANDUM

DATE: MAY 4, 2022

TO: DART Board

THROUGH: Nadine Lee
Nicole Fontayne-Bardowell /s/ NFB

FROM: Brad J. Cummings, Vice President, Procurement

SUBJECT: **Quarterly Procurement Report - Second Quarter Fiscal Year 2022**

The following is a report of DART's procurement activities for the Second Quarter of Fiscal Year 2022. 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
- *NEW* Active Requirements Contracts Expiring Within 18 Months
- Upcoming Procurements

A handwritten signature in black ink, appearing to read "B-JC", is written over a horizontal line.

Brad J. Cummings
Vice President, Procurement

Data Summary Sheet

Fiscal Year 2022 - Second Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	50	\$57,802,400.55
Approved Modifications	8	\$13,039,579.00
Purchase Orders*	1,110	\$5,316,932.83
Blanket Purchase Orders (BPOs)*	60	\$1,445,130.80
Totals	1,228	\$77,604,043.18

(*) Details provided upon request.

Contracts Awarded

Fiscal Year 2022 - Second 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
2058374-01	(2028)	BLUE CROSS & BLUE SHIELD	01/01/2022	\$11,419,016.00
		Contract Name: Health Plan Provider Services		
		Classification: SERVICES	Sub-Classification: SVSC-EMPLOYEE BENEFITS	
2062537-01	(2103)	CLEAN ENERGY	01/01/2022	\$4,655,980.00
		Contract Name: CNG Fuel Station Maintenance		
		Classification: SERVICES	Sub-Classification: SVSC-VEHICLE SERVICES NEC	
2068205-01	(2150)	MICROSOFT TECHNET	01/01/2022	\$189,761.00
		Contract Name: MS Premier Support 2022		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2061344-01	(2153)	CUMMINS SOUTHERN PLAINS LLC	01/04/2022	\$219,483.00
		Contract Name: Electronic Control Module		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2059562-01	(2123)	The Aftermarket Parts Company	01/07/2022	\$243,934.00
		Contract Name: Misc NABI HVAC System Parts for DART's Bus Fleet		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2062479-01	(2161)	The Aftermarket Parts Company	01/07/2022	\$245,145.00
		Contract Name: Misc NABI Spark Plugs and Oxygen Sensor Parts for		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2063029-01	(2159)	CUMMINS SOUTHERN PLAINS LLC	01/07/2022	\$209,763.00
		Contract Name: Misc NABI Actuator Parts for DARTs CNG Bus Fleet		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2064416-01	(2160)	FASTENAL COMPANY	01/07/2022	\$189,000.00
		Contract Name: Disposable Heavy--Duty Shop Towels		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-FACILITY PARTS & SUPPLIES	
2065919-02	(2167)	Inspired eLearning, Inc.	01/07/2022	\$61,985.42
		Contract Name: Comp Based Training Renewal		
		Classification: SERVICES	Sub-Classification: SVSC-TRAINING	
2059738-01	(2114)	The Aftermarket Parts Company	01/12/2022	\$246,161.00
		Contract Name: Miscellaneous NABI Wheelchair Ramp Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2067757-01	(2171)	LAW CONTRACTING, LLC	01/12/2022	\$60,000.00
		Contract Name: Removal of Vinyl Covers		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2064634-01	(2142)	Willis Towers Watson Insurance	01/18/2022	\$696,000.00
		Contract Name: Operations Insurance Broker Services		
		Classification: SERVICES	Sub-Classification: SVSC-INSURANCE/RISK MGT	



Contracts Awarded

Fiscal Year 2022 - Second 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
2049887-03	(2156)	LTK ENGINEERING SERVICES	01/22/2022	\$247,000.00
		Contract Name: Universal Inspection Services Lot E On Site Survey		
		Classification: SERVICES	Sub-Classification: SVSC-VEHICLE SERVICES NEC	
2068594-01	(2194)	Hewlett Packard Enterprise Co.	01/26/2022	\$61,136.81
		Contract Name: HPE Hardware/Software Support		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2064418-01	(2183)	22ND CENTURY TECHNOLOGIES INC	01/28/2022	\$250,000.00
		Contract Name: IT Staff Augmentation - 22nd Century		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2064418-02	(2184)	Tryfacta, Inc.	01/28/2022	\$500,000.00
		Contract Name: IT Staff Augmentation - Tryfacta		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2064418-03	(2185)	Infojini, Inc.	01/28/2022	\$250,000.00
		Contract Name: IT Staff Augmentation - Infojini		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2055315-02	(2210)	Texas GovLink, Inc.	02/01/2022	\$96,710.00
		Contract Name: Maximo Business Analyst		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2066273-01	(2178)	Krauthamer & Associates	02/01/2022	\$75,001.00
		Contract Name: Professional Recruiting Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2061169-02	(2201)	Texas GovLink, Inc.	02/01/2022	\$68,564.00
		Contract Name: Enterprise Architect 2 - David Muturi		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2065110-01	(2186)	KINKISHARYO INTERNATIONAL LLC	02/02/2022	\$141,120.00
		Contract Name: HVAC Rubber Seals		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES	
2065111-01	(2187)	KINKISHARYO INTERNATIONAL LLC	02/03/2022	\$169,680.00
		Contract Name: Rubber Seal AC Unit		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES	
2065897-01	(2175)	LINK AMERICA, INC	02/04/2022	\$248,529.00
		Contract Name: Passenger Emergency Call (PEC) - Blue Light Phones		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMMUNICATIONS	
2066022-01	(2182)	EVERGREEN SOLUTIONS LLC	02/07/2022	\$109,500.00
		Contract Name: Compensation Study Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded

Fiscal Year 2022 - Second 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
2062247-01	(2066)	ThyssenKrup Rothe Erde USA Inc	Sole Source	02/08/2022	\$246,855.00
		Contract Name: LRV Slewing Ring			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES		
2061584-01	(2166)	PENN MACHINE CO	Sole Source	02/09/2022	\$331,260.00
		Contract Name: Toyo Denki Motor Truck Axle Assembly			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES		
2066227-01	(2191)	JOHNSON SUPPLY		02/10/2022	\$5,974.00
		Contract Name: 5 Ton Wayside Units			
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION		
2063768-01	(2190)	TRIAD COMMERCIAL SERVICES		02/14/2022	\$3,363,307.00
		Contract Name: HQ Building Management Services			
		Classification: SERVICES	Sub-Classification: SVSC-JANITORIAL/GROUNDS		
2068450-01	(2196)	ITK Technologies, LLC		02/15/2022	\$226,200.00
		Contract Name: Lawson Managed Services			
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2069334-01	(2216)	Presidio Networked Sol Grp LLC		02/23/2022	\$135,516.66
		Contract Name: 2069334-01			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMP HARD/SOFTWARE		
2060462-01	(2126)	The Willamette Valley Company	Sole Source	02/24/2022	\$54,000.00
		Contract Name: Willamette Valley Products			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER		
2063659-01	(2192)	Metropolitan Security Services		02/24/2022	\$8,011,710.00
		Contract Name: Armed Security Guard Services			
		Classification: SERVICES	Sub-Classification: SVSC-OTHER		
2062019-01	(2125)	CUMMINS SOUTHERN PLAINS LLC		02/25/2022	\$220,494.00
		Contract Name: Transynd Fully Synthetic Transmission Fluid			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-FUEL/OIL/GAS/FLUIDS		
2068343-01	(2197)	MICROSOFT TECHNET		02/25/2022	\$249,999.00
		Contract Name: Microsoft Surface Laptop GO			
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2068970-01	(2199)	INSIGHT PUBLIC SECTOR INC		02/28/2022	\$72,783.59
		Contract Name: Adobe Product Licenses			
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2063264-01	(2188)	TRIAD COMMERCIAL SERVICES		03/01/2022	\$17,707,660.00
		Contract Name: Janitorial and Custodial Passenger Facilities			
		Classification: SERVICES	Sub-Classification: SVSC-OTHER		



Contracts Awarded

Fiscal Year 2022 - Second 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
2064847-01	(2195)	Zonar Systems Inc		03/01/2022	\$174,043.80
		Contract Name: Zonar Annual Subscription			
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2066757-01	(2204)	Oracle America Inc.		03/07/2022	\$177,001.77
		Contract Name: FY22 - Oracle Core Maintenance			
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2062716-01	(2174)	TRANSTECH OF SC INC	Sole Source	03/08/2022	\$227,000.00
		Contract Name: Pantograph Shoe Carbon Inserts on DART's LRVs			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES		
2066211-01	(2198)	Spare Labs Inc		03/08/2022	\$237,680.00
		Contract Name: Spare Labs Software			
		Classification: SERVICES	Sub-Classification: SVSC-PARATRANSIT OPERATION		
2063267-01	(2165)	Toyo Denki Railway Service,LLC	Sole Source	03/09/2022	\$1,861,680.00
		Contract Name: Toyo Denki Traction Motors			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS		
2065162-01	(2193)	PENN MACHINE CO	Sole Source	03/09/2022	\$2,618,808.00
		Contract Name: Light Rail Vehicle Tire Installation Kit			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS		
2058163-01	(2202)	PENN MACHINE CO		03/16/2022	\$244,087.00
		Contract Name: Fifteen (15) Year Rebuild Center Truck Axle			
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION		
2070385-01	(2207)	American Fire Protection Group	Emergency	03/18/2022	\$84,606.00
		Contract Name: City Place Standpipe CP3 Repair			
		Classification: SERVICES	Sub-Classification: SVSC-REPAIRS		
2067960-01	(2203)	Technology International, Inc.		03/21/2022	\$88,500.00
		Contract Name: Purchase of Generators & Switches			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-FACILITY PARTS & SUPPLIES		
2065738-01	(2209)	CHAVEZ CONCRETE CUTTING		03/23/2022	\$43,530.00
		Contract Name: Clearance Signs Replacement			
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION		
2060270-01	(2200)	MUNCIE RECLAMATION & SUPPLY		03/24/2022	\$244,254.00
		Contract Name: NABI Miscellaneous Transmission Parts			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS		
2062478-01	(2208)	CUMMINS SOUTHERN PLAINS LLC		03/25/2022	\$249,631.00
		Contract Name: Miscellaneous NABI Rock Lever & Ignition Parts			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS		



Contracts Awarded

Fiscal Year 2022 - Second 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
2066227-01	(2215)	JOHNSON SUPPLY	03/31/2022	\$149,985.50
		Contract Name: Replacement 5 ton wayside units		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2067290-01	(2219)	RAILQUIP INC	03/31/2022	\$122,365.00
		Contract Name: 25T JACKS		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
Report Totals: 50 Contracts Awarded				\$57,802,400.55

SPECIAL TYPE	TOTAL
Emergency	1
Sole Source	6
TOTAL	7

Contracts Awarded Summary

		TOTAL
COMMODITIES	SUP/EQUIP-BUS PARTS	\$1,658,371.00
	SUP/EQUIP-COMMUNICATIONS	\$248,529.00
	SUP/EQUIP-COMP HARD/SOFTWARE	\$135,516.66
	SUP/EQUIP-FACILITY PARTS & SUPPLIES	\$277,500.00
	SUP/EQUIP-FUEL/OIL/GAS/FLUIDS	\$220,494.00
	SUP/EQUIP-OTHER	\$54,000.00
	SUP/EQUIP-RAIL VEHICLES	\$1,115,915.00
	SUP/EQUIP-RAILPARTS	\$4,480,488.00
	Total	\$8,190,813.66
SERVICES	SVSC-EMPLOYEE BENEFITS	\$11,419,016.00
	SVSC-INSURANCE/RISK MGT	\$696,000.00
	SVSC-JANITORIAL/GROUNDS	\$3,363,307.00
	SVSC-OTHER	\$27,250,342.00
	SVSC-PARATRANSIT OPERATION	\$237,680.00
	SVSC-RAIL OPERATION	\$565,941.50
	SVSC-REPAIRS	\$84,606.00
	SVSC-SOFT/HARDWARE MAINT	\$1,029,728.97
	SVSC-TRAINING	\$61,985.42
	SVSC-VEHICLE SERVICES NEC	\$4,902,980.00
	Total	\$49,611,586.89
Grand Total		\$57,802,400.55

Board Approved Contract Modifications

Fiscal Year 2022 - Second Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Sierra Health and Life Insurance Company, Inc.	\$2,045,628 (DART cost of \$1,485,012 and retiree cost of \$560,636)	Approval of First and Second, One-year Contract Options and Increase Contract Not-to-exceed Amount for Medicare Advantage PPO Plan for Retirees and their Medicare-Eligible Dependents. [Resolution No. 220003]	1/25/2022
H& W Cleaning Systems, Inc.	\$728,727	Approval to Increase Funding for Bus Stop Amenity Cleaning [Resolution No. 220007]	1/25/2022
SmartDrive Systems, Inc.	\$245,549	Approval to Exercise Contract Option and Increase Contract Not-to-exceed Amount for Bus Camera Monitoring Services and Hardware [Resolution No. 220008]	1/25/2022
Cambridge Systematics, Inc.	\$110,000	Approval to Increase Funding for Big Data Predictive Analytic Services [Resolution No. 220009]	1/25/2022
Precision Task Group, Inc.	\$1,204,278	Approval to Exercise Contract Option and Increase Contract Not-to-exceed Amount for the Workday Payroll Software as a Service (SaaS) Subscription [Resolution No. 2200014]	1/25/2022
Accenture, LLP	\$1,063,500	Approval of Contract Modification to Exercise the Option for Implementation and Integration Professional Services and Increase Contract Not-to-exceed Amount for Payroll System Implementation and Integration Professional Services [Resolution No. 2200015]	1/25/2022
Archer Western Herzog 4.0, Joint Venture	\$2,009,082	Approval to Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include a Hike & Bike Pedestrian Trail Bridge at Preston Green Park [Resolution No. 2200022]	1/25/2022

Board Approved Contract Modifications
Fiscal Year 2022 - Second Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Archer Western Herzog 4.0, Joint Venture	\$5,632,815*	Approval to Modify the Contract Value (*net decrease) for the Design-Build Contract for the Silver Line Regional Rail Project to Include 12th Street Station Connector Landscape Enhancements and Redesign of the Aerial Station Art and Design, and Jupiter and Custer At-grade Crossings [Resolution No. 220043]	3/22/2022
TOTAL MODIFICATION AWARDED DOLLARS:		\$13,039,579	TOTAL MODIFICATIONS AWARDED: 8

Special Procurements

Fiscal Year 2022 - Second Quarter

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

Purchase Order Type	Count	Amount
Emergency [a]	2	\$134,606.00
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	31	\$5,681,848.48
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	33	\$5,816,454.48
SPECIAL ADDENDUM: COVID-19 Related Procurements to Date [f]	339	\$23,743,994.51

[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 2022 - Second Quarter

Emergency

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

There are 2 "Emergency" Procurements in this Quarter.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
2070385-01	03/18/2022	City Place Standpipe CP3 Repair	American Fire Protection Group	\$84,606.00
5006800	03/25/2022	Bus Video System Support	JAGKUMAR, LLC	\$50,000.00
PO Count = 1		Contract Count = 1		\$134,606.00

Special Procurements
Fiscal Year 2022 - Second 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 2022 - Second 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 31 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1367672	01/20/2022 REBUILT,CIRCUIT BREAKER ASSY.,	TOYO DENKI USA, INC.	\$25,003.89
1367681	01/21/2022 TVM LOCK	SPX CORPORATION	\$9,135.00
1367689	01/24/2022 REBUILT,UPS,POWER SUPPLY ASSEM	SPX CORPORATION	\$4,755.45
1367699	01/25/2022 REBUILT,UNIT,EVALUATION,TSS	PSI REPAIR SERVICES, INC.	\$6,570.00
1367742	01/27/2022 INSULATOR,MOUNTING	TRANSTECH OF SC INC	\$6,240.00
1367745	01/27/2022 POWER SUPPLY RADIO WITH NO REM	KINKISHARYO INTERNATIONAL LLC	\$10,086.20
1367773	01/28/2022 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$44,858.86
1367778	01/28/2022 REBUILT,TRIM PRINTER ASSEMBLY	SPX CORPORATION	\$7,497.00
1367779	01/28/2022 REBUILT,ELECTRONIC UNIT,H-5, T	WABCO PTD CORP	\$5,250.00
1367969	02/11/2022 COUPLING ASSY.,FLANGE NUT,SPRI	KNORR BRAKE CORP	\$9,548.00
1368008	02/16/2022 PCB VOLTAGE REGULATION (AVR34)	Toyo Denki Railway Service,LLC	\$9,782.86
1368011	02/16/2022 RUBBER ,INTERIOR ARTICULATION	KINKISHARYO INTERNATIONAL LLC	\$6,400.00
1368012	02/16/2022 ROD,END,3/4",LH,PANTOGRAPH	TRANSTECH OF SC INC	\$4,772.90
1368013	02/16/2022 REBUILT,VALVE,SOLENOID ASSEMBL	WABCO PTD CORP	\$5,750.00
1368025	02/17/2022 RELAY (MOTOR CONTROL)	WESTERN-CULLEN-HAYES, INC	\$4,770.00
1368051	02/21/2022 REBUILT, RECEIVER,ASSY,369OHZ,	ALSTOM SIGNALING OPERATION LLC	\$8,193.84
1368053	02/21/2022 REBUILT,MACHINE,SWITCH,M23A R.	Hitachi Rail STS USA, Inc	\$9,437.00
1368069	02/22/2022 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$42,862.75
1368132	02/25/2022 SIV CONVERSION INSTALL KIT	POWERTECH CONVERTER CORP.	\$18,050.27
1368173	03/03/2022 SPRING,SUPPORT,FAB.,PANTOGRAPH	TRANSTECH OF SC INC	\$19,875.96
1368373	03/18/2022 CONNECTING LINK,	ENIDINE	\$6,470.20
1368375	03/18/2022 ECCENTRIC CAM ,ASSEMBLY	VAPOR STONE RAIL SYSTEMS	\$6,944.30
1368397	03/21/2022 REBUILT,VALVE,LEVELING,LV5N	KINKISHARYO INTERNATIONAL LLC	\$14,430.00
1368410	03/22/2022 POLE,PIECE,INTERMEDIATE	KNORR BRAKE CORP	\$18,150.00
1368428	03/22/2022 POLE,END,PIECE	KNORR BRAKE CORP	\$12,150.00

Special Procurements

Fiscal Year 2022 - Second 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 31 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1368428	03/22/2022 POLE,PIECE,END SPACER,NON-MAGNETIC	KNORR BRAKE CORP	\$16,569.00 \$8,692.00
2060462-01	02/24/2022 Willamette Valley Products	The Willamette Valley Company	\$54,000.00
2061584-01	02/09/2022 Toyo Denki Motor Truck Axle Assembly	PENN MACHINE CO	\$331,260.00
2062247-01	02/08/2022 LRV Slewing Ring	ThyssenKrup Rothe Erde USA Inc	\$246,855.00
2062716-01	03/08/2022 Pantograph Shoe Carbon Inserts on DART's LRVs	TRANSTECH OF SC INC	\$227,000.00
2063267-01	03/09/2022 Toyo Denki Traction Motors	Toyo Denki Railway Service,LLC	\$1,861,680.00
2065162-01	03/09/2022 Light Rail Vehicle Tire Installation Kit	PENN MACHINE CO	\$2,618,808.00
PO Count = 25	BPO Count = 0	Contract Count = 6	\$5,681,848.48

Special Procurements

Fiscal Year 2022 - Second 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 2022 - Second 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 2022 - Second 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

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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
Silicone Sealant	24	\$691.92
Silicone Sealant	24	\$706.80
DISINFECTANT, SPRAY NINE 32 OZ	500	\$1,958.40
GLOVE,SAFETY,MEDIUM,5 MIL,LOW POWDER, 50 PR	35,000	\$12,586.00
GLOVE,SAFETY,MEDIUM,5 MIL,LOW	600	\$10,680.00
GLOVES,SAFETY,X LARGE ,5 MIL,	900	\$16,605.00
GLOVE,SAFETY,XLARGE,5 MIL,LOW	300	\$5,031.00
DISPENSER , MANUAL FOAM HAND S	35	\$381.85

Special Procurements
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SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
PURCHASE ORDERS (continued)		
GLOVES, SAFETY,X LARGE ,5	900	\$16,812.00
GLOVES SAFETY LARGE,5 MIL	1,000	\$14,980.00
GLOVES SAFETY LARGE,5 MIL	2,000	\$27,980.00
WIPE, DISPOSABLE, BLEACHED	150	\$9,480.00
DISPENSER , MANUA	144	\$734.40
SOAP,HAND	240	\$5,700.00
DISINFECTANT, SPRAY	900	\$3,105.00
Antiseptic, Wipes	50	\$109.50

Special Procurements

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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 Hooks	Lot	\$250.66
Shower Curtain Hooks	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
Kutol No Touch Dispenser with drip trays	150	\$6,150.00
70% ISOPROPYL ALCOHOL HAND SANITIZING GEL	144	\$5,328.00
Face Shield 9" x 12 1/2" - with Foam Brow Pad	1 Case	\$167.20
KN 95 SAFETY MASK, NON MEDICA	5,000	\$19,500.00
TOTE of Hand Sanitizer	1	\$739.52

Special Procurements

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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 Sanaitizer Dispensers	75	\$615.00
Hand sanitizer 2 oz	5,000	\$10,000.00
Sneeze Gaurd	50	\$5,540.99
Pipe Brackets	800	\$40,973.07
Sneeze Gaurd	25	\$2,826.49
Hand Sanitizer Foaming	375	\$34,998.75
Sneeze Gaurd	4	\$2,962.50
Hand Sanitizer Refill	103	\$12,669.00
Hand Sanitizer Refill	86	\$12,470.00
Hand Sanitizer Refill	20	\$2,900.00
Dispenser for Hand Sanitizer	216	\$1,296.00

Special Procurements

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SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
Face Mask	100	\$359.97
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
Dispenser for Hand Sanitizer	200	\$2,486.00
Hand Sanitizer Refill	84	\$12,516.00
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

Special Procurements

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DESCRIPTION	QUANTITY	AMOUNT
SINGLE PAYMENT REQUESTS (continued)		
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$50,000.00
Hand Sanitizer Kutol Foam Refill 1000ML	299	\$43,355.00
Dispenser	97	\$582.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
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
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$150,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	600,000	\$180,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	400,000	\$120,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	400,000	\$120,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	400,000	\$120,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$30,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$30,000.00

Special Procurements

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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

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SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

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

Special Procurements

Fiscal Year 2022 - Second Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
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
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

Special Procurements

Fiscal Year 2022 - Second Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
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
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



Special Procurements
Fiscal Year 2022 - Second Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
C-2060924-01		
<i>Light Cleaning & Disinfecting Tasks -LRV</i>	36,400	\$728,000.00
<i>Enhanced Light Cleaning - LRV</i>	1,196	\$20,989.80
<i>Blood-borne Pathogens/Bio-Hazard Cleaning LRV</i>	520	\$9,126.00
<i>Exterior Cleaning - LRV</i>	2,444	\$171,080.00
<i>Mainline Cleaning - LRV</i>	119,600	\$897,000.00
<i>Halosil Fogging and/or Electrostatic Hand-Held Spraying - LRV</i>	10,400	\$140,400.00
<i>Daily Cleaning - Bus</i>	164,164	\$1,132,731.60
<i>Detail Cleaning -Bus</i>	33,800	\$522,210.00
<i>Deep Cleaning - Bus</i>	11,700	\$336,375.00
Contract Amount		\$3,957,912.40
TOTAL COVID-19 RELATED PROCUREMENTS TO DATE: 339 TOTAL	12,550,560	\$23,743,994.51

Active Requirements Contracts

\$250,000+ Only and Expiring between 04/01/2022 and 09/30/2023

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Within 6 Months				
2029795-02	AT&T	AT&T Cellular Services and Equipment	04/06/2022	\$1,174,916
2053240-01	Svanaco Inc.	DART.org Redesign	04/28/2022	\$459,689
2029444-01	Van Scoyoc Associates, Inc.	Washington DC Representation	04/29/2022	\$1,210,000
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
2005220-09	Jacobs Engineering Group	Comprehensive Professional Services	06/30/2022	\$7,614,234
2058271-01	Trapeze Software Group, Inc.	Mobile Data Terminal (MDT) Replacement	07/07/2022	\$1,457,991
2041903-02	Real Network Services, Inc.	On Call Construction RPD	07/28/2022	\$1,036,264
2041903-03	Gilbert May, Inc.	On Call Construction RPD	07/28/2022	\$947,244
2044600-02	MLS Parent Holdings LLC	Court Reporting Services	07/30/2022	\$307,277
2048072-02	Vescorp Construction, LLC	On Call Construction Services	08/15/2022	\$2,361,262
2048072-03	Gilbert May, Inc.	On Call Construction Services	08/15/2022	\$678,916
2048072-04	Alvand Construction Inc	On Call Construction Services	08/15/2022	\$655,692
2048072-06	FS 360, LLC	On Call Construction Services	08/15/2022	\$1,444,717
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
2065855-01	Meadows Mental Health Policy I	Homeless Study	08/30/2022	\$325,000
2051528-01	Cherokee Coatings, LLC.	Paint Exisiting TRE Fleet	08/31/2022	\$999,945
2031580-01	Crowe LLP	Financial Auditing Services	09/14/2022	\$2,141,200
2056764-01	Moroch Partners	Agency Advertising Services	09/14/2022	\$3,760,375
2045217-01	Merak North America LLC	FLEET 53 HVAC UPGRADE	09/19/2022	\$7,201,332
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 Transportaiton Services	09/30/2022	\$105,906,319
2053808-01	Trapeze Software Group, Inc.	Trapeze Software and Maintenance	09/30/2022	\$2,866,102
2054759-01	Caldwell Country Ford	Bus Utility Trucks	09/30/2022	\$592,560
2054963-01	Galls Incorporated	DART Police Uniforms, Supply and Alterations	09/30/2022	\$302,078
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
38 Contracts				\$201,605,556



Active Requirements Contracts

\$250,000+ Only and Expiring between 04/01/2022 and 09/30/2023

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 12 Months				
2048280-01	Jarrett Walker+Associates, LLC	Updated Bus Transit Plan	10/01/2022	\$604,791
2059278-01	Johnson Grayson Automotive Inc	Police Pursuit Vehicles	10/01/2022	\$972,802
2030692-01	Blanks Printing & Imaging, Inc	Large Format Digital on Various Substrates LRV &	10/27/2022	\$1,908,448
2062944-01	INIT Innovations in Transport	Streetcar 4G Upgrade	11/16/2022	\$1,476,617
2053306-01	HDR Engineering, Inc.	General Planning Consultant Services VII (GPC VII)	11/30/2022	\$9,225,000
2050103-01	Consumer and Market Insights	Mystery Rider and Quality Assurance Program	12/22/2022	\$672,600
2030485-01	AUSTIN CARCON JOINT VENTURE	Red and Blue Line Platform Extensions - Group A	12/30/2022	\$20,643,134
2030485-02	Omega Contracting, Inc.	Red and Blue Line Platform Extensions - Group B	12/30/2022	\$19,506,905
2030485-03	Omega/DES	Red and Blue Line Platform Extensions - Group C	12/30/2022	\$10,778,819
2030485-04	Gilbert May, Inc.	Red and Blue Line Platform Extensions - Group D	12/30/2022	\$13,075,308
2030485-05	Gilbert May, Inc.	Red and Blue Line Platform Extensions - Group E	12/30/2022	\$9,205,141
2005220-02	Hayden Consultants, Inc.	Comprehensive Professional Services	12/31/2022	\$7,445,253
2005220-03	IEA, Inc.	Comprehensive Professional Services	12/31/2022	\$1,857,257
2005220-11	VAIArchitects Incorporated	Comprehensive Professional Services	12/31/2022	\$3,372,750
2005220-26	DAL-TECH Engineering, Inc.	Comprehensive Professional Services	12/31/2022	\$7,543,489
2032036-01	Unum Insurance Company	Life and AD&D Insurance	12/31/2022	\$10,170,896
2041600-01	INIT Innovations in Transport	INIT VBS Multi-Year Software	12/31/2022	\$1,297,053
2046700-01	Holmes Murphy & Associates	Benefits Consulting Services	12/31/2022	\$467,000
2051376-01	Remix Software	Cloud-Based Transit Planning Software	12/31/2022	\$390,000
2053265-01	UnitedHealthcare	Retiree Medical Coverage	12/31/2022	\$3,068,472
2033020-01	New Flyer of America, Inc.	2019 CNG Powered Transit Buses	01/16/2023	\$22,502,582
2060924-01	CTJ Maintenance Inc.,	Light Rail Cleaning, Bus Cleaning, and Disinfectin	01/27/2023	\$3,957,913
2061584-01	PENN MACHINE COMPANY LLC	Toyo Denki Motor Truck Axle Assembly	02/09/2023	\$331,260
2058726-03	SmartDrive Systems Inc.	SmartDrive Subscription	02/23/2023	\$418,557
2051412-01	22nd Century Technologies Inc	Staff Augmentation for Various Depts.	02/26/2023	\$3,641,951
2051412-02	SOAL Technologies, LLC.	Staff Augmentation for Various Depts.	02/26/2023	\$3,561,272
2051412-03	Midtown Personnel Inc	Staff Augmentation for Various Depts.	02/26/2023	\$767,904
2050121-01	INFOR (US) Inc.	Lawson Maintenance and Support	02/28/2023	\$1,981,674
2055064-02	PROLIM GLOBAL CORPORATION	ERP Staff Augmentation	03/17/2023	\$950,000
2050338-01	Oracle Elevator Holdco, Inc.	Lift Equipment Maintenance	03/29/2023	\$3,387,526
30 Contracts				\$165,182,375



Active Requirements Contracts

\$250,000+ Only and Expiring between 04/01/2022 and 09/30/2023

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 12 Months To 18 Months				
2028706-01	Cummins Southern Plains,LLC	Repower Kit for NABI CNG Bus	04/27/2023	\$7,189,678
2034401-01	Edens Touch Diversified LLC	Grounds Maintenance and Vegetation Control	04/28/2023	\$1,731,799
2022709-02	Chem Chek Co. Inc.	Onsite Collection Services	05/30/2023	\$1,090,650
2012949-01	Bridgestone Americas Tire Oper	Tire Leasing and Support Services	05/31/2023	\$10,914,686
2053304-01	Good Earth Corporation	ROW Mowing	06/07/2023	\$1,365,276
2053304-02	Edens Touch Diversified LLC	ROW Mowing	06/07/2023	\$778,380
2053719-01	Uber Technologies	Mobility on Demand TNC	06/11/2023	\$2,037,295
2060992-01	Wabtec	Kit 21 Disc and Hardware for DART's Light Rail	06/16/2023	\$1,199,000
2036711-01	DISYS Solutions, Inc.	NETWORK UPGRADE	06/28/2023	\$3,129,177
2051625-01	Half Associates, Inc	Environmental Services	07/16/2023	\$450,000
2051625-02	Wood Environment & Infrastruct	Environmental Services	07/16/2023	\$374,724
2051625-03	EA Engineering, Science, and T	Environmental Services	07/16/2023	\$360,273
2051625-04	LCA Environmental Inc	Environmental Services	07/16/2023	\$350,000
2052625-05	DART Environmental Svcs Master	Environmental Services Master Contract	07/16/2023	\$2,150,000
2044244-01	Inquiries Acquisition LLC	Background Investigations	08/08/2023	\$281,774
2016032-01	Vix Technology	Comprehensive Fare Payment System	08/18/2023	\$26,115,153
2060993-03	Dartco Transmission Sales and	Rebuild B400R Allison Transmission	08/25/2023	\$974,813
2061409-01	Wabtec	Three Year Friction Brake Overhaul Kit for DARTs	08/25/2023	\$1,770,000
2041902-01	SHI Government Solutions	MS Enterprise Agreement	08/29/2023	\$6,573,083
2051297-01	Bridgestone Americas Tire Oper	Bus Tire Leasing and Services	08/31/2023	\$4,888,706
2054634-01	Orgo-Thermit, Inc.	Rail Grinding	08/31/2023	\$539,595
2057995-02	H&W Cleaning Systems, Inc	Bus Stop Amenity Cleaning	09/18/2023	\$978,727
2022142-01	Texas General Land Office	Electricity Service Fiscal Year 2019-2023	09/30/2023	\$65,000,000
23 Contracts				\$140,242,789
Total Contracts = 91			Total Value of All Contracts Above:	\$507,030,720



Upcoming Procurement Opportunities

As of April 1, 2022

Standpipe Replacement City Place-#8

Upcoming Item: **B-2067998**

Type of Posting: Invitation for Bid (IFB)

Description:

The Contractor shall provide services to remove and replace visibly damaged sections of Standpipes and Pump-discharge-pipes in the City Place tunnel system, testing to verify the integrity of the repairs, and give detailed documentation of all work completed to satisfy the issues as described within the SOW.

The NIGP code associated with this event is:

910 Building Maintenance, Installation and Repair Services

4127 Elm Bus Wash Overhaul

Upcoming Item: **B-2069624**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks for a contractor to provide and replace the existing Bus Wash system at the East Dallas Bus Operating Facility.

The NIGP codes associated with this event are:

961- 00 Miscellaneous Services, NO. 1 (Not otherwise classified)

075 - 96 Washing Systems, Automatic, Stationary, Automotive

Agency-Wide Electricity FY24-33

Upcoming Item: **P-2069936**

Type of Posting: Request for Proposal (RFP)

Description:

To purchase Agency-wide electricity service for FY 24 thru FY 33. This contract will provide DART with service for 426 electric meters with a projected consumption of approximately 182,000MWh per year.

The NIGP code associated with this event is:

961-83 Utility Services, Electric

Replacement fourteen (14) Direct Fired Furnace (DFVC) Units

Upcoming Item: **P-2069579**

Type of Posting: Request for Proposal (RFP)

Description:

DART seeks a contractor for the replacement of fourteen (14) Direct Fired Furnace (DFVC) Units at the East Dallas Maintenance Shop.

The NIGP code associated with this event is:

031 Air Conditioning, Heating, And Ventilating Equipment, Parts

Upcoming Procurement Opportunities

As of April 1, 2022

Byk-Rak Bicycle Rack Parts on DARTs NABI and ARBOC Bus Fleets

Upcoming Item: **B-2069997**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Byk-Rak Bicycle Rack Parts on DARTs NABI and ARBOC Bus Fleets.

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

Colocation of Data Center

Upcoming Item: **P-2069490**

Type of Posting: Request for Proposal (RFP)

Description:

DART (Dallas Area Rapid Transit) is seeking a 36-month contract with a Tier 3 / Tier 4 compliant colocation facility to host its computer and networking hardware. The facility shall be within the DART service area.

The NIGP codes associated with this event are:

920 DATA Processing, Computer, Programming, and Software Service

206 Computer Hardware and Peripherals for Mini and Main Frame Computers

Driver Center Dash Panels for Bus Fleets 38 - 42

Upcoming Item: **B-2068317**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Driver Center Dash Panels for Bus Fleets 38 - 42.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Benefits Consultant Services

Upcoming Item: **P-2070279**

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit has a requirement for Benefits Consultant Services.

The NIGP code associated with this event is:

918 Benefits Consultant Services

Upcoming Procurement Opportunities

As of April 1, 2022

On Call Construction Services [Operations group]

Upcoming Item: **B-2069980**

Type of Posting: Invitation for Bid (IFB)

Description:

DART has a requirement for On Call Construction Services. DART has passenger, operation, and maintenance facilities that require repairs, upgrades, and renovations.

The NIGP codes associated with this event are:

909 Building Construction Services, New (Incl. Maintenance)

910 Building Maintenance, Installation and Repair Services

912 Construction Services, General (Incl. Maintenance and Repair)

914 Construction Services, Trade (New Construction)

Miscellaneous NABI EGR Cooler Parts for DART's NABI Low Floor CNG Bus Fleet

Upcoming Item: **B-2069426**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Miscellaneous NABI EGR Cooler Parts for DART's NABI Low Floor CNG Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

Consulting Services

Upcoming Item: **P-2070086**

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit (DART), is seeking firms to provide consulting services for a comprehensive review and analysis of its current fare policy structure and recommendations for future fare policy strategies.

The NIGP code associated with this event is:

918 CONSULTING SERVICES

Caliper Assembly, Roadside, Front and Rear

Upcoming Item: **B-2069427**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Caliper Assembly, Roadside, Front and Rear.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Upcoming Procurement Opportunities

As of April 1, 2022

144 Fiber Corning Ribbon Cable

Upcoming Item: **B-2068204**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase 144 Fiber Corning Ribbon Cable.

The NIGP code associated with this event is:

838 Telecommunication Equipment, Accessories and Supplies

Overhead Door Replacement

Upcoming Item: **B-2068425**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks a contractor to provide and replace two overhead doors at the NRV Shop.

The NIGP codes associated with this event are:

910 Building Maintenance, Installation and Repair Services

150 Builders Supplies

Rail Wash Bay

Upcoming Item: **B-2068369**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks to modify the Rail Wash Bay equipment at CROF.

The NIGP code associated with this event is:

961 Miscellaneous Services, No. 1 (Not Otherwise Classified)

Fire Monitoring System

Upcoming Item: **B-2068345**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks to replace the Siemen and Simplex Fire Monitoring system at CROF.

The NIGP code associated with this event is:

340 Fire Protection Equipment And Supplies

Upcoming Procurement Opportunities

As of April 1, 2022

Replacement of City Fire Alarm

Upcoming Item: **B-206779**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks a contractor to complete replacement and installation of an addressable network Fire Alarm Detection System in the DART City Place Tunnel.

The NIGP code associated with this event is:

910 Building Maintenance, Installation and Repair Services

Repair 2-inch Plumbing Line

Upcoming Item: **B-2067769**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks a contractor to locate and repair a 2-inch water line supplying the Rosa Parks water wall. Also, repair inline chlorine/bromine feeder with direct replacement unit.

The NIGP code associated with this event is:

910 Building Maintenance, Installation And Repair Services

Train Station Camera Replacement

Upcoming Item: **P-2066977**

Type of Posting: Request for Proposal (RFP)

Description:

DART Police seeks to replace inoperable security cameras at multiple station locations and re-label cameras and cables sequentially throughout the stations.

The NIGP code associated with this event is:

936 Equipment Maintenance and Repair Services for General Equipment

Rebuilt Cylinder Head and Turbocharger Assemblies Used in DARTs NABI Bus Fleets 38-42

Upcoming Item: **B-2067143**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Rebuilt Cylinder Head and Turbocharger Assemblies Used in DARTs NABI Bus Fleets 38-42.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Upcoming Procurement Opportunities

As of April 1, 2022

Non-Revenue Vehicle Tires

Upcoming Item: **B-2067192**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority seeks sealed offers from qualified firms or individuals interested in providing Non-Revenue Vehicle Tires.

The NIGP code associated with this event is:

863 Tires and Tubes

Rebuild Light Rail Vehicle (LRV) HVAC Components

Upcoming Item: **B-2067224**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Rebuild HVAC Components used on Kinkisharyo Light-Rail Vehicles.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts and Accessories

Technology Recruiter

Upcoming Item: **P-2066661**

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit is seeking a firm to provide IT recruiting for specialized positions.

The NIGP codes associated with this event are:

952 Human Services

918 Consulting Services

961 Miscellaneous

Transit Bus Wheels for DARTs NABI Bus Fleet

Upcoming Item: **B-2064998**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Transit Bus Wheels for DARTs NABI Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts