DALLAS AREA RAPID TRANSIT QUARTERLY OPERATING, FINANCIAL PERFORMANCE, DART AND COMPLIANCE REPORTS LESS TRAVEL TIME **INCREASED FREQUENCY** ANEW BUS NETWORK **IMPROVED SERVICE** GoLink **BETTER ACCESS**

Third Quarter FY 2022 • April – June 2022

DART BOARD MEMBERS

Glenn B. Callison

Plano, Farmers Branch

Mark C. Enoch

Garland, Rowlett, Glenn Heights

Carmen Garcia

Dallas

Flora M. Hernandez

Dallas

Doug Hrbacek

Carrollton, Irving

Jonathan R. Kelly

Garland

Patrick J. Kennedy

Dallas

Jon-Bertrell Killen

Dallas

Michele Wong Krause

Dallas

Eliseo Ruiz III

Dallas, Cockrell Hill

Rodney Schlosser

Dallas

Gary Slagel

Richardson, University Park, Addison, Highland Park

Rick Stopfer

Irving

Paul N. Wageman

Plano

Hosanna Yemiru

Dallas

DART's Financial Information

is located online at:

DART.org/FinancialInformation

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Who We Are

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

Dallas Area Rapid Transit – What's Next?

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

Organization

Dallas Area Rapid Transit (DART) is a sub-regional transportation authority, created by a voting majority of the citizens on August 13, 1983, to organize and provide public transportation and complementary services to jurisdictions pursuant to Chapter 452 of the Texas Transportation Code (the "Act"). Our service area is comprised of 13 North Texas municipalities (Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park) as shown in Exhibit 2 (on page 6). Our headquarters is located in downtown Dallas. Under the Act, we are authorized to collect 1% sales and use tax on certain transactions.

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

Since then, DART has worked to expand light rail considerably. DART currently operates a total of 93 miles of light rail. The most recent opening was a 2.6-mile extension of the Blue Line south to UNT-Dallas that opened October 24, 2016. DART operates commuter rail service, which also opened in 1996, jointly with Trinity Metro along a 34-mile rail corridor between the cities of Dallas and Fort Worth. Exhibit 6 on page 14 s the DART System Map.



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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.



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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.



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DART BOARD MEMBERS FY 2022



Glenn B. Callison Plano and Farmers Branch



Mark Enoch Garland, Rowlett and Glenn Heights



Carmen GarciaDallas



Flora M. Hernandez Dallas



Doug Hrbacek Carrollton and Irving



Jonathan R. KellyAsst. Secretary
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 Richardson, University Park, Addison and Highland Park



Rick Stopfer Irving



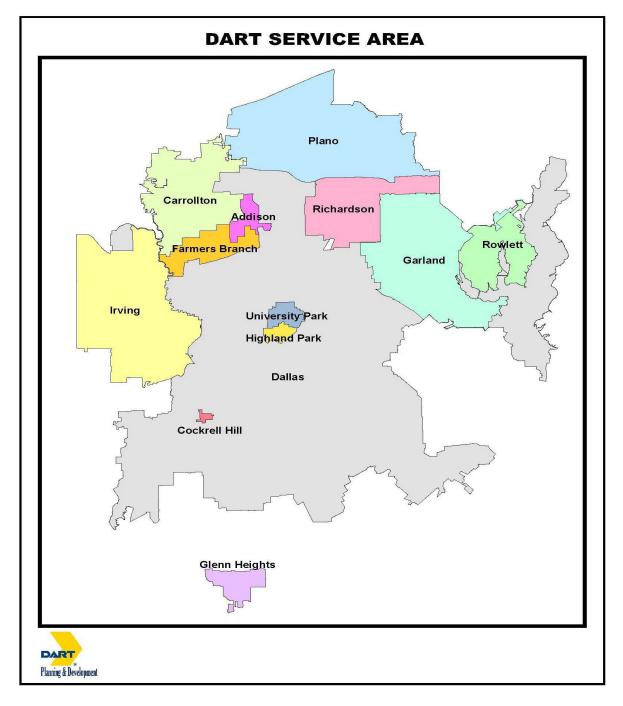
Paul N. Wageman Plano



Hosanna Yemiru Dallas

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	AME POSITION			
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.

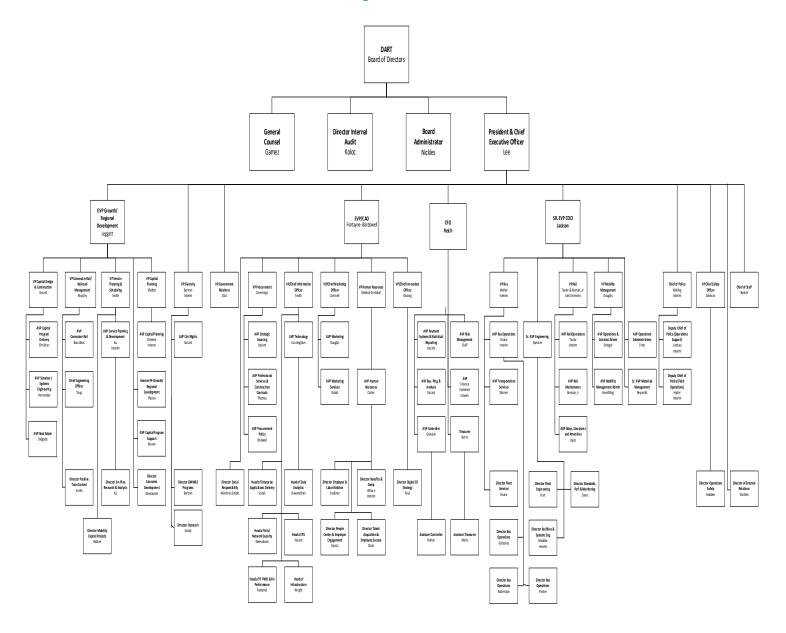


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Exhibit 4 illustrates the positions that report directly to the Board of Directors.

Exhibit 4

DART Organization Chart





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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)

(III WIIIIO113)						
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

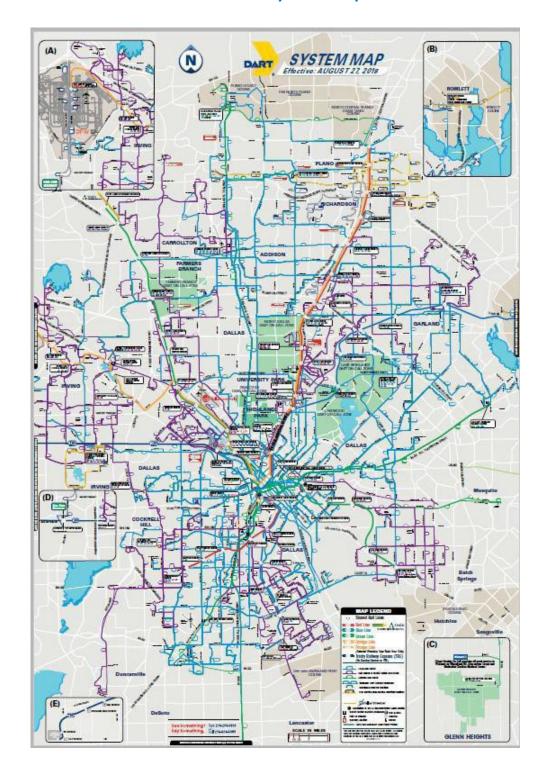
^{*}Reporting of HOV ridership was discontinued effective 10/01/2015. HOV ridership was removed from all years for comparison purposes.



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^{**}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





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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 third quarter of FY 2022, ending June 30, 2022.

Exhibit 1 KPI Summary

	FY 2022 Quarter 3						
	Cu	rrent Quar	ter	Year To Date			
Indicators	Actuals	Target	Status	Actuals	Target	Status	
Customer/Quality Indicators							
Total Agency Ridership (M)	11.25	10.07	√ 111.72%	31.15	30.06	1 03.63%	
Fixed-Route Ridership (M)	10.96	9.88	4 110.99%	30.40	29.49	1 03.10%	
Subsidy Per Passenger - Total System	\$11.29	\$13.17	√ 85.71%	\$9.42	\$12.91	√ 72.98%	
Subsidy Per Passenger - Fixed-Route	\$10.72	\$12.09	√ 88.64%	\$11.20	\$11.85	9 4.48%	
On-Time Performance - Fixed Route	88.84%	89.67%	99.07%	88.87%	89.67%	99.11%	
Complaints Per 100,000 Passengers - Fixed-Route	50.97	36.05	× 141.41%	52.49	36.05	** 145.63%	
Accidents Per 100,000 Miles - Fixed-Route	1.91	2.05	4 92.91%	2.27	2.05	X 110.42%	
Sales Taxes for Operating Expense	62.08%	77.84%	√ 79.75%	63.44%	78.74%	√ 80.57%	

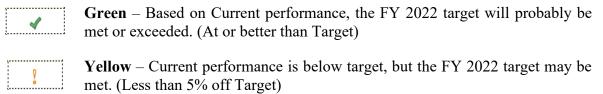
General Information

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

With 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 accurately recalculated based on chart presentations due to rounding.

This report includes DART's KPIs in scorecard format, see Exhibit 32 on Page 20 with a Green, Yellow, or Red status indicator for each measurement:



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



Third Quarter

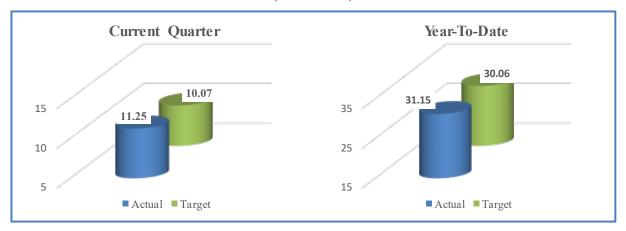
FY 2022

Ridership

Ridership for the 3rd quarter of FY 2022 reflects three full months of the New Bus Network which was implemented 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 32 zones as part of the new bus network, with many zones having expanded service hours and days.

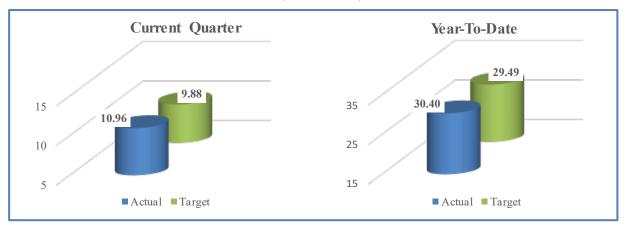
The other impacts on ridership during FY 2022 Q3 were rail tunnel maintenance, t and DART observing Juneteenth as a holiday for the first time. Ridership continues to be impacted by COVID as well. Nonetheless, DART system ridership has been improving quarter over quarter this year.

Exhibit 2
Total Agency Ridership
(in Millions)



<u>Total Agency Ridership:</u> Year-to-Date as of June 30, 2022, is 31.15 million, 1.09 million above (better than) the target of 30.06 million.

Exhibit 3
Fixed Route Ridership
(in Millions)



<u>Fixed-Route Ridership:</u> Year-to-Date as of June 30, 2022, is 30.40 million, 0.91 million above (better than) the target of 29.33 million.



Exhibit 4 Agency Ridership Scorecard (in Millions)

				FY 2022 Quarter 3						
				Cu	rrent Quar	ter	3	Year To Date		
FY19A	FY20A	FY21A	Indicators	Actuals	Target	Status	Actuals	Target	Status	
Ridership										
70.79	50.25	36.12	Total Agency(M)	11.25	10.07	√ 111.72%	31.15	30.06	1 03.63%	
69.27	49.30	35.52	Fixed-Route (M) ¹	10.96	9.88	110.99%	30.40	29.49	103.10%	
38.70	27.76	20.09	Bus (M) ¹	5.99	5.64	1 06.23%	16.54	16.44	1 00.55%	
28.56	20.27	14.63	LRT (M)	4.70	4.00	4 117.71%	13.05	12.29	1 06.21%	
2.01	1.27	0.80	TRE (M)	0.26	0.24	110.99%	0.81	0.75	1 07.83%	
906.15	643.85	571.28	Paratransit (000s)	192.23	156.31	122.98%	529.52	459.18	115.32%	
N/A	N/A	N/A	GoLink (000s) ¹	95.88	64.40	√ 148.87%	206.40	154.10	133.94%	
611.48	309.75	31.08	Vanpool (000s) ²	N/A	N/A	N/A	13.33	N/A	N/A	

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

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



<u>Total System Subsidy Per Passenger:</u> Year-to-Date as of June 30, 2022, is \$9.42, \$3.49 below (better than) the target of \$12.91.



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

Exhibit 6 Total System Subsidy Per Passenger Calculation (YTD)

		N	Todally Allo	cated (\$000)	s)		Net	C.	Subsidy
	Expenses ¹		- Revenues ²			= Subsidy	Ridership	Subsidy = Per	
		Trinity			Trinity		(\$000s)	(2000)	
	DART	Metro	Total	DART	Metro	Total	(30008)		Passenger
Actual	\$404,193	\$2,565	\$406,758	\$112,422	\$840	\$113,261	\$293,497	31,151	\$9.42
Budget	\$433,780	\$2,233	\$436,012	\$47,594	\$404	\$47,999	\$388,014	30,059	\$12.91
Variance	(\$29,587)	\$332	(\$29,254)	\$64,827	\$435	\$65,263	(\$94,517)	1,092	(\$3.49)
% to Target	93.18%	114.89%	93.29%	236.21%	207.66%	235.97%	75.64%	103.63%	72.98%

^[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.

Exhibit 7
Fixed Route Subsidy Per Passenger



<u>Fixed Route Subsidy Per Passenger:</u> Year-to-Date as of June 30, 2022, is \$11.20, \$0.65 below (better than) the target of \$11.85.

Exhibit 8 Fixed Route Subsidy Per Passenger Calculation (YTD)

		N	Modally Allo	cated (\$000s)		Not	Subsidy	
		Expenses 1 .		Revenues ²			Net = Subsidy	Ridership	= Per
		Trinity			Trinity		(\$000s)	(000s)	- rei Passenger
	DART	Metro	Total	DART	Metro	Total	(50008)		1 assenger
Actual	\$375,161	\$2,565	\$377,726	\$36,490	\$840	\$37,329	\$340,396	30,402	\$11.20
Budget	\$393,059	\$2,233	\$395,292	\$45,305	\$404	\$45,709	\$349,583	29,489	\$11.85
Variance	(\$17,899)	\$332	(\$17,566)	(\$8,815)	\$435	(\$8,379)	(\$9,187)	913	(\$0.65)
% to Target	95.45%	114.89%	95.56%	80.54%	207.66%	81.67%	97.37%	103.10%	94.48%

^[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.

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



^[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.

^[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.

Farebox Recovery Ratio

Farebox Recovery Ratio represents the proportion of operating cost generated by passenger fares. Year-to-Date, as of June 30, 2022, the Farebox Recovery Ratio is 5.79%, 0.46% below (worse than) the target of 6.25%.

Exhibit 9
Fixed Route Farebox Recovery Ratio Calculation

	FR Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	Farebox Recovery Ratio
Actual	\$21,864		\$377,726	5.79%
Budget	\$24,688		\$395,292	6.25%
Variance	(\$2,824)		(\$17,566)	(0.46%)
% to Target	88.56%		95.56%	92.68%

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 June 30, 2022, the Administrative Ratio Year-to-Date is 8.53%, 1.36% below (better than) the target of 9.89%.

Exhibit 10 Administrative Ratio Calculation

	Administrative Costs (\$000s)	Advertising Revenues (\$000s)	Direct / / Indirect Costs (\$000s)	= Administrative Ratio
Actual	\$34,319	\$2,781	\$369,874	8.53%
Budget	\$40,541	\$1,650	\$393,239	9.89%
Variance	(\$6,222)	\$1,131	(\$23,365)	(1.36%)
% to Target	84.65%	168.55%	94.06%	86.22%



Modal Updates

Modal Update Bus

(53.1% of total system ridership in Fiscal Year 2022)

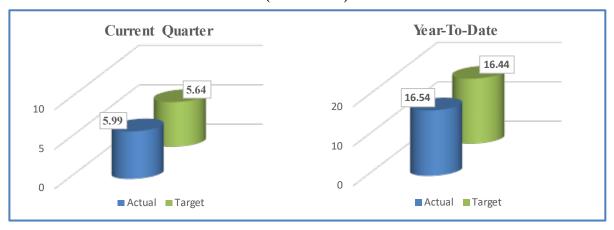


DART implemented the New Bus Network on January 24, 2022. The New Bus Network provides frequent, local coverage, express, and shuttles. Frequent routes serve high-ridership corridors that are integral to the DART service network, including a mix of bus and rail services. These routes are characterized 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. Shuttles are often operated and primarily funded by partner organizations that directly link the DART rail network or transit centers for their employees, students, or customers.

To ease the impact of the bus operator shortage, bus route frequency changes were implemented on June 13, 2022, to 31 of our 97 routes. DART implemented a five-minute temporary reduction in frequency on most routes currently operating every 15 minutes to restore service reliability and dependability for all riders. Some routes with 20-minute midday and early evening service changed to 30-minute service.

Exhibit 11 Bus Ridership (in Millions)



<u>Bus Ridership:</u> Year-to-Date as of June 30, 2022, is 16.54 million, 0.10 million above (better than) the target of 16.44 million.

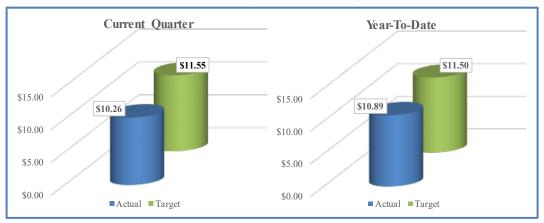


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Bus ridership continued to increase from the same quarter last year. Average Weekday ridership was up 21.1% from the same quarter of the previous year. Average Saturday ridership saw a 22.7% increase from the same quarter last year, with average Sunday ridership increasing 27.6% from the same period last year.

Exhibit 12 Bus Subsidy Per Passenger



<u>Bus Subsidy Per Passenger:</u> Year-to-Date as of June 30, 2022, is \$10.89, \$0.61 below (better than) the target of \$11.50.

Exhibit 13
Bus Subsidy Per Passenger Calculation (YTD)

	Modally Allocat	ed (\$000s)	Net Subsidy ,	Ridership	Subsidy Per
	Expenses -	Revenues	(\$000s) /	(000s)	Passenger
Actual	\$197,712	\$17,687	\$180,025	16,535	\$10.89
Budget	\$210,393	\$21,371	\$189,023	16,444	\$11.50
Variance	(\$12,681)	(\$3,683)	(\$8,998)	91	(\$0.61)
% to Target	93.97%	82.76%	95.24%	100.55%	94.71%

<u>Bus Farebox Recovery Ratio:</u> Year-to-Date as of June 30, 2022, is 5.97%, 0.51% below (worse than) the target of 6.48%.

Exhibit 14 Bus Farebox Recovery Ratio Calculation (YTD)

	Bus Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	Farebox Recovery Ratio
Actual	\$11,813		\$197,712	5.97%
Budget	\$13,644		\$210,393	6.48%
Variance	(\$1,831)		(\$12,681)	(0.51%)
% to Target	86.58%		93.97%	92.13%



The contributing factor to lower-than-expected Farebox Recovery is Revenues. While both Revenues and Modally Allocated Expenses were below budget, \$1.83 million (13.42%) and \$12.7 million (6.03%), respectively, the greater percentage decline in revenues led to lower farebox recovery.

Current Quarter

Year-To-Date

83.00%

85%

80%

75.74%

75%

Exhibit 15 **Bus On-Time Performance**

<u>Bus On-Time Performance:</u> Year-to-Date as of June 30, 2022, is 77.63%, 5.37% below (worse than) the target of 83.00%.

70%

■Actual ■Target

Bus On-Time Performance (OTP) is not on target for Q3 FY22. OTP has decreased due to the increase in traffic. Additionally, 18.29% of Bus routes included detours during this quarter.

<u>Bus Mean Distance Between Service Calls</u> Year-to-Date as of June 30, 2022, is 9,546 miles, 2,546 miles above (better than) the target of 7,000 miles.

<u>Bus Accidents Per 100,000 Miles:</u> Year-to-Date as of June 30, 2022, is 2.69, 0.44 above (worse than) the target of 2.25.

Accidents have increased; sideswipe accidents (DART buses being sideswiped by Privately Owned Vehicles (POV)) have increased over the same period last year. Furthermore, POV traffic has increased to pre-COVID levels, which increases the probability of accidents.



70%

■ Actual ■ Target

Modal Update Light Rail Transit (LRT)

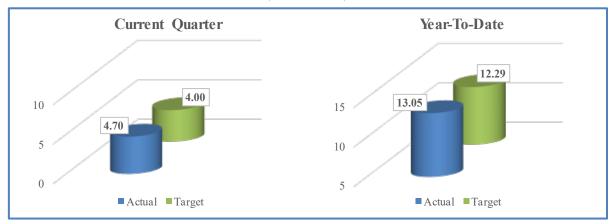
(41.9% of total system ridership in Fiscal Year 2022)



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 June 30, 2022, is 13.05 million, 0.76 million above (better than) the target of 12.29 million.

Light Rail ridership saw a 29.6% increase from the third quarter of FY 2021 to the third quarter of FY 2022. Average weekday ridership increased 30.2% from the same quarter last year. The comparison of FY 2022 Q3 with FY 2021 Q3 reflects the ridership change under similar, but improving, conditions. Factors contributing to the increase in ridership included:

- 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.
- more special events (American Airline Center, Fair Park, etc.).



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The third quarter of FY22 was also impacted by five (5) days of tunnel maintenance.

Exhibit 17 Light Rail Subsidy Per Passenger



<u>LRT Subsidy Per Passenger:</u> Year-to-Date as of June 30, 2022, is \$9.88, \$1.00 below (better than) the target of \$10.88.

Exhibit 18
Light Rail Subsidy Per Passenger Calculation (YTD)

	Modally Alloc	ated (\$000s)	Net Subsidy ,	Ridership	Subsidy Per
	Expenses - Revenues		(\$000s)	(000s)	Passenger
Actual	\$142,972	\$14,013	\$128,959	13,054	\$9.88
Budget	\$151,346	\$17,670	\$133,675	12,291	\$10.88
Variance	(\$8,374)	(\$3,658)	(\$4,716)	763	(\$1.00)
% to Target	94.47%	79.30%	96.47%	106.21%	90.83%

<u>Light Rail Farebox Recovery Ratio:</u> Year-to-Date as of June 30, 2022, is 6.08%, 0.55% below (worse than) the target of 6.64%.

Exhibit 19 Light Rail Farebox Recovery Ratio Calculation

	LRT Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	П	Farebox Recovery Ratio
Actual	\$8,694		\$142,972		6.08%
Budget	\$10,042		\$151,346		6.64%
Variance	(\$1,348)		(\$8,374)		(0.55%)
% to Target	86.58%		94.47%		91.65%



The contributing factor to lower-than-expected Farebox Recovery is Revenues. While both Revenues and Modally Allocated Expenses were below budget, \$1.35 million (13.42%) and \$8.37 million (5.53%), respectively, the greater percentage decline in revenues led to lower farebox recovery.

Current Quarter

93.00%

95%

90%

90%

85%

80%

75%

Actual Target

Year-To-Date

93.00%

9 00.86%

90%

80%

Target

Exhibit 20 Light Rail On-Time Performance

LRT On-Time Performance: Year-to-Date as of June 30, 2022, is 90.86%, 2.14% below (worse than) the target of 93.0%.

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

- To decrease heat related service disruptions, speeds are reduced, and headways are adjusted on days where temperatures will exceed 100 degrees. This practice reduces the risk of LRV mechanical failure or Way Side Equipment failure caused by overheating.
- In Q3, 20 incidents involving a possibly compromised catenary were reported and resolved without interruption to service.
- SCADA system is in final design review.
- 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 June 30, 2022, is 14,590 miles, 6,410 miles below (worse than) the target of 21,000 miles.

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

- During June 2022, Fleet Maintenance and Fleet Engineering launched a focused, mutual effort to introduce upgraded parts to historically poorly performing air compressors and, after installing upgrades, monitor the air compressor's performance to determine if the upgrades did improve performance.
- Fleet's 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 June 30, 2022, is 0.43, 0.32 below (better than) the target of 0.75.



Modal Update Commuter Rail

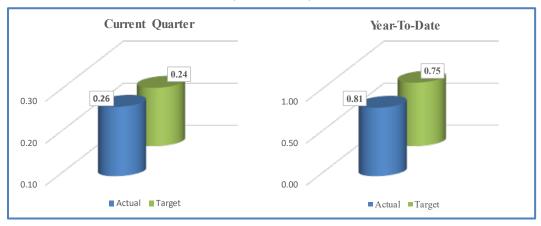
(2.6% of total system ridership in Fiscal Year 2022)



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

reinstated 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)



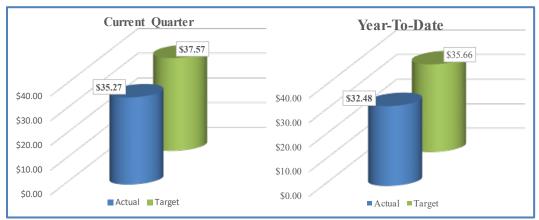
<u>Commuter Rail Ridership:</u> Year-to-Date as of June 30, 2022, is 812.9K, 59.1 K above (better than) the target of 753.8 K.

TRE ridership saw a significant increase of 19.1% from the third quarter of FY 2021 to the third quarter of FY 2022 due to the small base ridership in FY 2021.



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Exhibit 22 Commuter Rail Subsidy Per Passenger



<u>Commuter Rail Subsidy Per Passenger:</u> Year-to-Date as of June 30, 2022, is \$32.48, \$3.18 below (better than) the target of \$35.66.

Exhibit 23 Commuter Rail Subsidy Per Passenger Calculation (YTD)

		N	Todally Allo	Net		Subsidy			
	Expenses ¹ -			- Revenues ²			= Subsidy /	Ridership	= Per
		Trinity			Trinity		(\$000s)	(000s)	- Fer Passenger
	DART	Metro	Total	DART	Metro	Total			
Actual	\$29,468	\$2,565	\$32,033	\$4,790	\$840	\$5,630	\$26,403	813	\$32.48
Budget	\$31,320	\$2,233	\$33,553	\$6,264	\$404	\$6,668	\$26,885	754	\$35.66
Variance	(\$1,853)	\$332	(\$1,520)	(\$1,474)	\$435	(\$1,038)	(\$482)	59	(\$3.18)
% to Target	94.08%	114.89%	95.47%	76.47%	207.66%	84.43%	98.21%	107.83%	91.08%

^[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.

<u>Commuter Rail Farebox Recovery Ratio:</u> Year-to-Date as of June 30, 2022, is 4.24%, 1.26% above (better than) the target of 2.99%.

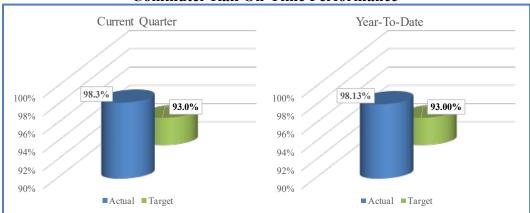
Exhibit 24 Commuter Rail Farebox Recovery Ratio Calculation

	TRE Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	=	Farebox Recovery Ratio
Actual	\$1,357		\$32,033		4.24%
Budget	\$1,002		\$33,553		2.99%
Variance	\$355		(\$1,520)		1.26%
% to Target	135.43%		95.47%		141.86%



^[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 25 Commuter Rail On-Time Performance



<u>Commuter Rail On-Time Performance:</u> Year-to-Date as of June 30, 2022, is 98.13%, 5.13% above (better than) the target of 93.00%.

<u>Commuter Rail Complaints Per 100,000 Passengers:</u> Year-to-Date as of June 30, 2022, is 3.81, 1.69 below (better than) the target of 5.50.

TRE Accidents Per 100,000 Miles: Year-to-Date as of June 30, 2022, is 1.81, 0.81 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

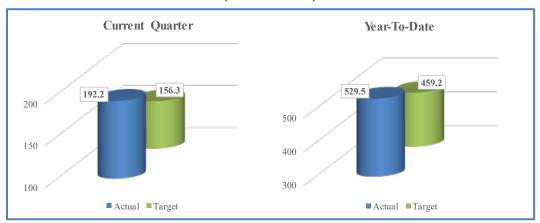
(1.7% of total system ridership in Fiscal Year 2022)



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)



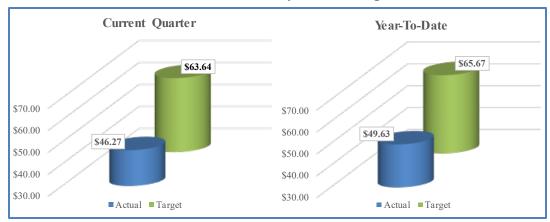
<u>Paratransit Ridership:</u> Year-to-Date as of June 30, 2022, is 529.5 K; 70.34 K above (better than) the target of 459.2 K.



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Exhibit 27 Paratransit Subsidy Per Passenger



<u>Paratransit Subsidy Per Passenger:</u> Year-to-Date as of June 30, 2022, is \$49.63, \$16.04 below (better than) the target of \$65.67.

Exhibit 28 Paratransit Subsidy Per Passenger Calculation

	Modally Alloca	nted (\$000s)	Net Subsidy /	Ridership	Subsidy Per	
	Expenses -	Revenues	(\$000s) /	(000s)	Passenger	
Actual	\$27,416	\$1,137	\$26,279	530	\$49.63	
Budget	\$31,604	\$1,449	\$30,155	459	\$65.67	
Variance	(\$4,188)	(\$312)	(\$3,876)	70	(\$16.04)	
% to Target	86.75%	78.46%	87.15%	115.32%	75.56%	

<u>Paratransit Complaints Per 1,000 Trips:</u> Year-to-Date as of June 30, 2022, is 3.75, 0.75 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.



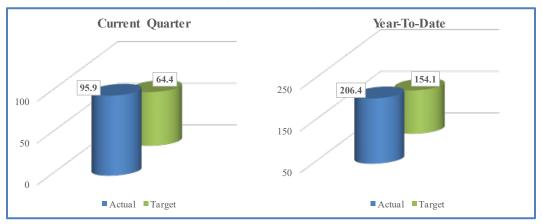
Modal Update GoLink

(0.7% of total system ridership in Fiscal Year 2022)



GoLink provides DART customers personalized curb-to-curb service anywhere within 32 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 June 30, 2022, is 206.4 K; 52.29 K above (better than) the target of 154.1 K.

GoLink ridership has skyrocketed since the implementation of the New Bus Network. GoLink program expanded from 17 zones to 32 zones and replaced several bus routes as part of the New Bus Network Plan, leading to a 271.7% increase from the third quarter of FY 2021. The new North Central Dallas Zone was also added to GoLink service on June 13, 2022.

Average Weekday ridership was up 251.1% from the same quarter last year. Average Saturday ridership went up by 1275.0% from the same quarter last year. Average Sunday ridership saw an increase of 538.6% from the same period last year. The extremely high percentages were due to the big expansion of the GoLink program since January 24, 2022.



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Exhibit 30 GoLink Subsidy Per Passenger



<u>GoLink Subsidy Per Passenger:</u> Year-to-Date as of June 30, 2022, is \$23.70, \$19.30 below (better than) the target of \$43.00

Exhibit 31 GoLink Subsidy Per Passenger Calculation

	Modally Allocated (000s)		Net Subsidy	Ridership	Subsidy Per
	Expenses -	Revenues	= (\$000s)	/ (000s)	= Passenger
Actual	\$5,009	\$119	\$4,891	206	\$23.70
Budget	\$6,772	\$145	\$6,627	154	\$43.00
Variance	(\$1,762)	(\$26)	(\$1,736)	52	(\$19.30)
% to Target	73.98%	81.96%	73.80%	133.94%	55.11%



Modal Update Vanpool

(0.0% of total system ridership in Fiscal Year 2022)



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 in 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.

As DART's Vanpool operations are suspended, KPI analysis is no longer applicable.



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

			Scorecard of Key Pe							
				C.	ırrent Qı		Quarter 3 Year To Date			
FY19A	FY20A	FY21A	Indicators		Target	Status	Actuals		Status	
Ride rs hij	p Perform	ance								
70.79	50.25	36.12	Total Agency Ridership (M)	11.25	10.07	111.72 %	31.15	30.06	1 03.63%	
69.27	49.30	35.52	Fixed-Route Ridership (M) [1]	10.96	9.88	110.99 %	30.40	29.49	1 03.10%	
38.70	27.76	20.09	Ridership - Bus (M) [1]	5.99	5.64	1 06.23%	16.54	16.44	1 00.55%	
28.56	20.27	14.63	Ridership - LRT (M)	4.70	4.00	117.71%	13.05	12.29	1 06.21%	
2.01	1.27	0.80	Ridership - TRE (M)	0.26	0.24	110.99%	0.81	0.75	1 07.83%	
906.15	643.85	571.28	Ridership - Paratransit (000s)	192.23	156.31	122.98 %	529.52	459.18	115.32 %	
N/A	N/A	N/A	Ridership - GoLink (000s) [1]	95.88	64.40	4 148.87%	206.40	154.10	133.94 %	
611.48	309.75	31.08	Ridership - Vanpool (000s) ^[2]	N/A	N/A	N/A	13.33	N/A	N/A	
Efficiency	y Measur	es								
\$6.41	\$9.91	\$13.56	Subsidy Per Passenger - Total System	\$11.29	\$13.17	√ 85.71%	\$9.42	\$12.91	√ 72.98%	
\$5.97	\$9.28	\$12.72	Subsidy Per Passenger - Fixed-Route [1]	\$10.72	\$12.09	√ 88.64%	\$11.20	\$11.85	9 4.48%	
\$6.37	\$9.85	\$12.98	Subsidy Per Passenger - Bus [1]	\$10.26	\$11.55	√ 88.86%	\$10.89	\$11.50	9 4.71%	
\$5.14	\$8.05	\$11.10	Subsidy Per Passenger - LRT [1]	\$9.45	\$11.35	√ 83.28%	\$9.88	\$10.88	9 0.83%	
\$10.11	\$16.43	\$36.28	Subsidy Per Passenger - TRE [1]	\$35.27	\$37.57	9 3.88%	\$32.48	\$35.66	9 1.08%	
\$42.87	\$62.43	\$65.59	Subsidy Per Passenger - Paratransit [1]	\$46.27	\$63.64	√ 72.69%	\$49.63	\$65.67	√ 75.56%	
N/A	N/A	N/A	Subsidy Per Passenger - GoLink [1]	\$23.08	\$41.73	√ 55.31%	\$23.70	\$43.00	√ 55.11%	
\$2.34	\$2.33	\$8.73	Subsidy Per Passenger - Vanpool [1][2]	N/A	N/A	N/A	N/A	N/A	N/A	
12.3%	7.7%	5.4%	Farebox Recovery Ratio - Fixed-Route [1]	6.14%	7.08%	× 86.72%	5.79%	6.25%	× 92.68%	
8.8%	5.4%	3.9%	Farebox Recovery Ratio - Bus [1]	6.50%	7.27%	× 89.38%	5.97%	6.48%	2.13 %	
15.5%	9.8%	6.9%	Farebox Recovery Ratio - LRT [1]	6.43%	7.55%	× 85.21%	6.08%	6.64%	× 91.65%	
23.7%	16.3%	8.9%	Farebox Recovery Ratio - TRE [1]	4.02%	3.75%	1 07.11%	4.24%	2.99%	4 141.86%	
9.8%	9.8%	10.3%	Administrative Ratio	8.61%	9.60%	4 89.75%	8.53%	9.89%	√ 86.22%	
Service (Quality									
89.6%	90.7%	91.2%	On-Time Performance - Fixed Route	88.84%	89.67%	99.07%	88.87%	89.67%	99.11%	
82.4%	83.6%	81.8%	On-Time Performance - Bus	75.74%	83.00%	× 91.25%	77.63%	83.00%	× 93.53%	
92.2%	92.1%	93.2%	On-Time Performance - LRT	92.47%	93.00%	99.42%	90.86%	93.00%	97.70%	
94.3%	96.4%	98.5%	On-Time Performance - TRE	98.30%	93.00%	1 05.70%	98.13%	93.00%	1 05.52%	
6,944	7,302	8,929	Mean Distance Between Service Calls - Bus	10,462	7,000	4 149.46%	9,690	7,000	138.42 %	
18,247	24,073	19,262	Mean Distance Between Service Calls - LRT	12,972	21,000	× 61.77%	14,590	21,000	※ 69.48%	
Custome	r Satis fac	tion								
28.9	36.07	52.03	Complaints Per 100,000 Passengers - FR	50.97	36.05	× 141.41%	52.49	36.05	145.63 %	
42.3	52.08	84.39	Complaints Per 100,000 Passengers - Bus	85.84	50.00	171.68%	89.61	50.00	179.22 %	
12.3	16.00	10.18	Complaints Per 100,000 Passengers - LRT	9.10	19.50	√ 46.67%	8.51	19.50	4 3.65%	
5.98	6.40	4.28	Complaints Per 100,000 Passengers - TRE	5.29	5.50	96.18%		5.50	√ 69.34%	
4.15	3.60	4.15	Complaints Per 1,000 Trips - Paratransit [3]	4.44	3.00	× 147.98%	3.75	3.00	× 124.93%	
Safety										
1.82	1.57	1.97	Accidents Per 100,000 Miles - Fixed-Route [4]	1.91	2.05	√ 92.91%	2.27	2.05	× 110.42%	
2.26	1.91	2.25	Accidents Per 100,000 Miles - Bus [4][5]	2.25	2.25	✓ 99.79%		2.25	117.95 %	
0.13	0.24	0.44	Accidents Per 100,000 Train Miles - LRT [4][5]	0.51	0.75	√ 67.56%		0.75	√ 57.90%	
0.40	0.72	1.76	Accidents Per 100,000 Train Miles - TRE	0.68	1.00	√ 67.65%		1.00	× 180.56%	

^[1] As DART now reports GoLink as a Mode apart from Bus, Ridership and Financial Performance KPIs have been restated in the second quarter; therefore, will not be comparable to values reported in the first quarter.



^[2] DART's Vanpool operations are suspended as of the Second Quarter; therefore, continued KPI analysis is no longer applicable. Prior Ridership and Subsidy Per Passenger results are provided for context where appropriate.

^[3] 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

 $^{[4]\} This\ KPI, for\ FY\ 2019, is\ \ restated\ due\ to\ error\ in\ calculation\ discovered\ during\ Quadrennial\ audit.$

^[5] 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.

Capital and Non-Operating Budget Summary

Exhibit 33 summarizes the capital and non-operating expenditures for the third quarter of FY 2022.

Exhibit 33
Capital and Non-Operating Costs – Actuals vs Budget/Projections

Mode	FY22 Budget (\$000s)	FY22 YTD Actuals (\$000s)	Variance
Agency-Wide	\$42,216	\$9,466	\$32,750
Bus	36,236	8,753	27,483
Light Rail Transit	125,164	17,063	108,101
Commuter Rail/RR Management	615,400	138,405	476,995
Paratransit	0	0	0
General Mobility - Road Impr./ITS	4,236	2,402	1,835
Non-Operating	4,117	869	3,248
Capital P & D, Start-Up	14,572	8,036	6,536
Total	\$841,941	\$184,994	\$656,947

Capital actuals remain lower than projected primarily due to the Silver Line (SL) project activities during the 3rd quarter. The SL project is currently undertaking activities that include design, utility relocation, and construction activities including bridges, retaining walls, sound walls, stations, and rail construction through the street crossing at Addison Road.

On June 28, 2022, the Board of Directors received a monthly briefing in closed session on the Silver Line claims and cost impacts, including efforts to manage remaining issues to open the full corridor for construction access, allow the team to re-baseline the schedule, and work with the vendor to reduce potential delay claims. It is anticipated that construction activities and billings will increase in the 4th quarter of FY22.

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. However, expenditures are lower due to the change in direction for the D2 Subway project in the Fall of 2021 after completion of the east end evaluation.

In the Fall of 2021 (Q1 of FY22), DART postponed the D2 Subway project request to enter the Engineering phase of FTA CIG program. In Q2 2022, the DART Board and Dallas City Council both approved a new east end alignment. In Q3 2022 activities are limited to operational analyses, ongoing design coordination with downtown developers and real estate support for corridor preservation. Any significant expenditures for D2 early real estate acquisition are



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APPENDIX



Operating Revenues and Expense Summary

Dallas Area Rapid Transit

Operating Revenues and Expense Summary For the Nine Months ended June 30, 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	\$575,923	\$502,266	\$73,657	15%
Passenger	24,020	27,806	(3,786)	-14%
Advertising/Rental Income/Misc.	8,258	6,977	1,281	18%
Operating Federal Grants	173	336	(163)	-49%
Non-Operating Revenue	11,546	9,710	1,836	19%
Total Revenues	\$619,920	\$547,095	\$72,825	13%

			Under/	
	FY22 YTD	FY22 YTD	(over)	%
Operating Expenses at EVP level (YTD)	Actual	Budget	Budget	Variance
Customer Care and Service Delivery	\$282,693	\$296,129	\$13,436	5%
Business Solutions and Innovation	35,351	39,683	4,332	11%
Growth and Regional Development	34,913	38,259	3,346	9%
Executive	50,846	56,095	5,249	9%
Board Direct Reports	4,205	4,894	689	14%
Capital P&D	(8,036)	(10,929)	(2,893)	26%
Agency Wide [1]	5,698	5,130	(568)	-11%
Fuel Incentives	(2,511)	-	2,511	n/a
Total Operating Expenses at EVP Level (YTD)	\$403,159	\$429,261	\$26,102	6%

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	52,487	53,694	1,207	2%
Growth and Regional Development	50,617	51,740	1,123	2%
Executive	80,505	81,014	509	1%
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	(2,511)	-	2,511	n/a
Total Operating Expenses at EVP Level (YTD)	\$573,211	\$580,365	\$7,154	1%

^{*}As presented in the Monthly Financial Report.



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Statements of Net Position

DALLAS AREA RAPID TRANSIT STATEMENTS OF NET POSITION AS OF JUNE 30, 2022 AND SEPTEMBER 30, 2021 (In thousands) 6/30/2022 Unaudited 9/30/2021 ASSETS **CURRENT ASSETS** Cash & Cash Equivalents \$395,880 \$314,744 333,062 195,203 Investments Sales tax receivable 128,115 121,139 Transit Revenue Receivable, Net 4,861 5,337 Due from Other Governments 14,941 31,518 Materials and supplies inventory 36,130 35,454 6,407 5,605 Prepaid transit expenses and other Restricted investments held by trustee for debt service 85,845 129,607 Restricted investments held for advance funding agreements 18,340 27,481 Restricted investments held to pay capital lease/leaseback liabilities 100,641 18 TOTAL CURRENT ASSETS 1,124,222 866,106 NONCURRENT ASSETS Restricted investments held as security for capital lease/leaseback liabilities 2,787 3,415 Investments restricted for system expansion and acquisition 389,599 943 Investments in joint venture 7.226 7,946 Capital assets 618,572 Land and rights of way 618,739 Depreciable capital assets, net of depreciation 2,875,875 2,942,729 Projects in progress 698,300 658,168 121,159 Restricted investments held to pay capital lease/leaseback liabilities 28,054 6,653 6,653 Net other post employment benefit asset Unamortized debt issuance costs and other 462 493 TOTAL NONCURRENT ASSETS 4,360,078 4,627,695 TOTAL ASSETS 5,751,917 5,226,184 **DEFERRED OUTFLOWS OF RESOURCES** Deferred outflows of resources 98,137 65,317 TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES \$5,817,234 \$5,324,321



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

(In thousands)

(In thous ands)						
	6/30/2022	0/20/2021				
LIABILITIES	<u>Unaudited</u>	9/30/2021				
CURRENT LIABILITIES						
Accounts payable and accrued liabilities	\$58,956	\$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	6,500	6,524				
Retainage Payable	22,347	24,755				
Unearned revenue and other liabilities	55,835	64,035				
Interest payable	12,451	47,684				
Current portion of senior lien revenue bonds payable	77,990	71,355				
TOTAL CURRENT LIABILITIES	337,230	432,126				
NON-CURRENT LIABILITIES		-				
Accrued liabilities	52,605	38,348				
Net pension liability	21,852	38,283				
Repayment due to State Comptroller	3,895	5,702				
Senior lien revenue bonds payable	3,633,921	3,177,009				
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	-	35,845				
Capital lease/leaseback liabilities	28,054	121,159				
TOTAL NON-CURRENT LIABILITIES	3,740,327	3,416,346				
TOTAL LIABILITIES	4,077,557	3,848,472				
Deferred Inflows of resources	38,827	25,671				
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	4,116,384	3,874,143				
NET POSITION		-				
Net investment in capital assets	884,486	838,658				
Restricted for debt service	73,394	81,923				
Restricted as security for capital lease/leaseback liabilities	2,787	3,415				
Unrestricted	740,183	526,182				
TOTAL NET POSITION	\$1,700,850	\$1,450,178				



Statements of Revenues, Expenses, and Changes in Net Position

DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE NINE MONTHS ENDED JUNE 30, 2022 AND 2021 (UNAUDITED)

FOR THE NINE MONTHS ENDED JUNE 30, 2022 AND 2021		
(In thousands)	(6.7.1621122)	
	For the nine i	months ended
	6/30/2022	6/30/2021
OPERATING REVENUES:		
Passenger	\$24,020	\$21,308
Advertising, rent and other	9,877	8,250
Total Operating Revenues	33,897	29,558
OPERATING EXPENSES:		
Labor	193,408	190,866
Benefits	82,682	93,010
Services	42,439	38,380
Materials and supplies	35,912	33,342
Purchased transportation	48,841	40,692
Depreciation and amortization	190,660	186,187
Utilities	12,528	11,103
Taxes, leases, and other	3,520	5,061
Casualty and liability	5,424	4,030
TOTAL OPERATING EXPENSES	615,414	602,671
TOTAL OF EXATING EAFENSES	013,414	002,071
NET OPERATING LOSS	(581,517)	(573,113)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	577,730	490,749
Investment income (loss)	(1,624)	739
Interest income from investments held to pay capital lease/leaseback	7,518	6,949
Interest expense on capital leases/leaseback	(7,518)	(6,949)
Interest and financing expenses	(143,196)	(102,509)
Build America Bonds tax credit	15,926	15,974
Other federal grants	355,916	49,965
Other non-operating revenues	16,014	12,966
Other non-operating expenses	(6,739)	(3,953)
TOTAL NET NON-OPERATING REVENUES	814,027	463,931
TOTAL NET NON-OF EXATING REVENUES	014,027	403,931
LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS	232,510	(109,182)
CAPITAL CONTRIBUTIONS, AND GRANTS:	_	
Federal capital contributions	9,670	47 726
State capital contributions	9,670 8,459	47,726 15,886
State capital contributions Local capital contributions		15,886
•	19 162	1,554
TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS	18,162	65,166
CHANGE IN NET POSITION	250,672	(44,016)
TOTAL NET POSITION - Beginning of the year	1,450,178	1,340,980
TOTAL NET POSITION - End of the reporting period	\$1,700,850	\$1,296,964



Glossary of Terms/Definitions

<u>Accessible</u> – 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.

<u>Accessible Service</u> – 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.

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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*.

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

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

<u>Capital Expenditure</u> – 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.

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

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

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

<u>CMAQ</u> – Congestion Mitigation and Air Quality. A federal program to fund transportation projects contributes to national ambient air quality standards.

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



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

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

<u>Cost per Revenue Mile</u> – 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.

Calculation = [Total Operating Expenses / Revenue Miles]

<u>Crimes against persons</u> – 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.

Calculation = [Crimes Against Persons/Total Incidents]

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

Calculation = [Crimes Against Property/Total Incidents]

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

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

<u>Defeasance of Bonds</u> – The redemption of older higher-rate debt before maturity usually replaces new securities bearing lower interest rates.

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

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

<u>Demand Responsive</u> – 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.



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<u>Depreciation</u> – 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.

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

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

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

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

Calculation = [Modal Farebox Revenue / Modal Operating Expense]

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

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

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

<u>FEMA – Federal Emergency Management Agency</u> – An agency of the US Department of Homeland Security. This agency offers grant money to transit systems under the Freight Rail Security Grant Program and other such programs.

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

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

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



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<u>Formula Grant</u> - 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 predetermined 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.

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

<u>Full Funding Grant Agreement (FFGA)</u> – 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.

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

<u>Fund Balance</u> – The difference between a fund's assets and liabilities (also called Fund Equity). Often this term refers to 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.

<u>General Operating Account</u> – 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.

<u>Grants</u> – 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.

<u>Internal Coverage Ratio</u> – 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.



<u>JARC (Job Access Reverse Commute)/New Freedom</u> – 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).

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

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

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

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

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.

<u>New Starts Program</u> 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.

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

<u>On-Time Performance</u> – 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]



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<u>Operating Budget</u> – The planning of revenue and expenditures for a given period to maintain daily operations.

<u>Off-Peak</u> – Non-rush hour time periods.

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

<u>Operating Expenses</u> – 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.

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

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

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

<u>Passenger Mile</u> – A single passenger traveling one mile.

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

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

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

Calculation = [Actual Passenger Boardings / Revenue Hours]

<u>Passengers per Hour - Scheduled</u> – The total number of Paratransit passengers scheduled per hour of revenue service. Management's objective is to increase this number. Calculation = [Scheduled Passenger Boardings / Revenue Hours]

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

Calculation = [Passenger Boardings / Revenue Miles]



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

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

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

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

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

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

<u>Reserves</u> – 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.

<u>Revenue Car Miles</u> – 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 Boardadopted loading standards.

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

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

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

<u>Ridership</u> – 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*.



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

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

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

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

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

<u>Start-Up Costs</u> – Costs associated with implementing a major new light rail, commuter rail, streetcar, or service expansion incurred before the service implementation (e.g., vehicle and system testing).

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

<u>Subscription Service</u> – 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.

<u>Subsidy per Passenger</u> – 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]



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

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

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

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

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

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

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

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



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Section 2 – Ridership and Route Performance Highlights

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R8 Trinity Railway Express Ridership
R9 Streetcar Ridership
R10 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, McKinney Avenue Trolley (MATA) ridership numbers and GoLink numbers are removed from Bus. MATA ridership is included with Dallas Streetcar ridership numbers under the Streetcar mode and GoLink is reported as a separate mode. Ridership numbers from previous quarters remain as previously reported, so comparisons to FY 2022 are not equivalent. 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 O3 with FY 2021 O3 reflects the ridership change as pandemic conditions began to ease up in many of DART's service area cities. To understand the ridership compared to pre-pandemic levels, this report also compares FY 2022 Q3 with FY 2019 Q3 instead of comparing with FY 2020 Q3. 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 first full quarter of the New Bus Network that was implemented on January 24, 2022. To ease the impact of the Bus Operator shortage, bus route frequency changes were implemented on June 13, 2022, to 31 of our 97 routes. To restore service reliability and dependability for all of our riders, DART implemented a five-minute temporary reduction in frequency on most routes currently operating every 15 minutes. Some routes with 20-minute midday and early evening service changed to 30-minute service. The GoLink program also had a couple of changes. The Western Carrollton Zone, funded by a grant through NCTCOG, was discontinued in May after the grant expired and was absorbed into the Keller Springs Zone and the new North Central Dallas Zone was added on June 13, 2022. In June, the other impact to ridership during 3Q22 was five (5) days of tunnel maintenance. From Thursday, June 9th-Saturday, June 11th, contracted bus shuttles were operated between Pearl/Arts District Station and SMU/Mockingbird Station. Bus shuttles were used between SMU/Mockingbird Station and Walnut Hill Station on Thursday, June 23rd and Friday, June 24th. Juneteenth was more widely observed as a holiday since 2022. DART offered regular weekday service on June 20, 2022 (observed for Juneteenth). Ridership on June 20, 2022 was approximately 80-90% of a regular weekday on major modes.

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 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.

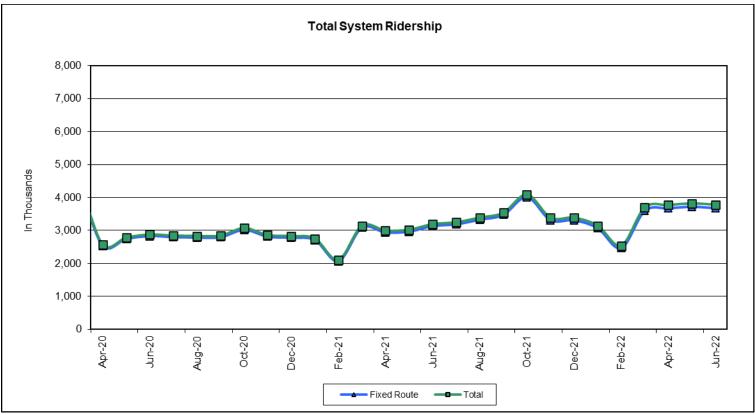


The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Each bus route and GoLink zone is evaluated quarterly to determine if it performs above or below standard. Services that fall below standard for all three performance 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 Q3 report. The New Bus Network was designed to increase frequency, reduce travel time, improve service, and provide better access to DART service area residents, with many routes replaced by GoLink service.



Total System Ridership



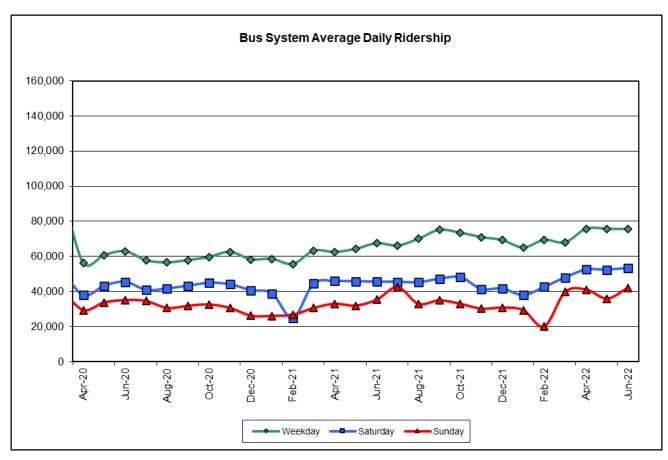
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- Total system ridership includes fixed routes (bus, light rail and commuter rail, Streetcar), Paratransit, and GoLink riders. Riders of both scheduled and special event services are reported. Total system ridership has been higher than the same period last year.
- COVID-19 continues to have a significant impact on Q3 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 third quarter of FY 2022 was 11.4 million riders, an increase of 23.5% from the third quarter of FY 2021 but a decrease of 36.5% from the third quarter of FY 2019.
- Fixed route ridership totaled 11.1 million passengers in the third quarter of FY 2022, an increase of 22.4% from the third quarter of FY 2021 but a decrease of 36.8% from the third quarter of FY 2019.
- Bus System ridership totaled 6.0 million riders, 15.5% above the third quarter of FY 2021 but 40.4% below the third quarter of FY 2019. FY19 and FY21 numbers still include MATA and GoLink, respectively, so comparisons are not equivalent



- Light rail ridership for the third quarter ended June 30, 2022, was 4.7 million, an increase of 29.6% from the third quarter of FY 2021 but a decrease of 32.5% from FY 2019 third quarter ridership of 6.9 million. Light rail is seeing an accelerated increase in ridership. Contributing factors to the increased in ridership include:
 - 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.
 - More special events over time (American Airline Center, Fair Park, etc.).
- TRE ridership was 264.7K passengers in the third quarter, seeing an increase of 23.3% from the third quarter of FY 2021 but still a significant decrease of 45.7% from the same quarter in FY 2019.
- Streetcar ridership for the third quarter ended June 30, 2022, was 146.8K, a significant increase of 290.7% due to the inclusion of MATA ridership beginning in FY22.Streetcar showed an increase of 137.0% from FY 2019 for the same reason as above.
- Paratransit ridership for the third quarter ended June 30, 2022, was 192.2K, an increase of 24.4% from the third quarter of FY 2021, yet still a decrease of 16.5% from FY 2019.
- GoLink ridership for the third quarter of FY22 was 271.7% higher than the third quarter of FY21, and up by 95.1% from the third quarter of FY19. The impressive increase from FY21 to FY22 is attributable to implementation of the full 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. The new North Central Dallas Zone was also implemented on June 13, 2022. With all of the extensive changes, we anticipate ridership growth as customers become more comfortable and confident using GoLink.



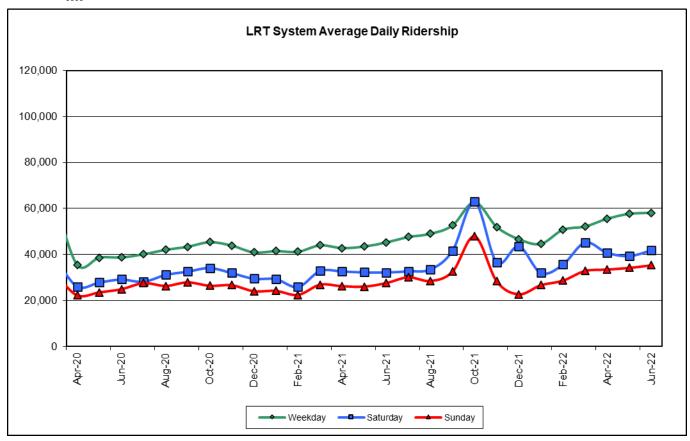


- Bus System ridership totaled 6.0 million riders, 15.5% above the third quarter of FY 2021 but 40.4% below the third quarter of FY 2019. As of October 1, 2021, GoLink and MATA ridership numbers are no longer part of Bus System ridership.
- Average weekday ridership in the third quarter of FY 2022 was 75.7K daily riders, a 16.9% increase from the same quarter of FY 2021 and a 40.7% decrease from FY 2019. Saturday bus system ridership averaged 52.8K daily riders, up by 15.3% from last year but down by 33.7% from FY 2019. Sunday bus system ridership averaged 39.8K daily riders, an increase of 18.9% from the same quarter of FY 2021 but a decrease of 33.9% from FY 2019.
- The most heavily patronized routes from the New Bus Network in the third quarter, by route classification, were:

New Route Type	New Route Number and Name	Average Weekday Ridership
Frequent	57-Westmoreland	3,057
Local	101-Hampton	1,752
Local Coverage	229-Macarthur/Beltline	1,397
Express	308-Northwest Plano Express	354
Shuttle	883 UTD	3,166

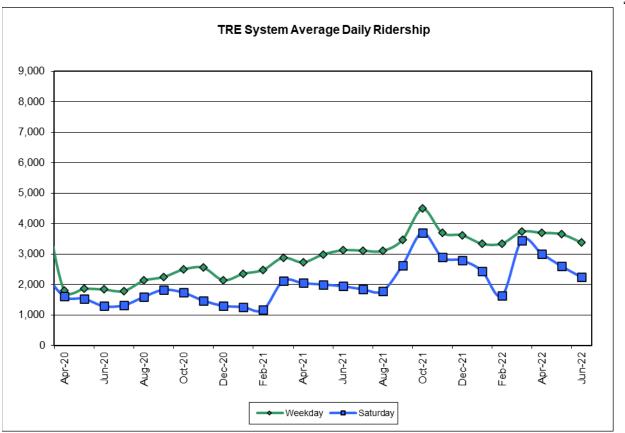


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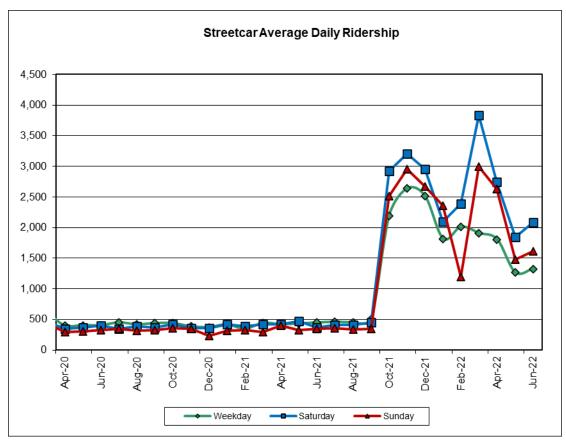
- Light rail ridership for the third quarter ended June 30, 2022, was 4.7 million, an increase of 29.6% from the third quarter of FY 2021 but a decrease of 32.5% from FY 2019 third quarter ridership of 6.9 million.
- Weekday ridership in the third quarter averaged 57.1K passengers, an increase of 30.2% from the third quarter of FY 2021 but a decrease of 37.8% from the third quarter of FY 2019.
- Saturday ridership in the third quarter averaged 40.7K passengers, an increase of 25.5% from the third quarter of FY 2021 but a decrease of 4.1% from the third quarter of FY 2019.
- Sunday ridership in the third quarter averaged 34.4K passengers, an increase of 28.8% from the third quarter of FY 2021 and a decrease of 0.2% from the third quarter of FY 2019.
- Over the course of the third quarter, we have seen an accelerated increase in Rail ridership. Contributing factors to the increased in ridership include:
 - 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.
 - More special events over time (American Airline Center, Fair Park, etc.).





- TRE ridership was 264.7K passengers in the third quarter, an increase of 23.3% from the third quarter of FY 2021 but still a decrease of 45.7% from the same quarter in FY 2019.
- Weekday ridership on the TRE averaged 3.6K daily riders in the third quarter, a 21.3% increase from FY 2021 but still a decrease of 48.8% from FY 2019. Saturday ridership in the third quarter averaged 2.6K daily riders, a rise of 31.0% from FY 2021 but a decrease of 13.1% from the third quarter of FY 2019.





- Streetcar ridership for the third quarter ended June 30, 2022, was 146.8K, a decrease of 32.9% from the same quarter of FY 2021 and a decrease of 30.5% from FY 2019.
- Weekday ridership averaged 1.5K daily riders in the third quarter of FY 2022, a decrease of 34.6% from FY 2021 and a decrease of 31.0% from FY 2019.
- Saturday ridership averaged 2.2K daily riders in the third quarter of FY 2022, a decrease of 29.4% from FY 2021 and 27.0% from FY 2019.
- Sunday ridership averaged 1.9K daily riders in the third quarter of FY 2022, a decrease of 27.2% from FY 2021 and a decrease of 12.6% from FY 2019.

Ridership Tables

The following tables provide summaries of ridership results during the quarter. Bus numbers prior to October 2021 include MATA and GoLink. Bus numbers for and after October 2021 do not include MATA or GoLink ridership. As of October 2021, MATA ridership is included with Streetcar, and GoLink ridership is reported separately.

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

Fiscal Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Streetcar Monthly	Fixed Route Total
	June	1,706	1,069	45.6	11.7	2,833
2020	July	1,607	1,134	45.1	12.9	2,799
2020	August	1,549	1,171	52.7	12.3	2,785
	September	1,548	1,181	54.5	12.2	2,796
	October	1,667	1,275	63.6	13.1	3,019
	November	1,593	1,154	55.9	11.1	2,815
	December	1,576	1,139	52.4	10.7	2,778
	January	1,523	1,123	53.4	12.3	2,711
	February	1,179	838	45.4	7.0	2,069
	March	1,749	1,251	74.7	12.9	3,088
	April	1,683	1,178	68.2	12.0	2,941
2021	May	1,698	1,188	69.7	12.9	2,969
	June	1,809	1,236	76.6	12.7	3,134
	July	1,788	1,315	74.7	13.4	3,191
	August	1,886	1,356	75.5	13.2	3,331
	September	1,942	1,436	85.1	14.0	3,477
	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
2022	March	1,915	1,512	99.7	71.2	3,598
	April	2,013	1,504	94.2	60.1	3,672
	May	2,017	1,574	87.1	42.8	3,721
	June	1,963	1.587	83.3	43.9	3,678



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

Fiscal Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Streetcar Weekday	Fixed Route Total
2020	June	62.9	38.8	1.8	.4	104.2
	July	57.8	40.1	1.8	.4	100.6
	August	56.5	42	2.1	.4	101.5
	September	57.9	43.4	2.2	.4	104.2
	October	59.6	45.4	2.5	.4	107.6
	November	62.6	43.9	2.6	.4	109.2
	December	58.3	40.9	2.1	.4	102.1
2021	January	58.6	41.5	2.4	.4	103.4
	February	55.7	41.2	2.5	.3	99.9
	March	63.2	44	2.9	.4	110.6
	April	62.5	42.8	2.7	.4	108.8
	May	64.2	43.5	3.0	.4	111.3
	June	67.5	45.3	3.1	.4	116.3
	July	66.2	47.6	3.1	.5	117.7
	August	70.0	49.0	3.1	.5	124.0
	September	75.1	52.7	3.5	.5	132.0
2022	October	73.5	62.7	4.5	2.2	142.0
	November	71.0	52.0	3.7	2.6	129.0
	December	69.2	46.7	3.6	2.5	121.8
	January	65.1	44.6	3.3	1.8	115.3
	February	69.4	50.8	3.3	2.0	125.9
	March	68.0	52.2	3.7	1.9	125.7
	April	75.7	55.5	3.7	1.8	136.5
	May	75.8	57.7	3.7	1.3	134.7
	June	75.5	58.1	3.4	1.3	134.9



Table 3: Passenger Boardings for DART Cities for the Third Quarter Fiscal Year 2022, Period Ending June 30, 2022

Cities	Bus	LRT	TRE	Streetcar	GoLink	Paratransit	Total System
Addison	174,042	0	0	0	443	610	175,095
Addison	2.90%	0.00%	0.00%	0.00%	0.42%	0.32%	1.54%
G 114	71,336	155,054	0	0	1,853	62186	234,461
Carrollton	1.19%	3.32%	0.00%	0.00%	1.77%	3.23%	2.06%
C1 11 11'11	56,556	0	0	0	0	147	56,703
Cockrell Hill	0.94%	0.00%	0.00%	0.00%	0.00%	0.08%	0.50%
D. "	4,544,314	3,794,335	108,958	146,826	44,632	123,664	8,762,729
Dallas	75.82%	81.33%	41.17%	100.00%	42.62%	64.33%	77.08%
F D 1	53,448	39,503	0	0	6,542	1,840	101,333
Farmers Branch	0.89%	0.85%	0.00%	0.00%	6.25%	0.96%	0.89%
	402,810	99,384	0	0	4,152	19,158	525,504
Garland	6.72%	2.13%	0.00%	0.00%	3.96%	9.97%	4.62%
	10,193	0	0	0	1,525	1,272	12,990
Glenn Heights	0.17%	0.00%	0.00%	0.00%	1.46%	0.66%	0.11%
II. 11 1D 1	3,932	0	0	0	364	108	4,404
Highland Park	0.07%	0.00%	0.00%	0.00%	0.35%	0.06%	0.04%
т .	256,975	186,175	35,004	0	13,072	11,066	502,292
Irving	4.29%	3.99%	13.23%	0.00%	12.48%	5.76%	4.42%
D.	135,685	179,644	0	0	18,736	17,595	351,660
Plano	2.26%	3.85%	0.00%	0.00%	17.89%	9.15%	3.09%
D	272,752	134,691	0	0	1,668	6,994	416,105
Richardson	4.55%	2.89%	0.00%	0.00%	1.59%	3.64%	3.66%
D 1	0	76,827	0	0	7,543	3,078	87,448
Rowlett	0.00%	1.65%	0.00%	0.00%	7.20%	1.60%	0.77%
III ' D 1	11,553	0	0	0	263	478	12,294
University Park	0.19%	0.00%	0.00%	0.00%	.025%	0.25%	0.11%
DART Cities	5,993,596	4,665,613	143,962	146,826	100,793	192,228	11,243,018
Others	0	0	120,704	0	3,932		124,636
Total	5,993,596	4,665,613	264,666	146,826	104,725	192,228	11,367,654



Q3 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the third quarter of FY 2022. The route performance analysis focuses on routes of the New Bus Network, which was implemented January 24, 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 to GoLink zones.

Though it started late in FY 2020 Q3, COVID-19 continued to have a significant impact on 22Q3 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 Q3. Rail tunnel maintenance impacted rail ridership for five days in June.

Route Performance Tables

The following tables show new route performance for FY 2022 Q3 from April 1, 2022, through June 30, 2022, based on the three performance measures defined in the DART Service Standards approved in November 2021. 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 tables show overall FY2022 Q3 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 o	f Resources	
Туре	Route	Average Weekday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Frequent	1	1,751	143,168	9,195.13	15.57	
Frequent	3	958	79,688	7,713.13	10.33	
Frequent	9	2,502	207,112	13,236.58	15.65	
Frequent	13	1,910	159,393	8,560.88	18.62	
Frequent	15	2,124	177,033	10,816.75	16.37	
Frequent	16	1,712	140,309	9,080.88	15.45	
Frequent	17	1,856	151,192	11,758.10	12.86	



				Utilization o	of Resources	
Туре	Route	Average Weekday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Frequent	18	1,864	153,119	14,322.92	10.69	
Frequent	20	2,343	195,767	13,411.87	14.60	
Frequent	22	2,649	217,497	12,718.58	17.10	
Frequent	23	1,201	98,929	7,999.05	12.37	
Frequent	25	1,300	105,175	8,584.47	12.25	
Frequent	27	1,087	88,444	5,034.25	17.57	
Frequent	28	884	69,166	7,132.75	9.70	
Frequent	30	861	69,907	4,940.17	14.15	
Frequent	38	2,305	191,057	10,461.45	18.26	
Frequent	41	1,095	91,080	8,757.00	10.40	
Frequent	45	982	79,940	9,982.93	8.01	
Frequent	47	1,543	126,231	12,067.13	10.46	
Frequent	55	468	39,687	3,180.27	12.48	
Frequent	57	3,057	249,981	13,834.95	18.07	
Frequent Total	21	34,453	2,833,875	202,789.25	13.97	10.48
Local	101	1,752	141,890	10,895.65	13.02	
Local	102	480	38,921	4,595.45	8.47	
Local	103	542	44,462	4,621.03	9.62	
Local	104	1,460	119,052	8,497.43	14.01	
Local	105	497	41,929	6,027.63	6.96	
Local	106	519	43,321	4,405.10	9.83	
Local	108	1,154	93,817	8,724.67	10.75	
Local	109	671	52,364	6,520.98	8.03	
Local	114	851	68,721	8,350.90	8.23	
Local Total	9	7,926	644,478	62,638.85	10.29	7.72
Local Cvrg	200	933	74,895	6,147.87	12.18	
Local Cvrg	202	741	59,947	6,409.62	9.35	
Local Cvrg	203	292	23,404	2,766.18	8.46	
Local Cvrg	204	257	19,516	2,760.10	7.07	
Local Cvrg	207	322	25,166	2,659.63	9.46	
Local Cvrg	209	201	15,795	2,234.98	7.07	
Local Cvrg	212	333	26,878	2,948.72	9.12	
Local Cvrg	213	357	28,274	2,346.05	12.05	
Local Cvrg	214	606	48,763	5,551.85	8.78	
Local Cvrg	215	360	28,525	4,050.02	7.04	
Local Cvrg	216	399	32,522	4,078.93	7.97	
Local Cvrg	217	308	24,432	3,597.10	6.79	
Local Cvrg	218	968	77,142	5,762.00	13.39	
Local Cvrg	219	190	14,791	2,360.32	6.27	
Local Cvrg	220	376	29,505	2,358.65	12.51	
Local Cvrg	221	468	36,911	4,363.77	8.46	
Local Cvrg	222	649	50,563	4,198.53	12.04	



				Utilization of Resources		
Туре	Route	Average Weekday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Local Cvrg	223	271	21,112	2,267.55	9.31	
Local Cvrg	224	756	61,057	6,883.52	8.87	
Local Cvrg	225	236	19,036	3,050.37	6.24	
Local Cvrg	226	221	18,359	2,659.80	6.90	
Local Cvrg	227	1,161	91,319	9,386.78	9.73	
Local Cvrg	228	284	22,442	2,290.10	9.80	
Local Cvrg	229	1,397	113,670	9,045.95	12.57	
Local Cvrg	230	1,358	107,720	9,069.15	11.88	
Local Cvrg	231	775	64,151	4,473.77	14.34	
Local Cvrg	232	813	65,923	6,689.98	9.85	
Local Cvrg	233	854	68,908	6,660.05	10.35	
Local Cvrg	234	417	34,165	4,955.83	6.89	
Local Cvrg	235	473	37,769	3,290.93	11.48	
Local Cvrg	236	538	42,828	6,239.98	6.86	
Local Cvrg	237	913	73,533	6,921.25	10.62	
Local Cvrg	238	704	55,865	7,983.12	7.00	
Local Cvrg	239	1,107	88,609	8,809.87	10.06	
Local Cvrg	240	443	35,366	3,993.72	8.86	
Local Cvrg	241	1,227	100,123	8,401.13	11.92	
Local Cvrg	242	397	32,478	3,191.63	10.18	
Local Cvrg	243	352	26,581	2,825.70	9.41	
Local Cvrg	245	479	37,523	5,802.40	6.47	
Local Cvrg	247	673	53,429	5,967.28	8.95	
Local Cvrg	249	575	46,670	4,110.42	11.35	
Local Cvrg	250	404	32,890	3,883.32	8.47	
Local Cvrg	251	331	26,247	2,839.73	9.24	
Local Coverage Total	43	24,921	1,994,806	206,287.65	9.67	7.25
Express	305	283	18,126	2,047.90	8.85	
Express	306	294	18,798	2,484.47	7.57	+
Express	308	354	22,676	3,684.27	6.15	-
Express	378	152	9,747	1,490.63	6.54	
Express	383	160	10,224	1,660.80	6.16	-
Express Total	5	1,243	79,571	11,368.07	7.00	5.25
GoLink	Inland Port Expanded	181	12,607	5,461.96	2.31	
GoLink	Kleberg	19	1,242	371.98	3.34	1
GoLink	Rylie	88	6,576	2,016.88	3.26	
GoLink	North Central Plano	104	7,528	2,334.83	3.22	
GoLink	Legacy West	36	2,384	1,192.22	2.00	1
GoLink	Rowlett	109	7,543	2,361.76	3.19	
GoLink	Far North Plano	38	2,437	1,179.21	2.07	1
GoLink	Farmers Branch	102	6,542	2,119.01	3.09	1



				Utilization of Resources		
Туре	Route	Average Weekday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
GoLink	Glenn Heights	24	1,525	1,130.59	1.35	
GoLink	West Carrollton	0	3	1.05	2.86	
GoLink	Lake Highlands	43	2,767	749.38	3.69	
GoLink	Lakewood	15	980	295.48	3.32	
GoLink	North Dallas	76	5,589	2,351.35	2.38	
GoLink	Park Cities	59	4,504	2,431.15	1.85	
GoLink	South Dallas	40	2,559	997.96	2.56	
GoLink	South Irving	16	1,047	619.17	1.69	
GoLink	SE Garland	58	4,138	1,338.33	3.09	
GoLink	Central Irving	24	1,756	1,163.93	1.51	
GoLink	Central Richardson	15	1,041	1,153.89	0.90	
GoLink	Cypress Waters	155	10,802	3,598.18	3.00	
GoLink	East Irving	8	516	357.26	1.44	
GoLink	East Plano	22	1,411	617.20	2.29	
GoLink	East Telecom	13	840	360.18	2.33	
GoLink	Keller Springs	24	1,541	972.11	1.59	
GoLink	Mountain Creek	7	480	1,149.22	0.42	
GoLink	Northwest Carrollton	13	825	955.68	0.86	
GoLink	Northwest Dallas	97	7,780	2,370.52	3.28	
GoLink	Plano Zone to Zone	63	4,224	1,657.55	2.55	
GoLink	Preston Hollow	20	1,295	959.78	1.35	
GoLink	South Central Plano	9	552	168.79	3.27	
GoLink	West Dallas	17	1,322	1,357.66	0.97	
GoLink	North Central Dallas	24	369	526.37	0.70	
GoLink Total	32	1,519	104,725	44,320.63	2.36	1.77
Shuttle	402-Northpark	308	26,837	1,290.70	20.79	
Shuttle	434-PrkInd/HH	400	28,541	3,221.02	8.86	
Shuttle	435-PrkInd	600	46,837	3,315.43	14.13	
Shuttle	436-PrkInd	300	19,197	2,144.00	8.95	
Shuttle	431-DFW Airport	145	10,485	1,782.00	5.88	
Shuttle	412-Medical City	108	6,893	1,026.13	6.72	
Shuttle	408-Richardson	60	3,859	451.20	8.55	
Shuttle	413/417/419-TI	135	9,149	1,723.73	5.31	
Shuttle	883-UTD	3,166	241,511	12,515.90	19.30	
Shuttle	422/423-UTSW	88	5,634	1,712.00	3.29	
Shuttle	440-SMU	347	23,093	3,823.77	6.04	1
Shuttle Total	11	5,657	422,036	33,005.88	12.79	9.59
Grand Total	121	75,721	6,079,491	560,410	10.85	



			Utilization of Capacity			
Туре	Route	Average Weekday Riders	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Frequent	1	1,751	371,119.09	102,302.32	3.63	
Frequent	3	958	174,132.02	72,499.80	2.40	
Frequent	9	2,502	689,189.06	141,584.62	4.87	
Frequent	13	1,910	449,177.43	88,425.13	5.08	
Frequent	15	2,124	728,297.76	133,060.38	5.47	
Frequent	16	1,712	893,757.02	141,620.38	6.31	
Frequent	17	1,856	508,503.82	140,609.89	3.62	
Frequent	18	1,864	930,175.96	158,826.70	5.86	
Frequent	20	2,343	846,540.84	168,319.63	5.03	
Frequent	22	2,649	764,626.50	156,928.76	4.87	
Frequent	23	1,201	232,940.07	72,726.55	3.20	
Frequent	25	1,300	407,752.79	111,754.23	3.65	
Frequent	27	1,087	137,733.15	48,669.02	2.83	
Frequent	28	884	258,419.81	78,954.86	3.27	
Frequent	30	861	183,457.74	55,816.62	3.29	
Frequent	38	2,305	772,367.68	158,119.89	4.88	
Frequent	41	1,095	350,767.46	98,276.37	3.57	
Frequent	45	982	348,832.28	127,218.20	2.74	
Frequent	47	1,543	688,527.28	152,175.31	4.52	
Frequent	55	468	73,298.23	22,240.37	3.30	
Frequent	57	3,057	1,128,347.51	174,957.85	6.45	
Frequent Total	21	34,453	10,937,963.50	2,405,086.87	4.55	3.41
Local	101	1,752	623,691.34	141,693.25	4.40	
Local	102	480	103,967.65	49,322.15	2.11	
Local	103	542	98,994.97	36,697.99	2.70	
Local	104	1,460	381,833.41	99,500.34	3.84	
Local	105	497	116,956.22	52,856.29	2.21	
Local	106	519	127,621.38	51,466.54	2.48	
Local	108	1,154	438,657.83	110,951.70	3.95	
Local	109	671	187,666.30	76,150.42	2.46	
Local	114	851	329,154.69	91,817.39	3.58	
Local Total	9	7,926	2,408,543.79	710,456.06	3.39	2.54
Local Cvrg	200	933	350,932.27	89,961.74	3.90	
Local Cvrg	202	741	287,118.28	87,430.04	3.28	
Local Cvrg	203	292	82,199.46	33,373.23	2.46	
Local Cvrg	204	257	73,486.66	31,113.52	2.36	
Local Cvrg	207	322	68,378.95	26,484.23	2.58	
Local Cvrg	209	201	41,524.45	21,603.07	1.92	
Local Cvrg	212	333	87,641.54	36,030.76	2.43	
Local Cvrg	213	357	67,598.50	24,424.88	2.77	
Local Cvrg	214	606	244,674.70	65,078.92	3.76	
Local Cvrg	215	360	88,369.60	40,649.47	2.17	



			Utilization of Capacity			
Туре	Route	Average Weekday Riders	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Local Cvrg	216	399	119,176.71	39,445.92	3.02	
Local Cvrg	217	308	69,357.84	34,265.46	2.02	1
Local Cvrg	218	968	352,357.12	76,740.41	4.59	
Local Cvrg	219	190	54,583.08	29,528.58	1.85	
Local Cvrg	220	376	71,104.34	26,315.98	2.70	
Local Cvrg	221	468	178,716.14	54,065.85	3.31	
Local Cvrg	222	649	124,011.57	47,825.75	2.59	
Local Cvrg	223	271	124,379.58	47,363.81	2.63	
Local Cvrg	224	756	475,639.76	119,217.89	3.99	
Local Cvrg	225	236	52,732.23	25,436.04	2.07	
Local Cvrg	226	221	65,414.18	33,495.86	1.95	1
Local Cvrg	227	1,161	566,682.29	132,953.60	4.26	
Local Cvrg	228	284	52,815.03	23,591.05	2.24	
Local Cvrg	229	1,397	580,304.59	117,253.55	4.95	
Local Cvrg	230	1,358	604,658.64	119,652.03	5.05	
Local Cvrg	231	775	259,647.33	55,874.00	4.65	•
Local Cvrg	232	813	351,097.58	87,387.39	4.02	•
Local Cvrg	233	854	266,285.65	86,915.37	3.06	1
Local Cvrg	234	417	193,573.56	60,914.35	3.18	1
Local Cvrg	235	473	132,953.61	40,241.49	3.30	1
Local Cvrg	236	538	265,677.71	78,585.96	3.38	
Local Cvrg	237	913	434,674.23	83,062.84	5.23	
Local Cvrg	238	704	345,339.93	112,439.25	3.07	
Local Cvrg	239	1,107	867,767.03	121,101.52	7.17	-
Local Cvrg	240	443	133,972.77	48,414.31	2.77	
Local Cvrg	241	1,227	508,387.05	101,470.12	5.01	-
Local Cvrg	242	397	104,866.36	29,283.57	3.58	-
Local Cvrg	243	352	88,967.52	-	2.30	
Local Cvrg	245	479	196,977.59	38,755.51 79,389.47	2.48	
	247	673		·		
Local Cyrg	247	575	266,115.86	79,311.57 42,097.63	3.36	
Local Cvrg Local Cvrg	250	404	143,929.64 138,293.14	42,097.63	3.42 2.78	
	251	331		34,279.96		
Local Cvrg	251	331	91,052.58	34,279.90	2.66	
Local Coverage Total	43	24,921	9,673,436.66	2,612,570.53	3.70	2.78
Express	305	283	214,782.11	38,840.93	5.53	
Express	306	294	289,774.92	53,761.40	5.39	
Express	308	354	393,132.36	73,138.82	5.38	
Express	378	152	87,354.12	26,320.54	3.32	
Express	383	160	137,097.96	35,470.31	3.87	1
Express Total	5	1,243	1,122,141.47	227,532.00	4.93	3.70
Grand Total	78	68,544	24,142,085.43	5,955,645.46	4.05	



				Fiscal Respons	ibility	
Туре	Route	Average Weekday Riders	Total Passengers	Subsidy	Subsidy per Passenger	Overall Target
Frequent	1	1,751	143,168	\$1,039,516.11	\$7.26	
Frequent	3	958	79,688	\$875,912.46	\$10.99	
Frequent	9	2,502	207,112	\$1,495,921.75	\$7.22	
Frequent	13	1,910	159,393	\$948,077.16	\$5.95	
Frequent	15	2,124	177,033	\$1,416,128.10	\$8.00	
Frequent	16	1,712	140,309	\$1,192,444.28	\$8.50	
Frequent	17	1,856	151,192	\$1,474,414.06	\$9.75	
Frequent	18	1,864	153,119	\$1,766,677.04	\$11.54	
Frequent	20	2,343	195,767	\$1,680,052.92	\$8.58	
Frequent	22	2,649	217,497	\$1,597,346.27	\$7.34	
Frequent	23	1,201	98,929	\$902,295.28	\$9.12	
Frequent	25	1,300	105,175	\$1,122,649.75	\$10.67	
Frequent	27	1,087	88,444	\$573,403.79	\$6.48	
Frequent	28	884	69,166	\$883,874.42	\$12.78	
Frequent	30	861	69,907	\$595,702.03	\$8.52	
Frequent	38	2,305	191,057	\$1,326,996.21	\$6.95	
Frequent	41	1,095	91,080	\$1,034,989.51	\$11.36	
Frequent	45	982	79,940	\$1,268,466.34	\$15.87	
Frequent	47	1,543	126,231	\$1,506,906.32	\$11.94	
Frequent	55	468	39,687	\$327,946.10	\$8.26	
Frequent	57	3,057	249,981	\$1,693,050.44	\$6.77	
Frequent Total	21	34,453	2,833,875	\$24,722,770.33	\$8.72	\$11.63
Local	101	1,752	141,890	\$1,425,210.23	\$10.04	
Local	102	480	38,921	\$591,946.96	\$15.21	
Local	103	542	44,462	\$541,697.61	\$12.18	
Local	104	1,460	119,052	\$1,040,892.18	\$8.74	
Local	105	497	41,929	\$714,088.93	\$17.03	
Local	106	519	43,321	\$567,624.23	\$13.10	
Local	108	1,154	93,817	\$1,106,923.01	\$11.80	
Local	109	671	52,364	\$811,752.12	\$15.50	
Local	114	851	68,721	\$1,014,394.47	\$14.76	
Local Total	9	7,926	644,478	\$7,814,529.74	\$12.13	\$16.17
Local Cvrg	200	933	74,895	\$838,046.88	\$11.19	
Local Cvrg	202	741	59,947	\$885,918.38	\$14.78	
Local Cvrg	203	292	23,404	\$388,164.16	\$16.59	
Local Cvrg	204	257	19,516	\$376,379.33	\$19.29	
Local Cvrg	207	322	25,166	\$329,781.81	\$13.10	
Local Cvrg	209	201	15,795	\$268,933.20	\$17.03	
Local Cvrg	212	333	26,878	\$451,014.90	\$16.78	
Local Cvrg	213	357	28,274	\$272,436.26	\$9.64	
Local Cvrg	214	606	48,763	\$677,196.06	\$13.89	
Local Cvrg	215	360	28,525	\$475,292.57	\$16.66	



				Fiscal Responsibility		
Туре	Route	Average Weekday Riders	Total Passengers	Subsidy	Subsidy per Passenger	Overall Target
Local Cvrg	216	399	32,522	\$471,778.02	\$14.51	
Local Cvrg	217	308	24,432	\$452,970.07	\$18.54	
Local Cvrg	218	968	77,142	\$694,247.18	\$9.00	
Local Cvrg	219	190	14,791	\$306,970.58	\$20.75	
Local Cvrg	220	376	29,505	\$285,623.86	\$9.68	
Local Cvrg	221	468	36,911	\$598,062.91	\$16.20	
Local Cvrg	222	649	50,563	\$496,327.31	\$9.82	
Local Cvrg	223	271	21,112	\$354,584.98	\$16.80	
Local Cvrg	224	756	61,057	\$949,642.21	\$15.55	
Local Cvrg	225	236	19,036	\$357,866.13	\$18.80	
Local Cvrg	226	221	18,359	\$394,285.78	\$21.48	
Local Cvrg	227	1,161	91,319	\$1,202,884.05	\$13.17	
Local Cvrg	228	284	22,442	\$284,461.73	\$12.68	
Local Cvrg	229	1,397	113,670	\$1,112,589.33	\$9.79	
Local Cvrg	230	1,358	107,720	\$1,146,022.34	\$10.64	
Local Cvrg	231	775	64,151	\$564,363.90	\$8.80	
Local Cvrg	232	813	65,923	\$859,707.17	\$13.04	
Local Cvrg	233	854	68,908	\$848,144.49	\$12.31	
Local Cvrg	234	417	34,165	\$704,494.00	\$20.62	
Local Cvrg	235	473	37,769	\$472,414.06	\$12.51	
Local Cvrg	236	538	42,828	\$840,633.62	\$19.63	
Local Cvrg	237	913	73,533	\$858,804.17	\$11.68	
Local Cvrg	238	704	55,865	\$1,080,718.92	\$19.35	
Local Cvrg	239	1,107	88,609	\$1,196,387.16	\$13.50	
Local Cvrg	240	443	35,366	\$551,916.95	\$15.61	
Local Cvrg	241	1,227	100,123	\$1,177,713.84	\$11.76	
Local Cvrg	242	397	32,478	\$372,689.79	\$11.48	
Local Cvrg	243	352	26,581	\$369,552.17	\$13.90	
Local Cvrg	245	479	37,523	\$807,490.32	\$21.52	
Local Cvrg	247	673	53,429	\$800,360.53	\$14.98	
Local Cvrg	249	575	46,670	\$470,901.63	\$10.09	
Local Cvrg	250	404	32,890	\$513,670.88	\$15.62	
Local Cvrg	251	331	26,247	\$397,094.69	\$15.13	
Local Coverage Total	43	24,921	1,994,806	\$26,958,538.35	\$13.51	\$18.02
	205	202	10 106	\$422.495.01	\$22.01	
Express	305	283	18,126	\$433,485.01	\$23.91	
Express	306	294	18,798	\$546,457.53	\$29.07	
Express	308	354	22,676	\$741,352.54	\$32.69	
Express	378	152	9,747	\$322,996.58	\$33.14	
Express	383	160	10,224	\$326,144.76	\$31.90	
Express Total	5	1,243	79,571	\$2,370,436.42	\$29.79	\$39.72
GoLink	Inland Port Expanded	181	12,607	\$225,407.62	\$17.88	
GoLink	Kleberg	19	1,242	\$23,056.98	\$18.56	



				Fiscal Responsibility		
Туре	Route	Average Weekday Riders	Total Passengers	Subsidy	Subsidy per Passenger	Overall Target
GoLink	Rylie	88	6,576	\$89,031.60	\$13.54	
GoLink	North Central Plano	104	7,528	\$93,419.53	\$12.41	
GoLink	Legacy West	36	2,384	\$55,484.68	\$23.27	
GoLink	Rowlett	109	7,543	\$91,391.38	\$12.12	
GoLink	Far North Plano	38	2,437	\$46,578.70	\$19.11	
GoLink	Farmers Branch	102	6,542	\$92,305.01	\$14.11	
GoLink	Glenn Heights	24	1,525	\$52,039.17	\$34.12	
GoLink	West Carrollton	0	3	\$2,717.94	\$905.98	
GoLink	Lake Highlands	43	2,767	\$38,012.66	\$13.74	
GoLink	Lakewood	15	980	\$19,824.60	\$20.23	
GoLink	North Dallas	76	5,589	\$92,522.49	\$16.55	
GoLink	Park Cities	59	4,504	\$98,334.67	\$21.83	
GoLink	South Dallas	40	2,559	\$47,755.73	\$18.66	
GoLink	South Irving	16	1,047	\$28,622.91	\$27.34	
GoLink	SE Garland	58	4,138	\$56,435.56	\$13.64	
GoLink	Central Irving	24	1,756	\$46,551.47	\$26.51	
GoLink	Central Richardson	15	1,041	\$46,166.44	\$44.35	
GoLink	Cypress Waters	155	10,802	\$145,136.46	\$13.44	
GoLink	East Irving	8	516	\$19,815.03	\$38.40	
GoLink	East Plano	22	1,411	\$28,650.87	\$20.31	
GoLink	East Telecom	13	840	\$20,004.82	\$23.82	
GoLink	Keller Springs	24	1,541	\$40,146.85	\$26.05	
GoLink	Mountain Creek	7	480	\$45,958.02	\$95.75	
GoLink	Northwest Carrollton	13	825	\$39,582.83	\$47.98	
GoLink	Northwest Dallas	97	7,780	\$96,720.35	\$12.43	
GoLink	Plano Zone to Zone	63	4,224	\$67,937.15	\$16.08	
GoLink	Preston Hollow	20	1,295	\$39,721.33	\$30.67	
GoLink	South Central Plano	9	552	\$14,205.81	\$25.74	
GoLink	West Dallas	17	1,322	\$62,332.71	\$47.15	
GoLink	North Central Dallas	24	369	\$20,046.41	\$54.33	
GoLink Total	32	1,519	104,725	\$1,885,917.74	\$18.01	\$24.01
Shuttle	402-Northpark	308	26,837	\$126,722.73	\$4.72	
Shuttle	434-PrkInd/HH	400	28,541	\$313,865.91	\$11.00	
Shuttle	435-PrkInd	600	46,837	\$324,276.43	\$6.92	
Shuttle	436-PrkInd	300	19,197	\$257,272.92	\$13.40	
Shuttle	431-DFW Airport	145	10,485	\$45,329.18	\$4.32	
Shuttle	412-Medical City	108	6,893	\$6,900.00	\$1.00	
Shuttle	408-Richardson	60	3,859	\$16,030.25	\$4.15	
Shuttle	413/417/419-TI	135	9,149	\$68,750.00	\$7.51	
Shuttle	883-UTD	3,166	241,511	\$262,900.16	\$1.09	
Shuttle	422/423-UTSW	88	5,634	\$24,875.00	\$4.42	
			· · · · · ·	,		
Shuttle	440-SMU	347	23,093	\$95,481.00	\$4.13	



				Fiscal Respons	ibility	
Туре	Route	Average Weekday Riders	Total Passengers	Subsidy	Subsidy per Passenger	Overall Target
Shuttle Total	11	5,657	422,036	\$1,542,403.57	\$3.65	\$4.87
Grand Total	121	75,721	6,079,491	\$65,294,596.15	\$10.74	



Bus Route/GoLink Zone Deficiencies

Under the adopted Service Standards, a route is considered a deficient performer when it fails to meet all 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
	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. Ridership seemed to be trending up since the new bus network but went down significantly as recently as June. Stop level analysis reveals significant activity at Westmoreland, Jim, Pointer, and Hampton. These locations are diverse in their
28	surrounding land uses. Some are industrial, others appear to be minor intersections. Since the ridership pattern appears consistently active in both directions, the next most obvious reason for the dip in ridership is reliability. More investigation into previous reliability is necessary to identify any impact. Effective June 13,2022, adjustments were made to ensure a more reliable service.
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 on January 24, 2022, to give customers access to Light Rail Train Blue Line at Camp Wisdom Station. While the route is more direct, many of the ridership patterns amongst the riders have changed since COVID. It is troubling that Route 45 would struggle so much given the investment needed to maintain its frequency. It only broke the 1,000 average weekday boardings once in 2022. It may be that
	this route has an over-representation of non-work trips on it, which could be down due to unreliability and historically hotter summer weather. More investigation will be done to compare recent ridership patterns to current ones.



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 15 105 minutes during the peak. Service duplication with Routes 23, 209, and several Downtown Local Routes may contribute to performance deficiencies. Route 105 is Dallas local route that serves the Henderson and Capitol neighborhood with services to Mockingbird Station and Downtown Dallas. This route operates 30 minutes during the midday and 15 minutes during the peak. Ridership during the 3Q for April, May, June, are (468, 496, 527) respectively. This showed a 10 percent increase in ridership compared to 2Q 2022 for January, February, March, (471, 467, 422). Major destinations along this route includes Mockingbird Station, Target, Kroger, Tom Thumb, and Downtown Dallas. Service duplication with Routes 23, 209, and several Downtown Core Frequent Routes may contribute to performance deficiencies. With school returning in session during fall, ridership may see improvements during the 4O as SMU students may need to connect to Mockingbird Station. Route 204 mainly serves Miller and Walnut Hill in Garland and operates out of LBJ/Skillman and South Garland. **Operates** on 30/40 frequency, after reviewing 204 (workflow/emails, etc.) there haven't been any concerns for this service. Last quarter the average weekday ridership was 181 and the total number of passengers was 9,385. Ridership has increased this quarter. The average weekday ridership is 257 and the total number of passengers is 19,516. Although ridership is up compared to last quarter this route is still a low performer. We Will continue to monitor this route more than likely the Covid pandemic may have played a part in this route's deficiencies. Route 217 is a local route that connects 8th and Corinth Station to Ledbetter Station. It generally travels along Ledbetter. It shadows the Light Rail Train (LRT) Blue Line. We feel many 217 of the riders are choosing to ride the Blue Line instead of the Fixed Route. Many of the businesses and residential properties can be reached from the stations by walking. The route was to complement the LRT-Blue Line and the businesses and residential properties along Ledbetter. We expect ridership to return, as citizens learn the benefits of the fixed route. Route 219 is a local route that connects Parkland Hospital to Tyler/Vernon Station. Though it performs very poorly, we feel customers are slowly accepting the adjusted alignment 219 change to it and its connecting routes. Ridership has trended up since the new network was implemented. Route 219 serves a corridor that was never highly used to begin with. There are not observable major ridership destinations along the route, indicating that those who are riding it are doing so end-to-end



and that the community along the route is not getting much

	use out of it. Work should be done next quarter to identify and reach out to customers who use the route and determine if it is worthwhile to them or not.
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 predominantly 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 previous customer base, thereby forcing a change in travel demand or relocation. The reason(s) for this route's deficiency are not yet clear to staff. The customer complaints that have been submitted regarding this route all have had to do with reliability.
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 customers are still adjusting to the route alignment change along with the changes that are occurring within community. We expect ridership to return.
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. Last quarter the average weekday ridership was 421 and the total number of passengers was 22,772. Ridership has increased this quarter. The average weekday ridership is 479 and the total number of passengers is 37,523. Although ridership is up compared to last quarter this route is still a low performer. 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 due to large Parkland construction projects on have combined with the pandemic to decimate this parking lot shuttle's ridership. Significant delays and Parkland staff reassignment seem to have kept the ridership down, though it has been increasing overall since the implementation of the new bus network.
436	Route 436 served several off-site Parkland facilities. Numerous revisions by Parkland staff and active relocation of the staff this shuttle was designed to serve contributed to poor performance throughout its life. This route was cancelled at the request of Parkland effective August 17, 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 site-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 City of Richardson is currently evaluating the possibility of suspending or rebranding this service should ridership fail to recover.
TI	TI is a Site-Specific Shuttle Service operating out of Forest Lane and LBJ/Central Stations serving Texas Instruments and various industrial businesses in the surrounding area. Recent ridership has spiked passed 3,000 monthly riders; a number that has not been reached since March 2020. This, in conjunction with other similar services may indicate some-pandemic recovery in this region.
UT Southwest	UT Southwestern is a Site-Specific Shuttle Service supporting the Medical District and UT Southwestern Medical Center with connecting service to the TRE Medical Center Station and SWMD/Parkland Light Rail Station. Ridership dropped significantly in 2019 from an average of 5k to 6k monthly ridership averages to its current 2k passenger monthly ridership. Ridership is slowly trending upward.
Glenn Heights GoLink Zone	Glenn Heights GoLink Zone riders are consistent, but when compared to other GoLink Zone within service area, it is underperforming. Working with the City of Glenn Heights and its stakeholders to develop a mailer, and education tools to educate and encourage ridership within City of Glenn Heights and DART service area.
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. Since February 2022 this zone's ridership has been trending up. This zone is also part of a plan to blanket low-performing zones with traditional marketing material to spread information about how to use the zone. This has already begun and should be completed soon.
Central Irving GoLink Zone	Central Irving Golink ridership has increased about 10% since the second quarter and is still trending up. The recent addition of Amazon to this zone has not yet resulted in ridership increase. Direct outreach may be needed at this location.



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. Staff has observed ridership activity at the locations recently added to the zone, which is encouraging. Ridership has been flat since the last quarter, however. Follow up with Dr. Pepper and FedEx may be necessary.	
Keller Springs GoLink Zone	Keller Springs is a new GoLink zone that replaced several very low-performing bus routes in January 2022. This zone has increased ridership by about 10% since the last quarter and seems to be trending back up to March 2022's high ridership mark. No ridership gains have been observed from the new service location. Follow up may also be necessary for this zone. Potential targets include Western Extrusions, business at the intersection of Kelly @ Trinity Mills, and business adjacent to Trinity Mills Station.	
Mountain Creek GoLink Zone	Mountain Creek is GoLink zone that is Seventy Percent industrial and thirty percent residential. Many of the businesses within the industrial section are shift workers. With workers coming from all areas of DFW. The residential sections are at the end of the zone. Some of the residential residents that live within Mountain Creek work in Mountain Creek zone but are unaware of the GoLink service. More advisement/outreach/education on how to use the service is needed. Once the community understands how service works, we feel ridership should increase.	
Northwest Carrollton GoLink Zone	This new zone is continuing to trend upwards. Outreach is being planned via a distribution of physical marketing 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. Ridership is trending up and seems to have responded well to zone modifications requested by customers. The most recent modification included a large group of apartments that require direct outreach in the next quarter.	



	West Dallas GoLink service needs more education on how to	
	use the service. Many of the residents are reluctant to try	
West Dallas GoLink Zone	something new. This community also has a technology gap,	
West Builds Golding Zone	which DART and its stakeholders in the community are trying	
	· ·	
	to solve. We feel ridership will grow once the community	
	feels confident in using the service.	
	North Central Dallas GoLink Service began service on June	
	13, 2022. It was originally part of the North Dallas zone but	
	was split into two zones to provide better efficiency and cover	
North Central Dallas	new areas in the Midpark/Goldmark location. As a new zone,	
GoLink Zone-	it will take time for ridership to grow once customers learn	
	more and feel confident in using the service. Marketing has	
	been asked to develop a digital flyer that can be sent to all	
	Section 8 voucher users in Midpark Tower.	



Lewisville und **NW Carrollton** Plano Mu Cowley Renner 408 Trinity Mi **Central Richardson Keller Springs** Addison Bethel 245 Richardson Carrollton Inwood 413, 417, 419 Farmers Branch Garland 431 Audelia Gribble N. Central Dallas **Preston Hollow** 204 DEW Highland Oldham **Central Irving** University Park 225 Southern Methodist University Rawlins Reinhardt **East Irving** 434, 436 422, 423 105 Shady Grove 219 **South Irving West Dallas** 28 **Grand Prairie** Arcadia Park Sargent 226 Balch Sp Lakeview Fruitdale Westwood Park 45 **Mountain Creek** Rylie South Westchester Red Bird Addition Meadows Duncanville ake Parks West Woodland Hills n Creek Hills River Oaks Lakeside The Cove Lancaster De Soto Cedar Hill Patrick **Glenn Heights** Ferris Elva

Figure 1: Location of the Deficient Performers in 3rd QTR FY22



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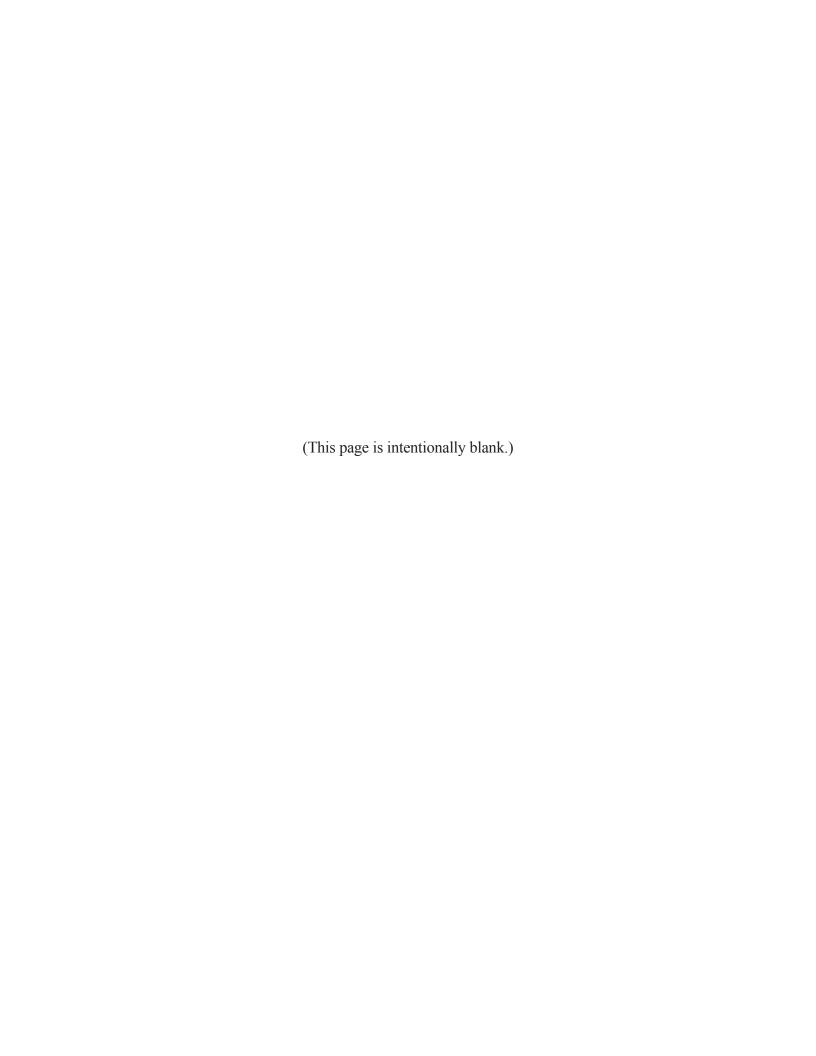
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FY 2022

Quarterly Marketing & Communications Report Third Quarter

Position DART as an Employer of Choice

Project Overview:

The relaunch of the Now Hiring campaign incentivized potential bus operator applicants by offering them a sign-on bonus of up to \$2,000 and an employee referral bonus of \$500 for each successful new hire

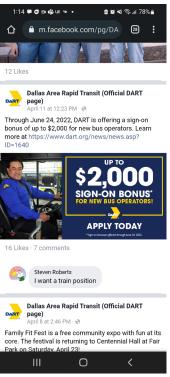
This campaign launched on April 1 and ran through June 24.

Project Elements:

- Digital Elements
 - Landing page on DART.org/hiring, kiosks, GoPass app, and social media
- DART assets
 - INFOtransit digital screens and promotional materials displayed in DARTmart
- Internal Elements
 - InfoStation posts, DART Announcement emails, digital dashboard digital signs, and lightbox sign at DART Headquarters
- 2 events in collaboration with Univision
 - o Rack cards, flyers, digital banners, and other marketing materials distributed
- Media

Highlights:

- DART sponsored video segments on Univision featuring DART Vice President of Human Resources Rosa Medina-Cristobal.
- Univision hiring event included Copa Univision at University of North Texas at Dallas on June 4, with 12,728 attendees.
- Feria del Taco event on June 19 attracted over 12,000 attendees. GoLink ridership increased 65.2% from January to February 2022.





Position DART as an Employer of Choice (continued)

By the Numbers:

• Univision Media Partnership (TV, digital, email marketing, job posting, and social media)

o Ads: 1,847

Market value: \$20,000Impressions: 543,420

 More than 570 applicants clicked through to DART.org/hiring from Univision-sponsored ads

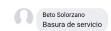


Put your career in motion as a DART bus operator! DART is now hiring operators with a current CDL and offers a competitive salary and benefits package; paid training; as well as opportunities for advancement.

... More



29 Likes · 8 comments



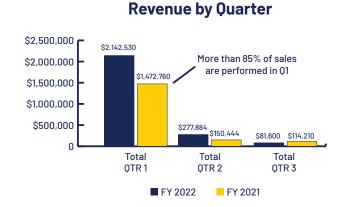


DART Access (Corporate Pass and Higher Education Sales Update)

Project Overview:

Targeting the Corporate Commuter rider segment, DART launched a marketing campaign to promote savings with midyear prorated prices for Corporate Annual Passes.

Through DART's Higher Education program, the agency is contacting colleges and universities that have partnered with DART in the past and may be ready to rejoin the program as campuses are reopening after COVID-19 closures.



Project Elements:

- DART Access website landing page update
- GoPass app Corporate and Higher Education Pass marketing strategies
- Updated marketing materials, including handouts and pamphlets
- · Social media

Highlights:

- The Corporate Pass program added 162 new Annual Passes during Q3.
- The Higher Education program issued 5,748 student passes.
- The DART Access sales team engaged over 200 companies and colleges through email, phone calls, and onsite visits to share the benefits of participating in DART's Annual Pass program.

By the Numbers:

- Corporate Contracts
 - o FY 2022 year-to-date contracts: 80
 - Compared to 83 in FY 2021
 - o FY 2022 year-to-date passes: 3,480
 - Compared to 4,802 in FY 2021



DART Access (Corporate Pass and Higher Education Sales Update) (continued)

By the Numbers (continued):

- Higher Education Contracts
 - o FY 2022 year-to-date contracts: 5
 - No change from FY 2021
 - o FY 2022 year-to-date passes: 38,528
 - Compared to 34,283 in FY 2021
- Media (Print)
 - o Ads: 3

• Market value: \$10,100

■ Impressions: 175,500





Asian American and Pacific Islander Heritage Month

Project Overview:

Cultural and heritage celebrations help DART to connect with riders and communities, as well as promote inclusion. For Asian American and Pacific Islander (AAPI) Heritage Month, celebrated May 1-31, our efforts focused on:

- Demonstrating our awareness and appreciation of Asian American and Pacific Islander influence in our society.
- Showcasing DARTable experiences that embrace AAPI culture.
- Positioning DART favorably in the AAPI community to influence ridership.

Project Elements:

- DARTable events & exhibits
- Royal Lane Station art spotlight
- Photo series on Instagram
- AAPI Heritage Month video featuring DART President & Chief Executive Officer Nadine S. Lee

Highlights:

- A video message from Lee generated 9,154 impressions and 470 engagements.
- 3 DART Daily articles were viewed 149 times.
- Social media posts promoted DARTable exhibits and events honoring AAPI Heritage Month.

By the Numbers:

- · Social media
 - o Posts: 9

Impressions: 11,942Engagements: 716









TRE Staycation

Project Overview:

To drive summer ridership, DART supported the Trinity Railway Express (TRE) Staycation Getaway contest. The TRE, in partnership with WFAA's Good Morning Texas, promoted the TRE Staycation Getaway contest June 1-17.

Participants received an opportunity to win transit passes, entrance tickets to regional attractions, and a two-night stay at the Omni Hotel in either Dallas or Fort Worth.

Project Elements:

- Good Morning Texas Live on-air interview segment June 1 and 2
- 4 one-minute segments on June 3, 6, 9, and 16
- 10 billboards
- TV
- Digital media
- INFOtransit digital screens

Highlights:

- There were 2,258 TRE Staycation contest entries.
- Good Morning Texas segment, mini-segments, and paid social media campaign reached 1.2 million people.

By the Numbers:

• Organic social media

o Posts: 12

Impressions: 17,243Engagements: 1,247

• Media (TV, digital, and paid social media)

o Ads: 135

Market value: \$20,527Impressions: 1.2 million







Inside Track Meeting

Project Overview:

The Communications team hosted a virtual Inside Track meeting for city and other communications colleagues on April 27. This program reinforces a positive working relationship between DART and city communicators in the DART Service Area and establishes a formal process for sharing pertinent information to the public.

Project Elements:

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

Highlights:

- Presenters at the April 27 meeting included:
 - Hans-Michael Ruthe, Senior Manager of Service Planning – New Bus Network Update.
 - Robbie Douglas, AVP of Marketing and Advertising New Bus Network Marketing Update.
 - Kay Shelton, VP of Capital Planning Capital Projects Update.
- Several congressional staffers attended, including:
 - District Director Jennifer Alden, office of U.S. Representative Rep. Lance Gooden.
 - District Director Melissa Alfaro, office of U.S. Representative Marc Veasey.
 - Deputy Campaign Manager Judith Tankel, office of U.S. Representative Collin Allred.

City of Irving. Texas - City Hall The Table 13 DART will implement temporary service frequency adjustments on 31 of its 97 bus routes. Route 25 in Irving is among those impacted. For more information about these changes with https://dart.org/rever/news.asp?tD=1649 JUNE 13, 2022 SERVICE CHANGE 13 DE JUNIO DE 2022 CAMBIOS DE SERVICIO Dallas Area Rapid Transit (Official DART page) May 25 - 3 Beginning June 13, DART will implement temporary service frequency adjustments on 31 of its 97 bus routes due to the orgology anatomy despotator. See more 6 Shates





By the Numbers:

• 10 attendees, including representatives from Addison, Irving, Plano, and Richardson.



Coldplay Concert

Project Overview:

The May 6 Coldplay concert, with an expected attendance of 55,000, provided an opportunity to enhance the DART brand, gain ridership, and ensure a 5 Star experience for Event Riders.

Project Elements:

- Rail capacity increased by adding 3-car consists
- Frequency increased on Red and Green lines by adding seven post-event trains in anticipation of heavy loads
- DART field staff concentrated at Fair Park Station
- Support provided by many departments, including:
 - Rail supervisors at Fair Park Station
 - Concierges at 10 transit centers
 - DART Police at Fair Park and monitoring stations
 - DART Passenger Amenities provided pre/post-event cleaning and restocked hand sanitizer and face masks
 - o DART street team at Fair Park Station

Highlights:

- The Special Events team engaged with fans at a DART booth located near a high-traffic ticket entry point. Staff:
 - Distributed marketing collateral on contactless payment options and the New Bus Network.
 - o Engaged with 300 people.
 - Gave away 425 promotional items.
- DART, in partnership with Coldplay, offered FREE rides to concertgoers who used a promotional code on the GoPass® app. The promo code was promoted on the GoPass app and on social media, which resulted in riders redeeming 307 free DART passes.
- A concert ticket giveaway contest was promoted on Instagram May 5. DART received 55 entries.
 - The Instagram post promoting the contest earned 1,354 impressions and 187 engagements.







Coldplay Concert (continued)

By the Numbers:

• May 6 ridership: 68,392

o Significantly higher than comparable Fridays

• 2 DART Daily blog articles viewed 333 times

• Social media

o Posts: 19

■ Impressions: 24,891

Impressions: 1,256

Coldplay

- Coldplay had a concert at the Fair Park on May 6, 2022 at 7p-11:30p
- DART added 7 post-event trains in addition to the normal Green Line service
- All additional trains used 3-car consist – the first time ever for lines with new platform extensions
- Extra DART personnel were there to monitor and relieve crowding





INSIGHT Meeting

Project Overview:

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

Project Elements:

- June 2 Microsoft Teams online meeting
- Topics categorized as agency goals, customer experience, and surprises
- Quiz games with winners receiving prizes and bragging rights

Highlights:

- The meeting kicked off with recognition of new employees who had joined the agency since the last quarterly meeting.
- DART's Advertising & Media Supervisor Carmen Hillebrand provided an overview on the GoLink advertising campaign.
- Matt Tomlinson from DART's Special Events team shared highlights from a cross-promotional activation with the Dallas Mavericks.
- Jaime Aleman, AVP of Rail Maintenance; Marvin Hurt, Director of Fleet Maintenance; and David Jit, Manager of Rail Fleet Engineering discussed the design and installation of electronic destination signs on light rail vehicles.
- AVP of Marketing & Advertising Robbie Douglas presented the new Acknowledgement & Action campaign, which informed riders of temporary service adjustments on select bus routes due to the bus operator shortage.
- Communications' Digital Media Specialist Kirsten Alayon outlined the team's digital and social media activities related to Asian American & Pacific Islander Heritage Month.

By the Numbers:

- 152 participants attended
- 29 unique teams/departments represented, including Mar-Comm
- 3 employees won gift cards





Special Event Partnerships Wrap-up

- Deep Ellum Arts Festival, April 1-3, 2022
- Family Fit Festival, April 23, 2022
- Best Buddies Friendship Walk, April 30, 2022
- EarthX, April 20-24, 2022
- EarthX Virtual Film Festival, May 16-23, 2022

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Project Overview:

DART's participation in regional special events extends the agency's brand awareness and relevance and increases event ridership. During this quarter, DART had cross-promotional agreements with the Deep Ellum Arts Festival, Family Fit Festival, Best Buddies Friendship Walk, EarthX, and EarthX Film Festival

Project Elements:

- Partnership agreement with Deep Ellum Arts Festival included:
 - Promotion on DART's social and digital media channels
 - Inclusion in DART's Rider Insider brochure
 - DART received prime exhibit space and logo inclusion on the festival's website, social media, press releases, posters, flyers, and promotion on the Main Stage during band changes



Don't miss the @DeepEllumArts happening throughout this weekend, April 1-3, in Deep Ellum. Enjoy music, food, and fun for this enormous street festival!

Read more at: bit.ly/3tQP0tU

#DART2DeepEllumArtsFestival



5:00 PM · Apr 1, 2022 · Meltwater Socia

- Partnership with Family Fit Festival included:
 - Promotion on DART's social and digital media channels
 - 4 promotional station banners
 - O DART received exhibit space, was listed as the "official transportation provider" on event website, and DART booth was included as a location in the scavenger hunt
- Partnership with Best Buddies Friendship Walk included:
 - Promotion on DART's social and digital media channels, 20 ultra-queen bus sides, and 5 windscreens
 - o 5 promotional station banners
 - O DART received exhibit space, logo placement on event website and marketing materials, and mention in social media posts on event channels



Special Event Partnerships Wrap-up (continued)

Project Elements (continued):

- Partnership with EarthX Film Festival included:
 - Promotion on DART's social and digital media channels
 - DART received logo placement on the event's social media channels, website, and mobile app.

Highlights:

The value DART received from our event partners exceeded DART's investment in all but one cross-promotion:

- Deep Ellum Arts Festival
 - o DART's advertising value: \$10,619
 - Event partner advertising value: \$25,000
- Family Fit Festival
 - o DART's advertising value: \$7,366
 - Event partner advertising value: \$25,000
- Best Buddies Friendship Walk
 - o DART's advertising value: \$10,176
 - Event partner advertising value: \$11,359
- EarthX
 - o DART's advertising value: \$31,924
 - Event partner advertising value: \$30,000
- EarthX Film Festival
 - o DART's advertising value: \$5,059
 - Event partner advertising value: \$10,000









Special Event Partnerships Wrap-up (continued)

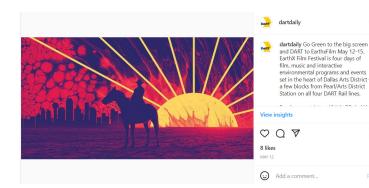
By the Numbers:

- Deep Ellum Arts Festival
 - o 100,000 in attendance
 - o 9 posts on social media
 - Impressions: 6,144
 - Engagements: 233
- Family Fit Festival
 - o 2,500 in attendance
 - o 6 posts on social media
 - Impressions: 4,030
 - Engagements: 109
- Best Buddies Friendship Walk
 - o 1,500 in attendance
 - o 6 posts on social media
 - Impressions: 3,811
 - Engagements: 114
- EarthX
 - o 130,000 in attendance
 - o 10 posts on social media
 - Impressions: 5,874
 - Engagements: 147
- · EarthX Film Festival
 - o 20,000+ in attendance
 - o 6 posts on social media
 - Impressions: 4,219
 - Engagements: 119











 \Box

Paid Media

Project Overview:

DART promoted 13 campaigns on DART assets, digital, print, radio, TV, social media, and outdoor in Q3 FY 2022.

Project Elements:

- Campaigns included:
 - Acknowledgement & Action
 - o Bike to Work Day
 - Contactless Payments
 - o DART Access
 - DART to the Airport
 - o DARTable Staycation
 - o Emergency Alert
 - Gas Price Relief
 - o GoLink
 - Now Hiring
 - Older Americans Month Celebration
 - Student Art Contest 2022
 - TRE Staycation Getaway contest
- Media partnerships secured for the following campaigns:
 - Older Americans Month Celebration
 - Student Art Contest 2022

















Paid Media (continued)

By the Numbers:

• Media (digital, print, radio, TV, social media, and outdoor)

O Ads: 1.4 million

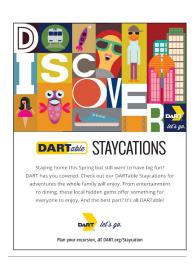
Market value: \$493,862Impressions: 82.6 million

• DART assets (bus interiors, bus ultra-super kings, tails, INFOtransit digital screens, rail interiors, rail ultra-super kings, corner markers, banners, and windscreens)

Ads: 6,717

Market value: \$1.3 million
Impressions: 59.6 million











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 Q3 FY 2022, DART's Communications team posted 411 messages on social media compared to 356 messages in Q2 FY 2022.

Project Elements:

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

Highlights:

- DARTable Weekend Events
 - o Posts: 36
 - o Impressions: 31,846
 - o Engagements: 1,146
 - Represents 1.2% of impressions and 7.1% of engagements in Q3 FY 2022
- Rail Maintenance
 - o Posts: 11
 - Impressions: 22,805
 - o Engagements: 3,530
 - Represents 1.7% of impressions and 2.29% of engagements in Q3 FY 2022
- June 13 Service Adjustment
 - o Posts: 12
 - o Impressions: 22,802
 - o Engagements: 1,643
 - Represents 1.2% of impressions and 3.29% of engagements in Q3 FY 2022







Social and Digital Media Recap (continued)

Highlights (continued):

• Bus Operator Hiring

o Posts: 10

Impressions: 20,060Engagements: 2,159

 Represents 1.2% of impressions and 0.32% of engagements in Q3 FY 2022

By the Numbers:

- In Q3 FY 2022, 411 messages earned over 5 million impressions and 50,000 engagements
 - This is a decrease from the 16 million impressions and 175,200 engagements earned in Q2 FY 2022 from 356 messages
 - The significant decrease in impressions and engagements is because we did not have a paid New Bus Network campaign in Q3 FY 2022
- The number of followers increased from 51,700 in Q2 FY 2022 to 52,732 in Q3 FY 2022
- DART Daily page views 14,337
 - o An 8% increase from O2 FY 2022
- In Q3 FY 2022, top posters, in order, from our service-area cities were Dallas, Plano, Richardson, Carrollton, Irving, Garland, Addison, Rowlett, Glenn Heights, and University Park
 - Collectively, these cities posted 106 messages related to DART on their social media channels, compared to 139 messages in the previous quarter
 - o Total impressions: Nearly 1.3 million
 - Coverage included Bike to Work, Gas Price Relief, GoLink, Ride Free to Vote,
 Silver Line, Service Updates and Announcements, including New Bus Network







Customer Service

Project Overview:

The Customer Service team continues to assist DART riders.

Project Elements:

- Respond to the needs of riders
- Keep Lost & Found open with limited public access
- Administer the Rescue Ride program

Highlights:

- DART issued 7,592 Rescue Rides in Q3.
- Riders provided 195 commendations, including:
 - o "DART Customer Service is doing a good job."
 - o "Wanda was efficient, courteous, kind, and always so helpful."
 - o "Celia was very helpful, polite, and professional in assisting with my problem."
 - "The call center representative was very cordial, patient, professional, and knowledgeable."
 - "Alejandro was very nice, knowledgeable, and efficient. He did an outstanding job at calming me down and assured me that I would get to the hospital on time for my aunt's surgery. I highly commend him and give him 5 stars for exceptional customer service."
 - o "Teresa was extremely professional, and her customer service skills are the best."
 - "When I lost my keys on the train, I spoke to TaShonda, and she was able to assist me. She went above and beyond, and I thank her for all her help."

By the Numbers:

- April
 - Received 61,150 calls (81% more than the same time last year)
 - Rider Trip Planning in English handled 81% of received calls
 - Rider Trip Planning in Spanish handled 3% of received calls
 - Rider Feedback handled 14% of received calls
 - Lost & Found handled 2% of received calls



Customer Service (continued)

By the Numbers (continued):

- May
 - Received 61,290 calls (80% more than the same time last year)
 - Rider Trip Planning in English handled 82% of received calls
 - Rider Trip Planning in Spanish handled 2% of received calls
 - Rider Feedback handled 14% of received calls
 - Lost & Found handled 2% of received calls
- June
 - o Received 62,136 calls (76% more than the same time last year)
 - Rider Trip Planning English handled 80% of received calls
 - Rider Trip Planning Spanish handled 3% of received calls
 - Rider Feedback handled 14% of received calls
 - Lost & Found handled 3% of received calls



DART Student Art Contest

Project Overview:

The annual DART Student Art Contest helps promote the use of public transportation by engaging school-age children through art. This year's theme was "DART's New Bus Network: Simpler. Better. Faster. Easier!" Students used their creativity to promote the reimagined bus system.



Project Elements:

- Contest website landing page at DART.org/ArtContest –
 Included the call for entries and contest rules; list of winners, community partners, and media partners; and winners' artwork
- Online voting portal Enabled judges to view artwork and vote remotely
- Peachjar marketing Utilized the cloud-based platform for school-to-home communication to reach a greater number of schools in the DART Service Area
- DART asset signage Best of Show artwork is displayed on bus ultra-super kings and king-size exterior ads on bus and rail interior signs, and on windscreens
- DART asset signage First-place artworks displayed on bus and rail interiors, and on windscreens



Highlights:

- The entrants were a diverse group of students representing schools and art programs from throughout the DART Service Area, as well some international entrants. One honorable mention is from India.
- The awards ceremony and reception were attended by winners, their families, and their art teachers.
- Best in Show winner Nadia Nesich, a student at the Pegasus School of Liberal Arts and Sciences in downtown Dallas, participated in an interview with FOX 4 News.
- Speakers included DART President & Chief Executive Officer Nadine Lee, DART Board Chair Michele Wong Krause, DART Vice President of Government & Community Relations Edie Diaz, and master of ceremonies Adriana López, host of Telemundo Acceso Total.



DART Student Art Contest (continued)

Highlights (continued):

- Representatives from DART's community partners attended, including Dallas Contemporary, Dallas Museum of Art, Half Price Books, Perot Museum of Nature and Science, Dallas Zoo, Children's Aquarium Dallas, and the Dallas Arboretum.
- Media partners attended from the Advocate, Al Día, The Dallas Morning News, DFW Child, KERA, Local Profile, NBC 5, Plano Magazine, and Telemundo 39.
- DART engaged social media influencer Stephanie Yoshi to promote the art contest. Two posts generated 4,500 impressions and 809 engagements at a market value of \$2,300. One Instagram reel generated 3,081 impressions and 166 engagements.



- 456 entries from 121 schools
- Media (digital, TV, print, email marketing, and social media)
 - o Ads: 1,471

Market value: \$233,550Impressions: 19.0 million

- DART assets (bus exteriors kings, bus ultra-super kings, bus interiors, rail interiors, and windscreens)
 - o Ads: 878

Market value: \$824,703Impressions: 29.1 million

- Social media
 - o Posts: 6

Impressions: 2,608Engagements: 92







Bike to Work Day

Project Overview:

The Bike to Work Day event encouraged riders to incorporate cycling into their work commute and discover the convenience and ease of bringing bikes onto the DART System.

DART hosts a Bike to Work Day event annually to promote bicycle commuting as a healthy and safe alternative to driving.



Project Elements:

- Special events at three locations with local elected officials, city staff, and community partners
- Digital elements DART.org/bike website landing page, digital kiosk signs, social media bike giveaway contest, and save the date emails

Highlights:

- Events were held at three locations: CityLine/Bush Station, Farmers Branch Station, and Tyler/Vernon Station.
- A Bike to Work contest on social media used the hashtag #Bike2Work2022 and gave riders the chance to win one of three bicycles.
- Bike to Work community partners included Bike Friendly
 Oak Cliff, REI Co-op, Bike DFW, Bike Mart, Chameleon Cold-Brew, the city of
 Richardson, the city of Farmers Branch, the
 North Central Texas Council of Governments,
 and the Dallas District of the Texas Department
 of Transportation.
- DART engaged three influencers to promote the Bike to Work events. Combined, these influencers generated about 6,000 impressions and 300 engagements.





Bike to Work Day (continued)

By the Numbers:

• Signage (rail, bus, INFOtransit digital screens, banners, and windscreens)

o Ads: 1,149

Impressions: 3.8 millionMarket value: \$57,126

Social mediaPosts: 26

Impressions: 17,801Engagements: 804







Older Americans Month Celebration

Project Overview:

DART hosted its annual Older Americans Month Celebration at Centennial Hall at Fair Park on May 26. Approximately 1,000 senior citizens attended the celebration. To drive transit ridership, eventgoers were encouraged to ride the Green Line to Fair Park Station.



Project Elements:

- Media Partners
 - Senior Blue Book
 - The Dallas Morning News
 - Seniorific com
 - o fyi50+
 - o Al Día
 - Celebration Magazine
- Community Partners
 - o City of Dallas
 - Dallas Police Department
 - o Dallas Park & Recreation
 - Community Council of Greater Dallas
 - The Senior Source
 - Area Agency on Aging
 - Fair Park First
- Posters and flyers distributed by the Community Relations team
- Target market ads in seniors' publications
- Digital marketing included:
 - o INFOtransit digital screens on DART buses
 - o DART.org/seniors website landing page









Older Americans Month Celebration (continued)

Highlights:

- This year's attendance was comparable to the 2019 Older Americans Month event, with approximately 1,000 seniors in attendance.
- Ms. Texas Senior America 2022 Kimberly Ghedi served as the master of ceremonies with comments from DART Board Chair Michele Wong Krause; Gabriel Beltran, DART Interim Vice President of Diversity & Inclusion; Matt Walling, Interim Chief of DART Police; Sharla Myers, CEO of the Community Council of Greater Dallas; and Crystal Ross, Deputy Director of Dallas Park and Recreation.
- DJ Baron Bacon, the Dallas Tap Dazzlers, Dancing Divas, and exercise leader Jill Beam provided entertainment for the crowd.
- Vendors provided a wide range of information and health screenings for attendees.

By the Numbers:

· Social media

o Posts: 6

Impressions: 3,888Engagements: 121

 Media (digital, print, INFOtransit digital screens, partnerships)

o Ads: 1,036

Market value: \$68,999Impressions: 10 million









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P&D 16	Five-Year Action Plan Score Card

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

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

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

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

Highlights This Quarter

Service Planning & Scheduling

- <u>Employer Services Program</u>: Site-specific shuttles or employer shuttle services incorporate bus services targeted at employers for services designed specifically for the employees of the employer. These services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson/Galatyn Park Station Shuttle, McKinney Avenue Streetcar, UTD, and Parkland Hospital.
- <u>The UTD Site-Specific Shuttle:</u> The UTD campus was opened back up to in-person classes in February 2022. With Spring Break and the Spring Semester ending, saw a slight downturn in ridership during 3Q22: (Apr-123,010; May-61,958; Jun-56,544). Of the UTD Shuttle riders surveyed from April 24th through May 32, 92% said they would recommend this route to family and/or friends. The UTD Shuttle has four (4) patterns:
 - o 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
 - o 883 West Extension-Serves the local WalMart on Fridays and Sundays.



P&D 1 Third Quarter

• Shuttle Service & Ridership:

- Baylor Shuttle: Baylor is going through several senior administrative staff changes related to Baylor's Site-Shuttle operations. Baylor will continue to run their service but may not be able to adhere to all the parameters of our Site-Specific Shuttle Agreement. Baylor personnel staff has requested to allow the current agreement to expire and then re-engage once staffing is back to normal around the second quarter of FY22.
- ✓ Parkland Shuttles: Average weekday ridership for Route 434 was 316 in April; 460 in May, and 422 in June 2022. Average weekday ridership for Route 435 was 484 in April, 707 in May, and 609 in June 2022. Route 436 average weekday ridership was 270 in April, and 316 in May and 313 in June 2022. Routes 435 and 436 saw significant increases in average weekday ridership during Quarter 3. 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 3Q22 was 28 passenger trips per day during April, 34 passenger trips during May, and 38 passenger trips during June. This showed a decrease over the same three months in FY21 (36, 33, 34). During the month of April, Inland Port GoLink boundaries were adjusted to improve wait times and service efficiency.
- 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 Apr 2022 (50), May (57), and Jun (73) 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.
- ✓ <u>DFW Circulator Service:</u> 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 DARTs contribution from one-third to one-sixth. DARTs overall contribution would be reduced to \$94,933 annually over a three-year term.



P&D 2 Third Quarter

- On-Time Performance (OTP) Projects: Staff will develop and implement a five-year plan to adjust 5 to 10 routes each mark-up to address on-time performance. Planning and transportation staff will meet quarterly to create a list of target routes. Scheduling staff reviews monthly OTP reports developing a list of routes to evaluate. During 1Q22, many routes were still operating on pandemic schedules with reduced running time even though weekday traffic levels had almost returned to normal levels. OTP levels were at 78%, which is 5% below our target of 83%. Many running time issues will be addressed with DARTzoom implementation in 2Q22. 31 routes had schedule adjustments in 3Q22. 15-minute service was switched to 20-minute service, and some 20-minute service was changed to 30-minute service midday and early evenings. The adjustments may continue until January 2023. As we are able to build the workforce, we will re-evaluate the plan and timing.
- <u>Big Data Analytics Services</u>: DART has contracted to partner with Cambridge Systematics to provide the required functionality of real-time predictions. A significant focus of Service Planning's FY22 work plan is to implement running times, recovery times, and time bands that better match field operations. Cambridge Systematics and DART are currently testing through 7/1/22. All DART findings will be consolidated and returned to CS. CS will address high-priority issues and re-test through 7/14. The initial production deployment is scheduled for 7/20/2022.
- 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.
- <u>Severe Weather Plan:</u> 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



P&D 3 Third Quarter

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.

- o Remove headways from all scenarios.
- o Remove specific span of service information.
- o Ensure the scenarios allow for more flexibility.
- Incentives announced at the beginning of the event, for example, double pay for all
 operators.
- o Include TRE, M-Line and Streetcar.
- o 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.
- <u>Vanpool Program</u>: 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 has been suspended since March 2022, however, NCTCOG, Trinity Metro, DCTA, and DART have agreed to establish a regional vanpool program as current vanpool contracts expire in 2025.
- 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 December 14, 2021, COTW/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.



P&D 4 Third Quarter

• 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 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).

<u>Collin County Rides:</u> Ridership during 3Q22 has increased and is trending to pre-pandemic levels. Based on the Board's decision to extend the Collin County Rides program through FY23, the Service Planning Department is working with Allen, Fairview, and Wylie on an Interlocal Agreement to extend the program for an additional year.

- 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 3Q22, Collin County Transit has added 226 new riders through the DART Eligibility Portal and ridership continues to increase with March 2022 seeing the highest ridership with 2,285 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 Apr (1,555), May (1,184), and Jun (1,4851132). The pilot test for GoLink service in South Dallas-Fair Park has moved to more successful pilot. 3Q22 numbers for South Dallas-Fair Park were 734 in April, 857 in May, and 968 in June. The Team continues to monitor various KPI's to determine if zone will be successful for conversion.



P&D 5 Third Quarter

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 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 are performed with the help from NCTCOG and DART contractors. With the 3G technology dismantled, DART is working with contractors to upgrade the 28 modems to support 4G. This work is underway. 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.



P&D 6 Third Quarter

- <u>TRIP Programs</u>: DART is awaiting invoices from the four participating cities of University Park, Highland Park, Glenn Heights, and Cockrell Hill for reimbursement for the TRIP Program Agreements. This program will be ongoing through September 2025.
- <u>Crewrooms Project:</u> 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 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 1Q22, staff began to explore the possibility of using electricity instead of solar power.
- <u>Standard Shelter Installation:</u> In 4Q21, the goal of installing 20 shelters, 30 benches and free-standing lights were met. The current amenities contract has expired. In 3Q22, the new contract will be approved by the DART Board.



P&D 7 Third Quarter

Employer Service Program Development

Service Planning and Scheduling

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

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

Description

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

Accomplishments

- 3O22: New shuttle agreement underway with Parkland; the Board of Directors issued and held a Call for Public Hearing for the discontinuation of Route 436
- 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.
- 3O21: 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.
- 1021: Medical City site specific shuttle continues to show higher ridership since introducing a new shuttle vendor, vehicles, and expansion of the route.



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Employer Service Program Development

Service Planning and Scheduling

Issues •

- 4Q21: DART staff was informed by Baylor Scott White that they lost several key managers who administrate the Baylor Site Specific Shuttle Service. They wish to allow the current agreement to expire and re-engage around the second quarter of FY22.
- 2Q21: Medical City is seeking additional funding assistance due to inflationary cost increases, acquisition of new buses, and a potentially expanded route (pending further disposition).
- 2Q21: DFW Airport Site Specific Shuttle Agreement, Trinity Metro suggested that they operate the service internally at a rate of \$120 per hour as opposed to the previous \$50 an hour contracted rate. DART service planning recommended that the three parties consider reverting to a contracted service. All concurred and 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 reengage 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.



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Employer Service Program Development

Service Planning and Scheduling

- 2Q21: McKinney Avenue Transportation Authority (MATA) funding agreement scheduled for the board February 9, 2021.
- A tentative Board date of July 2021 has been set for the Medical City Site Specific Shuttle Agreement.

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

- 3Q22: DART, in collaboration with NCTCOG, hosted a Bike to Workday event on May 20, 2022 at three different locations (CityLine/Bush, Farmers Branch, & Tyler/Vernon Stations). The event was attended by multiple DART Board members and Executive staff. DART customers were educated on the benefits of active transportation in combination with using DART.
- 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.



Bicycle / Pedestrian Program Development

Service Planning and Scheduling

- 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.
- 2Q21: Completed and submitted Columbia and Main bike lane comments to City of Dallas.
- 2Q21: Innovative Services met with HDR on the Dudley Branch Trail that will connect to the North Carrollton/Frankford Station. HDR is working with DART Real Estate on the formal application process.
- 1Q21: Innovative Services met with Swiftmile to understand opportunities for infrastructure to charge and park micro mobility vehicles.

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.
- 2Q21: Submit Columbia and Main bike lane comments to City of Dallas.

Project Manager(s)

Ryan McCutchan / Patricio Gallo



Construction & Installation of Standard Shelters

Service Planning and Scheduling

Strategic Priorities

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

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

Description

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

Accomplishments

- 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

- 2Q22: The Vanpool Program was suspended due to Airport Van Rental requesting to terminate the contract citing the force majeure clause.
- 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.



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Vanpool Program

Service Planning and **Scheduling**

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



Bus Corridor Concept Development

Service Planning and Scheduling

Strategic Priorities

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

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

Description

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

- General congestion 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.

- 4Q21: Grounding issues were resolved.
- 2Q21: Pilot testing of camera / speaker began Forest Lane.

Accomplishments

- 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



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Objectives	Services	Activities			
INCREASE RIDERSHIP					
Expanded Services	Service Changes	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. • 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.			
	Micromobility	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.			
Improve Customer Waiting Conditions	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				
• Implement Efficiencies	GoLink – UberPool	Ridership for 2Q22 on GoLink service continues to increase Jan 2022 was (19,077), Feb was (23,162) and Mar was (33,273).			
		Pre-pandemic numbers from FY 2019 were 12,711 in January, 11,737 in February, and 13,315 in March.			



Service Planning and Scheduling

	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.m4:00 pm.) to all day service (5:00 a.m8:00 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.
	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.
Site-Specific Shuttles	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. DART will seek a 2-year funding agreement at the Planning and Capital Programs Committee on February 8, 2022. Baylor Scott White wishes to allow the current shuttle agreement to expire due to low staffing and temporary inability to meet all the parameters of the agreement. They wish to re-engage DART in 2Q22 when staffing is back to normal.
Vanpool Non- Traditional Service	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.



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PDPR-093

TO: Distribution

SUBJECT: THIRD QUARTER FY 2022

PROJECT DEVELOPMENT PROGRESS REPORT

This document is the Third Quarter FY 2022 issue of the DART Project Development Progress Report. This report addresses status of System Buildout activities and other Capital Development projects. Status reflects activities through June 30, 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

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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 closeout 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. This project is in the design phase. Construction requires a phased approach based on availability of funding.



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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. This project is in the close-out phase.

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. As of July 2020, the bridge construction project has been deferred approximately five years to 2025 to preserve cashflow for operation.

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.

As of July 2020, the bridge construction project has been deferred approximately five years to 2025 to preserve cashflow for operation.

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. The current construction is approximately 93% complete.

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



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locomotives. The locomotives were delivered to TRE EMF on January 7, 2022. Final acceptance and PTC validation should be finalized in August 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 bilevel 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) bilevel 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 December 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). The scope of work for the Northwest Substation, which was originally included in the Monroe Shops project, will be included in future reports as the Walnut Hill/Denton Combined Facility, which includes a new building on DART-owned property adjacent to the Walnut Hill/Denton Station that will accommodate three functional areas: DART Police Northwest Substation, a secure Count Room, and a shared-use training facility. The scope of work for the Northeast Substation has been removed from the project.

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. Project is in Phase IIA, anticipated to complete in December 2022.

Hidden Ridge Station

This deferred light rail station has been constructed on the operating Orange Line and is 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



GRD11 Third Quarter FY 2022 plan includes two phases: Phase I – installation of 48 pre-wired vehicles, and Phase II – installation of 115 vehicles to be configured. This project has been completed and is in the close-out phase.

Other Safety & Security

Priority projects have been identified to enhance safety and security at transit facilities, improve the customer experience and deter loitering, including fencing at the Convention Center Station, installation of video monitors at the West End Station, and enhanced lighting at both stations. Additional safety and security improvements for stations and facilities have been defined 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. Work has been completed at the Convention Center Station and the West End Station. Design has been completed for the remaining stations and solicitation for construction services is in progress.

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). The final issue has been resolved and this is the final report for this project.



GRD12 Third Quarter FY 2022

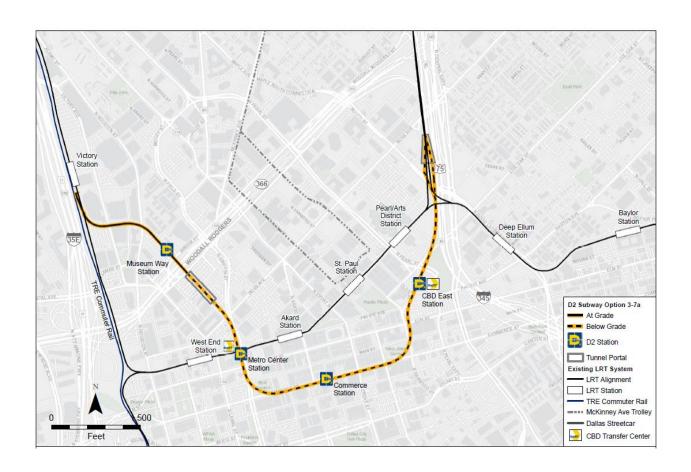
Dallas Central Business District (CBD) D2 Alignment



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D2 Alignment

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

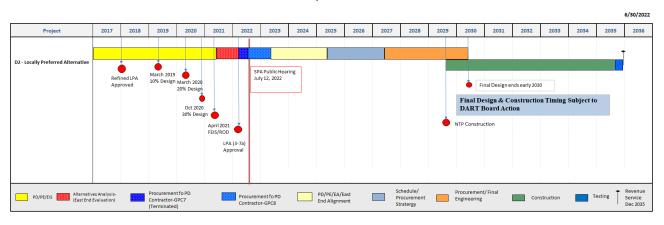




D2 Alignment

Summary Control Schedule

Dallas Central Business District (CBD) D2 Summary Control Schedule





DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT Cost Summary
(in millions of dollars) Control
Budget (3,
4.5) Current
Commitment (1) Expended
to Date (2,6) Dallas Central Business District (CBD) D2 \$1,940.0 \$26.5 \$22.0

- 1) Committed values reflect activity through 06/30/22.
- 2) Expended to Date values reflect activity in DART's General Ledger through 06/30/22.
- 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.
- Control Budget reflects FY21 Business Plan increase of approximately \$47M and target RSD change to 1st Qtr., 2026)
- Expended to Date (Prior to Removal from CIG 3/20/18) \$4,877,671.
 Expended to Date (3/20/18 to 06/30/22 after removal from CIG) \$17,140,835.



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. culminated with the DART Board of Directors' selection of a Locally Preferred Alternative (LPA) in September 2015. 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



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.

Currently, the project is focused on advancing the new east end alignment to 30% design and gain environmental clearance. This work effort will start summer 2023, be an 18-24-month process, and develop a new capital 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 Board direction on corridor preservation opportunities beyond the parcels staff has been given support to advance to acquisition.

DART will hold a Service Plan amendment Public Hearing on July 12, 2022.



GRD19 Third Quarter
FY 2022

Dallas Central Business District (CBD) **D2 Alignment**

D2 Alignment

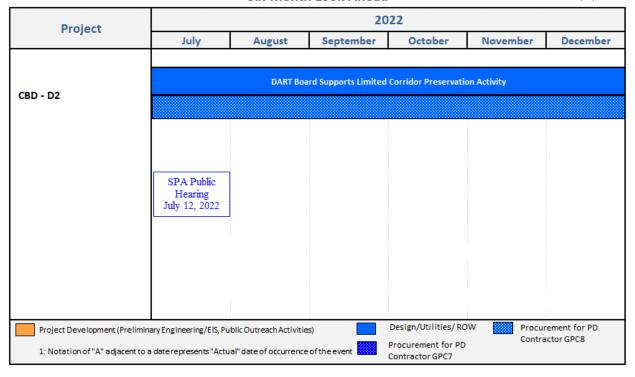
Issues (Continued)

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).



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

6/30/2022





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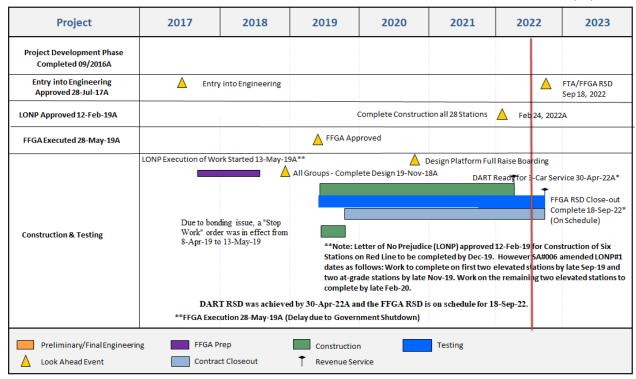
Red & Blue Line Platform Extensions Program of Interrelated Projects



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Red and Blue Line Platform Extensions Summary Control Schedule

6/30/2022





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	\$ 114.3	\$106.8	

- 1) Committed values reflect activity through 06/30/22.
- 2) Expended to Date values reflect activity in DART's General Ledger through 06/30/22.
- 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

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

Description

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

Status

DART has acquired all property required for the project.

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

Issues None



Red & Blue Line Platform Extensions (RBPE)

Interrelated Projects Platform Extensions

Board Strategic Priority

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

Description

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

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

Status

All station construction was completed February 24, 2022. Systemwide testing was completed by April 28, 2022. Pre-Revenue Service operations took place April 26, 2022, through April 28, 2022. DART Operations ran three-car trains on the Red and Blue Lines from approximately 1:00 pm to 6:00 pm each day.

Contract closeout is in progress for each construction contract, Groups A-E.

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. With the completion of construction and testing, the LRT system is ready for three-car operation as of April 30, 2022, ahead of the FFGA deadline date of September 18, 2022.

On April 4, 2022, DART submitted letter to FTA with request that the FFGA requirement to add the third car to two of the eight peak hour trains to achieve the increased level of service be waived for up to two years until September 18, 2024, with an opportunity to reassess conditions during that time.

On April 14, 2022, the FTA responded, "... the blanket waiver of level of service requirements would apply to the DART RBPE project. At such time DART reinstitutes pre-pandemic service levels across the LRT system, which includes headways and capacity,



Red & Blue Line Platform Extensions (RBPE)

Interrelated Projects Platform Extensions

Issues (Continued)

DART will need to institute the service level requirements on the Red and Blue Lines as documented in the Full Funding Grant Agreement."

The schedule mitigation is complete, and this issue is resolved.



FY 2022

GRD29

Red & Blue Line Platform Extensions Systems Integration

Interrelated Projects Platform Extensions

Board Strategic Priority

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

Description

The 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.

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

As of June 30, 2022, the project is currently Certified with Restrictions and there are no safety critical items open.

Systems Integration Testing (SIT) status - 353 Integrated tests (I-tests), Passed - 329, Failed -24

Safety & Security Certification (SSC) status - 655 Total Certifiable Items. 631 SSC items are verified, 24 items are open.

- Systemwide testing began in February 2022.
- Pre-Revenue operations was conducted on April 26, 27, and 28, 2022.
- State Safety Oversight (SSO) concurrence for Revenue Service readiness was received April 29, 2022.
- Opened for Revenue Service April 30, 2022.
- First three-car Operation was run on May 6, 2022, for an after-concert event. DART Operations successfully operated four, three-car trains on the Red Line between Fair Park and Parker Road stations, with no issues.

Issues

The Systems Integration Group (SIG), working with DART O&M personnel, continues to perform follow-up testing of failed items. The Safety and Security certification Team (SSCT) continues to track open items and verifying mitigations are in place.



GRD30 Third Quarter
FY 2022

RED AND BLUE LINE PLATFORM EXTENSIONS

Six-Month Look Ahead

06/30/2022

Project 2021						
Troject	July	August	September	October	November	December
Red and Blue Line Platform Extensions - Pre- Construction/Force Account Systems Construction/ Construction Related Activities	Hampton, Conve Complete Forest and Convention Complete White DART RSD Achi Complete 8th & Complete Mock Complete Tyler	ention Center and C Jupiter, Dallas Zoo	o, Hampton, Cedar ruction (11-Mar-21) 8-Apr-21) 2A st. (24-Feb-22) st. (5-Feb-22) t. (30-Aug-21) snst 09-Jan-22	s,	FGA RSD 18-Sep-2022	
Red and Blue Line Platform Extensions - Design Related Activities	at Mockingbird, Garland complet	_	leted January, 2021		gn for Full Platform Rais LBJ/Skillman and DT	e
Red and Blue Line Platform Extensions - Federal Process	Receive FTA Appro	val for Letter of No Pro on 6 approval for Lo eCapacity & SCC Temp	ng Lead Material So	mpact) itions arielRedLineFei licitations March 20, tion-August 17, 2018A	, 2019A	
Look Ahead Event			Texas State F	air Window 2021		



Change Control Summary

Interrelated Projects Platform Extensions

Interrelated Core Capacity Projects - Change Control Summary

Contract Pa	ckage	Consultant/ Contractor	Approved Contract Amount (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 (June 2022)
Red & Blue Line Platform Extensions Group A	C-2030485-01	Austin Carcon JV	\$18,324,199	\$983,006	\$19,307,205		\$18,421,090		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:	\$63,978,527	\$3,651,051	\$67,629,578	\$142,593	\$64,121,120	\$3,508,458			

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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STREETCAR CENTRAL LINK Cost Summary (in millions of dollars)					
	Control Current Expended Budget (1) Commitment (2) 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 06/30/22.
- 3) Expended to Date values reflect activity in DART's General Ledger through 06/30/22.



Dallas Streetcar Central Link

Interrelated Projects Central Link

Board Strategic Priority

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

Description

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

Status

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

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

Issues Th

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



GRD36 Third Quarter FY 2022

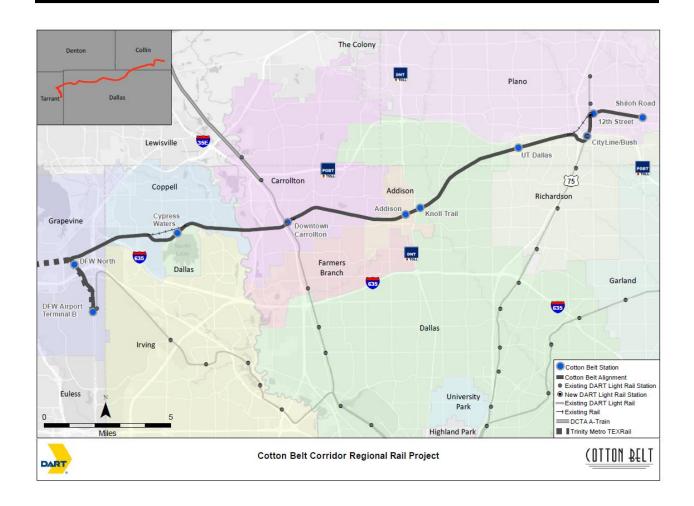
Commuter Rail and Related Projects Silver Line Regional Rail



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Cotton Belt (Silver Line) Map

Commuter Rail Silver Line Regional Rail

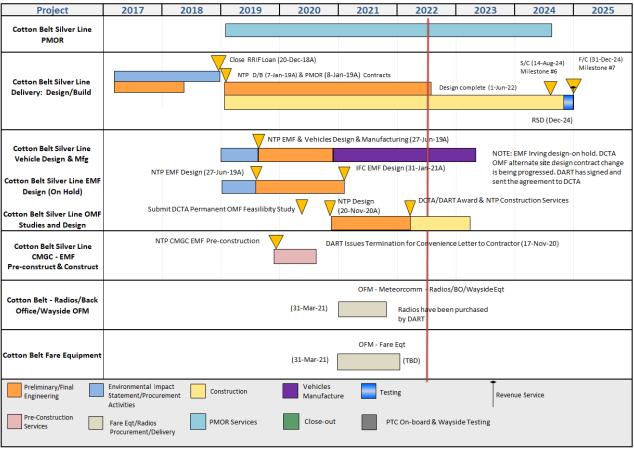




Commuter Rail Silver Line Regional Rail

Cotton Belt Silver Line Summary Control Schedule

6/30/2022





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	\$1,117.2	\$802.8	283.5		
OPS/ Maintenance Facility	47.4	8.6	6.8		
Commuter Rail Cars	160.4	140.6	56.2		
CB-1	270.6	270.6	270.6		
CB-2	59.7	59.7	0.1		
CB-3	49.0	49.0	0.4		
CB-3 Plano	65.3	65.3	0.0		
CB-3 Richardson	45.2	45.2	0.0		
CB-3 Richardson TIRZ #2	0.5	0.5	0.0		
CB-3 Richardson TIRZ #3	0.0	0.0	0.0		
CB-3 Plano Betterments	1.7	1.7	0.1		
CB-3 Plano Betterments TIF-2	0.0	0.0	0.0		
CB-3 Plano Betterments TIF-3	0.0	0.0	0.0		
CB-3 Richardson Betterments	8.3	8.3	1.1		
CB-3 Richardson Betterments TIRZ #2	0.0	0.0	0.0		
CB-3 Richardson Betterments TIRZ #3	0.0	0.0	0.0		
CB Addison Betterments	0.5	0.5	0.0		
CB Carrollton Betterments	7.5	7.5	2.0		
CB Dallas Betterments	15.1	15.1	3.4		
CB Coppell Betterments	4.6	4.6	0.1		
CB-Spare Parts-Vehicles	4.0	4.0	0.0		
CB-3 Plano LRT Station TIF #2	2.3	2.3	0.1		
Silver Line Kiosks	0.7	0.7	0.1		
Cotton Belt Program	\$1,860.0	\$1,487.0	\$624.0		



- Expended to date values reflect activity through 06/30/22/22, 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 06/30/22.
- 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).
- 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 06/30/22) \$601,360,568.
- 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 – Ancillary Projects Cost Summary (in millions of dollars)						
Control Current Expended to Date (1)						
CB-CARROLLTON ILA	\$ 1.3	1.3	\$ 0.0			
CB-3 Plano TIF #2	10.0	10.4	1.7			
CB-3 Plano TIF #3	0.0	0.0	0.0			
Cotton Belt ILA – City of Coppell	0.9	0.8	\$ 0.2			
Cotton Belt ILA - Richardson	26.8	26.8	6.0			
Cotton Belt Ancillary Projects	\$ 39.0	\$ 38.9	\$ 7.9			

- Expended to date values reflect activity through 06/30/22, 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 06/30/22.
- 3) Control Budget reflects scope related costs only and does not include projected financing costs.
- 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 92 due to new parcels being added or design changes to existing parcels and 2 parcels being deleted due to design iterations.

The current parcel breakdown includes:

- 73 partial acquisitions
- 19 whole acquisitions
- 1 residential location
- 14 non-residential relocations
- 65 parcels purchased and 12 parcels with signed Construction Rights of Entry that allow construction

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 to be able to use them for Construction Right of Entry (CROE)/appraisal purposes.



Issues (Continued)

- 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.
- 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.



Commuter Rail Silver Line Regional Rail

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.



Status (Continued)

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
	100000	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 also completed. Franchise utility relocations continue to progress along the corridor along with grading, track bed preparation, and station construction at various cities. Bridge construction has also commenced and is well in progress.

Redesign of Hillcrest and Coit Road intersections was briefed to DART Board in May 2020, with follow up briefings and action on the ILA completed in September 2020 for City of Dallas requested change. Design of the Coit and Hillcrest intersections are in RFC stage and awaiting City of Dallas permitting to start construction. City has requested many changes in the North Dallas area. Negotiation with City continues at executive levels.

Discussions are being held with TxDOT and City of Richardson on the aesthetic arch for the US 75 bridge in the City of Richardson for its construction and maintenance responsibilities. 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



Commuter Rail Silver Line Regional Rail

Status (Continued)

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 negotiation of individual changes are almost completed with the design-builder.

On May 28, 2019, the DART Board authorized award of the contract for procurement of the base vehicle design and Equipment Maintenance Facility (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 April 2022, carbodies for the first six vehicles and the trucks for the first three vehicles had been completed and delivered to Salt Lake City, UT for assembly. Vehicle Final Assembly is in progress in Salt Lake City with the production of vehicles 1 and 2 being 98% and 85% complete, respectively.

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. Design efforts are 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. An ILA and a lease agreement have since been executed for the expansion and use of the DCTA facility.



Commuter Rail Silver Line Regional Rail

Status (Continued)

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 rebaselined 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. 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 was approved by the cities of Dallas and Fort Worth and the parcels required for the Silver Line were conveyed to DART. Final plan approval by DFW will trigger DFW to issue a permit allowing the start of construction by contractor while the easements are being approved by the cities, minimizing construction delays.

Agreements with Freight Railroads

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

Fourth Amendment to the Trackage Rights and Joint Use Agreement (TRA) between DART, RRROW, UPRR, and FWWR is anticipated to be executed in August 2022. This agreement has completed final review by UPRR, FWWR, and DART legal teams and is currently being circulated for signatures. The Fourth Amendment to the TRA will transfer maintenance, operations, and



Commuter Rail Silver Line Regional Rail

Issues (Continued)

dispatch authority over to DART for the Silver Line Regional Rail service.

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 executed an interlocal agreement (ILA) with the city of Carrollton on May 27, 2022. DART is also progressing 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 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



Commuter Rail Silver Line Regional Rail

Issues (Continued)

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

City of Dallas Design Review Issue

City of Dallas is not currently reviewing design plans or issuing permits for the Silver Line Project due to unresolved issues regarding Hillcrest Road and Coit Road. All parties worked toward mutually acceptable solutions. An agreement between DART and City of Dallas was briefed to DART Board in March, April and May 2020 sessions. DART/City of Dallas Interlocal Agreement (ILA) was executed, and the issue has been resolved. Follow up meetings and over the shoulder review of the design plans are being scheduled with City of Dallas to expedite permit issuance to the design-builder. City of Dallas continues to withhold issuing construction permits. City has now released most of the design reviews and permits but continues to hold permit for the Cypress Waters Station. City is also holding design approval for several intersections including McCallum and Hillcrest.



COTTON BELT SILVER LINE

Six Months Look Ahead

6/30/2022

Project	2022									
Troject	July	August	September	October	November	December				
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 Se	ervices (17-Nov-20A)					
Cotton Belt - OMF Design	DART continues discuss Start Design of Temporary	ion with DCTA for Agreemen OMF(20-Nov-20A)	ary Silver Line MaintenanceFa it for Temporary & Permanent FA - Joint Stadler/DCTA ON	oint OMF Facility		cility				
Cotton Belt - Vehicle Manufacturing	Cab/Doors/Heating Vent Brake Systems/Commun Architecture/Monitoring DMU #6 Carbody arrive	ilation & AC/Lighting/Auxilli ication/PTCSystem/Carbody	20224	ulsion System/Friction gnal ns	Texas by early Octobe	r 2022				
Design/Utilities/ROW	GMP /IFB	Construction	Vehicles Manufacture	LRV Acceptance/Testing	CMGC Pre-con	struction & Construction				
Design, Build, Integrate	Duct bank/Fare E Procurement/De									



Change Control Summary

Commuter Rail Silver Line Regional Rail

Commuter Rail Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance	Total Approved Amount (C=A+B)	Note (b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note (a)	Additional Comments (June 2022)
otton Belt Regional Rail -Design Build	C-2033270-01	Archer Western Herzog 4 JV	1,219,356,677	72,777,199	1,292,133,876	17,765,378	1,237,122,055	55,011,822	24%	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	4,383,403	235,810,340	74,597	98%	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	O%	100%	Cancelled
		TOTALS:	1 261 061 978	74 211 224	1 335 273 202	17 765 378	1 278 827 356	56 445 847			

Legend: % Contingency >= 70%

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



Veloweb Hike and Bike Trail (Along the Silver Line) Commuter Rail and Related Projects



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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	\$7.8			
Veloweb Hike and Bike Program	\$25.1	\$14.8	\$7.8			

- Expended to date values reflect activity through 06/30/22, 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 06/30/22.
- 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.



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 July 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



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FY 2022

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



GRD57 Third Quarter
FY 2022

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. Meeting to discuss the next steps regarding Preston Green Park Bridge and Tree Removal is pending.

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 Coppell

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 Coppell 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



GRD58 Third Quarter
FY 2022

Commuter Rail Veloweb Hike and Bike

Issues (Continued)

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 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



GRD59 Third Quarter
FY 2022

Commuter Rail Veloweb Hike and Bike

Issues (Continued)

DART/City of Plano ILA and interaction with NCTCOG will be needed.

City of Richardson/UTD

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



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FY 2022

Commuter Rail and Related Projects Trinity Railway Express (TRE)



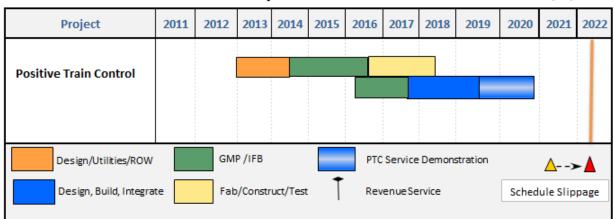
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TRE Projects Summary Control Schedules

6/30/2022





TRE PROJECTS **Cost Summary** (in millions of dollars) Control Current Expended Commitment (2) Budget (2) 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 0.8 Medical District Drive 2.1 0.6 4.9 Locomotive Purchase 5.8 1.0 Mid-Life Overhaul of TRE's F59PHI 5.3 4.2 1.3 Locomotives Bi-Level Overhaul & Side Sill Repair 17.4 3.4 16.1 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 06/30/22, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance.
- Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 06/30/22.
- 3) Control Budget value reflects DART's FY2011 approved Financial Plan value for this project.
- Control Budget increased \$6.3M due to the scope of work of Bear Creek Bridge Rehabilitation being included in this project.
- 5) Control Budget increased \$2.0M (2015) for TRE Valley View.
- 6) Control Budget decreased by \$823,075 for Inwood Bridge (2019).



Board Strategic Priority

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

Description

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

Status

After numerous reports to Congress regarding ongoing challenges in implementing PTC, Congress passed the Surface Transportation Extension Act of 2015, which revised the Positive Train Control requirements including the extension of the 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.



Positive Train Control (PTC)

Commuter Rail TRE Projects

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



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



GRD69

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.

As of July 2020, the bridge construction project has been deferred approximately five years to 2025 to preserve cashflow for operation.



Status (Continued)

We replaced timber ties for 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 included in the 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 completed Paper Grant Agreement (PGA) between NCTCOG and FTA with revised budget and schedule information was submitted to FTA to review on November 30, 2021. As soon as we receive the approval of PGA from FTA, NCTCOG will create and send the subrecipient agreement to DART for DART's board approval. The Environmental document (CE) for this project was submitted to FTA to review on December 8, 2021. We received CE document approval from FTA on May 2, 2022.



Board Strategic 2: Priority

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

Description

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

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

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

Status

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

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



Status (Continued) As of July 2020, the bridge construction project has been deferred approximately five years to 2025 to preserve cashflow for operation.

Temporary Steel Plates Issues

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 included in the 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 completed Paper Grant Agreement (PGA) between NCTCOG and FTA with revised budget and schedule information was submitted to FTA to review on November 30, 2021. As soon as we receive the approval of PGA from FTA, NCTCOG will create and send the subrecipient agreement to DART for DART's board approval. The environmental document (CE) for this project was submitted to FTA to review on December 8, 2021. We received CE document approval from FTA on May 2, 2022.



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. The abutment 1 footing was completed on April 22, 2022. The contractor began working on abutment 2 wall repairs, due to shifting during concrete pour, during the week of April 25, 2022, continuing into the first week of May 2022. The contractor has started working on abutment 1 wall and was completed on June 15, 2022. The contractor has started working on both abutment backwalls and both of them were completed by the end of June. The contractor plans to install Track 1 Bridge on July 8 and July 9, 2022.

CROE has been extended for the contractor to the end of 2022.

Issues None



TRE Locomotive Purchase

Board Strategic Priority

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

Description

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

Status

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

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 August 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 2020, 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

Board Strategic Priority

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

Description

TRE's fleet consists of eight bi-level cab cars and 17 bi-level coach cars. The Bi-Level Overhaul and Side Sill Repair project allows TRE to comply with the OEM requirements for a mid-life overhaul of the cars to achieve the 30-year life 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 has completed the side sill repair on four (4) TRE coach cars and is working on the full overhaul of one (1) coach car and one (1) cab car and side sill repair on the fifth coach car. 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 scheduled for the last week in July 2022. If the car passes inspection, it will be transported to TRE to begin commissioning and final acceptance.

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. The joint, in-plant inspection that occurred in April 2022 revealed a variety of defects preventing TRE from signing off on the in-plant inspection. TRE is scheduled to participate in a second inplant inspection the week of July 25, 2022. CAD performed side sill repairs on Coach Car 1048 in 2020 and on Coach Car 1049 in 2021. Coach Car 1050 is currently at CAD for side sill repair and is scheduled for completion in July 2022. TRE provided CAD with Cab Car 1002 for overhaul in March 2021. It is scheduled for completion



Bi-Level Overhaul and Side Sill Repair

Commuter Rail TRE Projects

Issues (Continued)

in December 2022. COVID-19 conditions impacted overhaul activities significantly due to physical distancing requirements issued under Canadian Law. Limited fleet availability continues to impact the number of cars TRE can provide CAD at any given time. The period of performance for this contract has been updated to reflect these delays and is now projected to complete in July 2024.



Board Strategic Priority

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

Description

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

Status

Contract Award and Notice to Proceed was issued on January 29, 2020. 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 December 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 July 2022.



TRE Projects Six-Month Look Ahead

6/30/2022

Project	2022								
Troject	June	July	August	September	October	November			
Positive Train Control (Fiber Installation)	Completed								
PTC Integrator	FTA Certificate of Completion December 23, 2020 PTC Integration Complete								
Design	GMP /I	FB	PTC	Service Demonstration	on				
Construct/Test	System	Integration Testing							



GRD80

Change Control Summary

Commuter Rail TRE Projects

TRE Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	(note b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Contingency Used	Percent Contract Comp. (Note a)	Additional Comments (June 2022)
Positive Train Control	C-1019272-01	Stantec Consulting Services, Inc.	\$4,386,248	\$219,312	\$4,605,560	\$0	\$4,386,248	\$219,312	0%	100%	Closed
Positive Train Control (Regional PTC)	C-2032359-01	Meteorcomm	\$5,100,000	\$0	\$5,100,000	\$0	\$5,100,000	\$0	0%		Scope completed with PTC Project
		TOTALS:	\$9.486.248	\$219,312	\$9,705,560	90	\$9.486.248	\$219.312			

Legend: % Contingency >= 70%

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

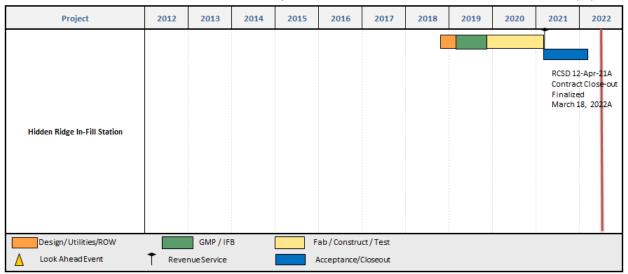


Additional Capital Development



Additional Capital Development Projects Summary Control Schedules

6/30/2022





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 06/30/22, 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 06/30/22.
- 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.

GRD86



Board Strategic Priority

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

Description

This project provided for the renovation of the historic Monroe Shops at the Illinois Station to house the DART Police Headquarters and was completed in March of 2011. The original scope of the project included the Northeast Substation and Northwest Substation, which is now included in the Walnut Hill//Denton Combined Facility.

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.

Following review of agency-wide projects, a portion of the remaining project funds were allocated to the design of the Northwest facility and the remainder was returned to the financial plan. The scope of work for the Northeast Substation has been removed from the project.

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,



DART Police Facilities

Additional Capital Development

Status (Continued)

2022. DART is planning to use solar panels to provide power to the building. Designers submitted the 100% design on June 10, 2022. This is under DART review. DART is looking to complete the review by July 8, 2022.

This project will be covered under Walnut Hill/Denton Combined Facility project in future reports.

Issues None



GRD88

CBD/Traffic Signal Priority (TSP) System

Additional Capital Development

Board Strategic Priority

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

Description

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

Status

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

The deployment of new Traffic Signal Controllers at CBD intersections has been completed.

DART will assist City of Dallas in moving the Modbus functionalities into COD new Advanced Traffic Controller (ATC).

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

DART vendor has completed TSP P2P network upgrade. DART Vendor has made software updates to Advanced Traffic Signal Controllers for TSP system. Results show positive improvements that match 2009 baseline.

The ATC P2P deployment for all segments was completed in November 2021. DART/Vendor/COD has completed system tweaking. DART is now performing analysis based on station-to-station performance.

Issues None



GRD89 Third Quarter
FY 2022

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 were briefed in closed session on the status of contract appeal, discussions, and resolution to close all issues. Contractor was awarded 78 days extensions to time and cost to close the project. Issue is resolved.



Additional Capital Development

Board Strategic Priority

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

Description

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.

Final invoice pending from Jacobs for final closure.



Hidden Ridge Station Systems Integration

Additional Capital Development

Issues None



Additional Capital Development Projects Six-Month Look Ahead

6/30/2022

Project	2022								
Troject	July	August	September	October	November	December			
Hidden Ridge In-Fill Station		finalized 18-Mar-2022/							
	RSD (12-Apr-21A)								
Design/Utilities/ROW		/IFB	Construc	t/Test					
Look Ahead Event	Reve	enue Service							



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	Contingency Used	Percent Contract Comp.	Additional Comments (June 2022)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)	
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	\$552,250	\$12,020,476	\$547.201	\$12,014,327	\$6.140			

Legend: % Contingency >= 70%

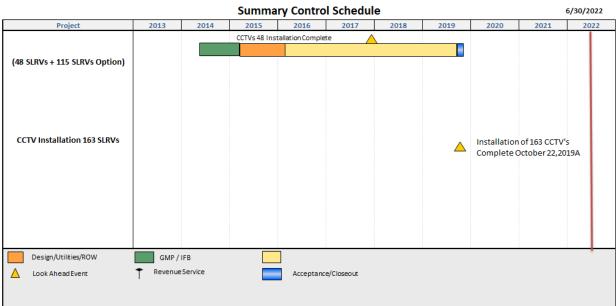
a) Percent contract complete based on work in place value
b) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



Safety & Security Projects



Safety & Security Projects





Cost Summary

SAFETY & SECURITY PROJECTS Cost Summary (in millions of dollars)									
Control Current Expen Budget Commitment (1) to Date									
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	10.9						
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0						
Total Safety & Security Projects	\$ 18.7	\$ 13.2	\$ 13.1						

- Committed values reflect activity through 06/30/22. Expended to Date values reflect general ledger activity posted through 06/30/22.



Priority

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

Description

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

Status Phase I – 48 LRVs

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

Phase II – 115 SLRVs

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

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

The issue in the position of the UPS batteries per LRV and the issue with the power supply have been resolved.



Board Strategic Priority

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

Description

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

Status The following improvements have been completed:

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

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. Negotiations are 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. Negotiations are in progress.

The supply of Blue Light Phones (BLP) 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, an NTP for the supply of BLP was issued on February 4, 2022, and the first batch of BLP equipment was delivered in April 2022.



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



Safety & Security Projects Six-Month Look Ahead

6/30/2022

Project		2022							
Project	July August		September October		November	December			
CCTV For 163 SLRVs (48 + 115)	CCTV Project Compl Additional re-work of currently under revi								
Design/Utilities/ROW	G	MP /IFB	Mater	ialDelivery/Install/Cor	nstruct/Test				
Look Ahead Event	A	acceptance/Closeout							



Change Control Summary

Safety & Security Projects

Safety and Security Projects - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance	Total Approved Amount (C=A+B)	(Note b) Executed Changes	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Used	Percent Contract Comp. (Note a)	Additional Comments (June 2022)	
Furnish and Install CC SLRVs	TV on 163	C-2012794-01	DTI Group LTD	8,986,652	334,000	9,320,652	\$132,449	9,119,102	201,551	40%	99%	
			TOTAL C.	20,006,650	6224.000	£0.220.652	6122 440	60 110 102	9201 551			

Legend: Notes:

TOTALS: \$8,986,652 \$334,000 \$9,320,652 \$132,449 \$9,119

9% Contingency >= 70%

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





Summary Control Schedule

Streetcar Projects

Dallas Streetcar Projects Summary Control Schedules

6/30/2022





GRD107

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				

- Committed values reflect activity through 06/30/22.
 Expended to Date provided by DART Finance/Accounting through 06/30/22.
 Expended to Date values exclude City of Dallas reimbursements.
 Northern Streetcar Extension control budget reflects value of City of Dallas TMF Grant.



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.



Northern Streetcar Extension Project

Streetcar Projects

Status (Continued) 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.

Issues None



Six-Month Look Ahead

Streetcar Projects

Dallas Streetcar Projects Six-Month Look Ahead

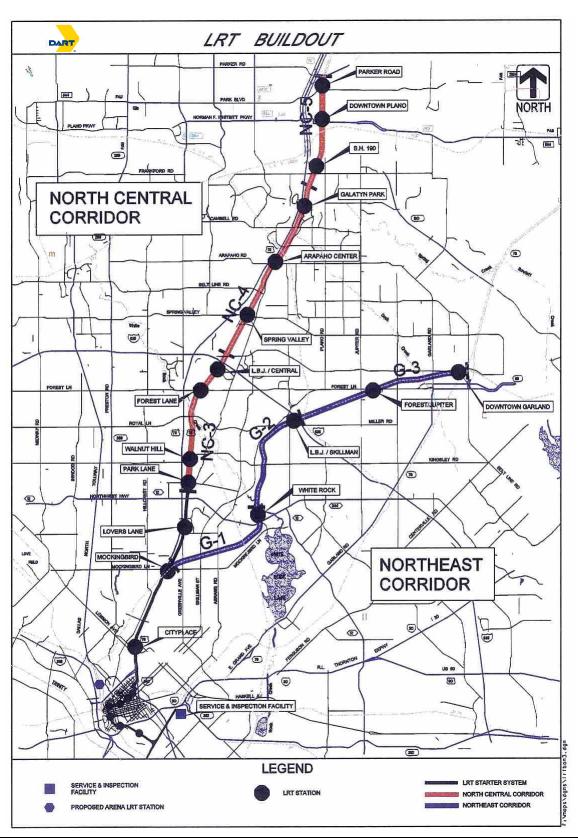
6/30/2022

Project			20	22		
Project	July	August	September	October	November	December
Streetcar North Extension Entire Loop - Project Pending City of Dallas Approval		Northern Str	eetcar Project On-H	Iold Pending City of	Dallas Direction	
PIng/Design/Utils/ROW	GMP /IF	В	Fab/Construct/Tes	t		
△ Look Ahead Event						



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.

On April 26, 2022, and in response to an offer to compromise and resolve litigation, the DART Board of Directors approved Resolution No. 220050 authorizing DART to effect settlement of all aspects of this case. The settlement agreement was executed by DART on April 28, 2022, and by GLF April 27, 2022. This issue is resolved, and this is the last report for this project.



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DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

June 30, 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.

Vicole Fontagne-Bardowell
Nicole Fontayne-Bardowell, Interim Chief Financial Officer
Dwight D. Burns
Dwight Burns, Treasurer
Wallace Walts, Assistant Treasurer
Ungila Kobertson
Angela Robertson, Treasury Operations Senior Manager

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10 - 12	Glossary



Treasury Third Quarter FY 2022

Quarterly Investment Report - Summary



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

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

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

The Federal Open Market Committee continues to increased the target range for the Fed Funds Rate between 1 - 1/2 and 1 - 3/4 percent. Economic indicators released since the last Committee meeting (June 16th) pointed to a U.S. economy that is continuing to grow. The U.S. labor market rose by 372,000 in June. The unemployment rate is 3.6 percent (3.6%) in June. The long-term inflation rate is at 9.1 percent (9.1%) on a 12-month basis, and real gross domestic product (GDP) decreased by an annual rate of 1.6 percent (1.6%). 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 9/30 0.074 FY22 12/31 0.144 3/31 0.292 6/30 1.072

	Ending A	Amortized Boo	k Value as of	June 30, 2022		
Portfolio	Securities	Pools	MMF's	Fund Totals	YTM	Compliant
Managed Funds						
Operating	\$110,995,409	\$419,103,723	\$ -	\$ 530,099,132	1.041%	Yes
Financial Reserve	32,893,521	17,106,235	-	49,999,756	0.703%	Yes
MAIF	45,000,000	65,634,557	-	110,634,557	1.038%	Yes
Platform Extensions	16,361,795	-	-	16,361,795	1.179%	Yes
Silver Line	14,834,736	5,265,000	-	20,099,736	1.144%	Yes
Insurance	14,098,038	8,976,407	-	23,074,445	0.771%	Yes
Bond SEAF	-	389,557,683	-	389,557,683	1.180%	Yes
CP SEAF	-	41,435	-	41,435	1.180%	Yes
	\$234,183,500	\$905,685,040	\$ -	\$1,139,868,539	1.072%	•
Constrained Funds						
Debt Service	\$ -	\$ 85,786,636	\$ 59,171	\$ 85,845,807	1.217%	Yes
Regional Toll Road	-	-	1,545,043	1,545,043	0.473%	Yes
RRROW	-	297,095	-	297,095	1.180%	Yes
COD Streetcar	-	-	60,414	60,414	0.473%	Yes
Toyota	=	372,500		372,500	1.180%	Yes
	\$ -	\$ 86,456,231	\$ 1,664,628	\$ 88,120,859	1.203%	-
All Funds	\$234,183,500	\$992,141,270	\$ 1,664,628	\$1,227,989,398	1.081%	

The investment rating of each investment was reviewed on 6/30/22 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

1

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

Regional Rail Right of Way (RRROW) 100% LGIPs

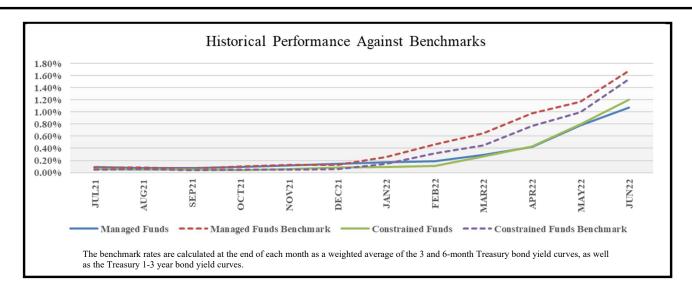
Silver Line LGIPs and laddered maturities
Streetcar 100% money-market funds

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

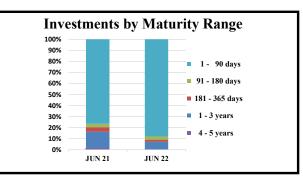


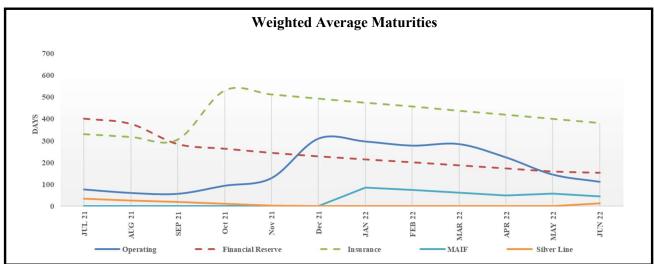
Quarterly Investment Report - Summary





Average Yield to Worst All Funds --- 12 months ending --- 9 months FY19 FY20 FY21 FY22 Actual 2.02% 1.21% 0.13% 0.36% Benchmark 2.30% 0.75% 0.08% 0.60%







Security Transactions - Purchases



Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
FINANCIAI 6/15/22	L RESERVE 1 44239UMX9		\$ 10,000,000	08/09/22	N/A	1.150	\$ 10,000,000	22-0017
		TOTAL	\$ 10,000,000			1.150	\$ 10,000,000	
MAIF 5/5/22	23506FAF4	DFW ARPT Muni CP 1.15 8/2/2022	\$ 25,000,000	08/02/22	N/A	1.150	\$ 25,000,000	22-0016
		TOTAL	\$ 25,000,000			1.150	\$ 25,000,000	
SILVER LII	NE EUND		 				 	
5/17/22	88278DAY7	TX PFA Muni CP 1.15 8/18/22	\$ 5,265,000	08/18/22	N/A	1.150	\$ 5,265,000	22-0018
		TOTAL	\$ 5,265,000			1.150	\$ 5,265,000	
		GRAND TOTAL	\$ 40,265,000			1.150	\$ 40,265,000	



Security Transactions - Maturities, Calls & Sales

3rd Qtr FY22

Sale Date	Action	Maturity Date	CUSIP	Security Description	Seg Cost Val & Accrued Int.	Received irrent Qtr		Realized Gain/Loss	D	Original isc/(Prem)
<u>OPERATII</u>	NG FUND									
4/8/22 4/13/22	Matured Matured	04/08/22 04/13/22		UTEXPB Muni CP 1/26/2022 FFCB 0.12 4/13/22-21	\$ 14,994,300 10,000,000	\$ 15,000	\$	5,700	\$	5,70
4/13/22	Matured	04/13/22		FFCB 0.12 4/13/22-21 FFCB 0.10 4/27/22-21	10,000,000	12,500		-		-
								-		-
				TOTAL	\$ 34,994,300	\$ 27,500	\$	5,700	\$	5,70
FINANCIA	L RESER	VE FUND	 !		 	 				
					\$ -	\$ -	\$	-	\$	-
				TOTAL	\$ -	\$ -	\$	-	\$	-
INSURAN	 <u>CE</u>				 	 				
					\$ - -	\$ -	\$	-	\$	-
					-	-		-		-
				TOTAL	\$ -	\$ -	\$	-	\$	-
SILVER L	INF				 	 				
SILVERE	TVID				\$ -	\$ -	\$	-	\$	-
				TOTAL	\$ -	\$ -	\$	-	\$	-
		ANCE AN		TION FUND (MAIF)	 	 				
5/5/22	Matured	05/05/22	23506FAE7	DFWAPT Muni CP 0.23 5/5/22	\$ 25,000,000	\$ 18,368	\$	-	\$	-
					-	-		-		-
				TOTAL	\$ 25,000,000	\$ 18,368	\$	-	\$	-
PLATFOR	M EXTEN	SION FU	<u>ND</u>		 	 				
					\$ -	\$ -	\$	-	\$	-
					- -	-		- -		-
				mom : x	-	-	_	-		-
				TOTAL	 - 	\$ 	\$ 		\$	
				GRAND TOTAL	59,994,300	45,868		5,700		5,7



Current Portfolio - Total

3rd Qtr FY22

FFCB 0.12 4/13/2022-21 3 FFCB 0.1 4/27/2022-21 3 DFWAPT CP 0.23 5/5/2022 2 DFWAPT 1.15 8/2/2022 3 FFCB 0.1 8/2/2022 4 Houston 1.15 8/9/2022 4 Texas Pub Fin Auth 1.15 8/18/2022 8 FFCB 0.125 9/16/2022 3 FFCB 0.37 10/14/2022-22 3 FFCB 0.09 11/18/2022-21 3 FFCB 0.16 12/15/2022-21 3	91512DD81 3133EMMU3 3133EMNU2 23506FAE7 23506FAF4 3133EMPR7 44239UMX9 88278DAY7 3133EMTN2 3133ENLA6	15,000,000 10,000,000 10,000,000 25,000,000 25,000,000 10,000,000 5,265,000	0.00 0.12 0.10 0.23 1.15 0.10	4/8/2022 4/13/2022 4/27/2022 5/5/2022 8/2/2022	0.19 0.12 0.10 0.23	0.12	\$ 14,999,367 10,000,000	\$ -	\$ -	1/26/2022	22-0015
FFCB 0.1 4/27/2022-21 3 DFWAPT CP 0.23 5/5/2022 2 DFWAPT 1.15 8/2/2022 3 FFCB 0.1 8/2/2022 4 Houston 1.15 8/9/2022 4 Texas Pub Fin Auth 1.15 8/18/2022 8 FFCB 0.125 9/16/2022 3 FFCB 0.37 10/14/2022-22 3 FFCB 0.09 11/18/2022-21 3 FFCB 0.16 12/15/2022-21 3	3133EMNU2 23506FAE7 23506FAF4 3133EMPR7 44239UMX9 88278DAY7 3133EMTN2	10,000,000 25,000,000 25,000,000 10,000,000 10,000,000	0.10 0.23 1.15 0.10	4/27/2022 5/5/2022	0.10		10 000 000				
DFWAPT CP 0.23 5/5/2022 DFWAPT 1.15 8/2/2022 FFCB 0.1 8/2/2022 33 Houston 1.15 8/9/2022 44 Texas Pub Fin Auth 1.15 8/18/2022 FFCB 0.125 9/16/2022 36 FFCB 0.37 10/14/2022-22 37 FFCB 0.09 11/18/2022-21 37 FFCB 0.16 12/15/2022-21 38 FFCB 0.16 12/15/2022-21	23506FAE7 23506FAF4 3133EMPR7 44239UMX9 88278DAY7 3133EMTN2	25,000,000 25,000,000 10,000,000 10,000,000	0.23 1.15 0.10	5/5/2022		0.10	10,000,000	-	-	1/13/2021	21-0004
DFWAPT 1.15 8/2/2022 3 FFCB 0.1 8/2/2022 3 Houston 1.15 8/9/2022 4 Texas Pub Fin Auth 1.15 8/18/2022 8 FFCB 0.125 9/16/2022 3 FFCB 0.37 10/14/2022-22 3 FFCB 0.09 11/18/2022-21 3 FFCB 0.16 12/15/2022-21 3	23506FAF4 3133EMPR7 44239UMX9 88278DAY7 3133EMTN2	25,000,000 10,000,000 10,000,000	1.15 0.10		0.23	0.10	9,999,955	-	-	1/27/2021	21-0006
FFCB 0.1 8/2/2022 3 Houston 1.15 8/9/2022 4 Texas Pub Fin Auth 1.15 8/18/2022 8 FFCB 0.125 9/16/2022 3 FFCB 0.37 10/14/2022-22 3 FFCB 0.09 11/18/2022-21 3 FFCB 0.16 12/15/2022-21 3	3133EMPR7 44239UMX9 88278DAY7 3133EMTN2	10,000,000 10,000,000	0.10	8/2/2022		0.23	25,000,000	-	-	1/10/2022	22-0013
Houston 1.15 8/9/2022 4 Texas Pub Fin Auth 1.15 8/18/2022 8 FFCB 0.125 9/16/2022 3 FFCB 0.37 10/14/2022-22 3 FFCB 0.09 11/18/2022-21 3 FFCB 0.16 12/15/2022-21 3	44239UMX9 88278DAY7 3133EMTN2	10,000,000			1.15	1.15	-	25,000,000	25,000,000	5/5/2022	22-0016
Texas Pub Fin Auth 1.15 8/18/2022 8 FFCB 0.125 9/16/2022 3 FFCB 0.37 10/14/2022-22 3 FFCB 0.09 11/18/2022-21 3 FFCB 0.16 12/15/2022-21 3	88278DAY7 3133EMTN2			8/2/2022	0.10	0.10	10,000,000	10,000,000	9,986,000	2/2/2021	21-0008
FFCB 0.125 9/16/2022 3 FFCB 0.37 10/14/2022-22 3 FFCB 0.09 11/18/2022-21 3 FFCB 0.16 12/15/2022-21 3	3133EMTN2	5.265.000	1.15	8/9/2022	1.15	1.15	-	10,000,000	10,000,000	6/15/2022	22-0018
FFCB 0.37 10/14/2022-22 3 FFCB 0.09 11/18/2022-21 3 FFCB 0.16 12/15/2022-21 3		-,,	1.15	8/18/2022	1.15	1.15	-	5,265,000	5,265,527	5/17/2022	22-0017
FFCB 0.09 11/18/2022-21 3 FFCB 0.16 12/15/2022-21 3	3133ENLA6	10,000,000	0.13	9/16/2022	0.12	0.12	10,000,046	10,000,021	9,967,000	3/16/2021	21-0009
FFCB 0.16 12/15/2022-21 3		10,000,000	0.37	10/14/2022	0.37	0.37	10,000,000	10,000,000	9,960,000	1/14/2022	22-0012
	3133EMZZ8	10,000,000	0.09	11/18/2022	0.09	0.09	10,000,000	10,000,000	9,917,000	5/19/2021	21-0012
FHLMC 0.2 12/15/2022-21 3	3133EMKH4	5,000,000	0.16	12/15/2022	0.17	0.17	4,999,645	4,999,770	4,952,000	12/16/2020	21-0002
	3134GXGQ1	10,000,000	0.20	12/15/2022	0.20	0.20	10,000,000	10,000,000	9,906,000	12/15/2020	21-0001
FHLB 0.125 3/17/2023 3	3130ALRG1	5,000,000	0.13	3/17/2023	0.18	0.18	4,997,352	4,998,038	4,910,500	3/18/2021	21-0010
FFCB 0.74 4/27/2023-22 3	3133ENML1	10,000,000	0.74	4/27/2023	0.74	0.74	10,000,000	10,000,000	9,836,000	1/27/2022	22-0014
FHLB 0.125 6/2/2023 3	3130AMRY0	10,000,000	0.13	6/2/2023	0.17	0.17	9,993,087	9,995,387	9,745,000	6/4/2021	21-0014
FFCB 0.34 10/20/2023-22 3	3133ENBN9	10,000,000	0.34	10/20/2023	0.37	0.37	9,999,451	10,000,000	9,700,000	10/20/2021	22-0002
FFCB 0.17 11/3/2023-21 3	3133EMPB2	5,100,000	0.17	11/3/2023	0.19	0.19	5,098,520	5,098,752	4,929,150	2/3/2021	21-0007
FAMC 0.58 11/29/2023-22 3	31422XQD7	5,000,000	0.58	11/29/2023	0.58	0.58	5,000,000	5,000,000	4,839,000	12/1/2021	22-0005
	31422XNP3	10,000,000	0.45	4/4/2024	0.45	0.45	10,000,000	10,000,000	9,575,000	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	9,647,000	12/10/2021	22-0008
FHLMC 0.5 8/26/2024-21 3	3134GWKT2	4,100,000	0.50	8/26/2024	0.50	0.50	4,100,000	4,100,000	3,890,490	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	4,759,000	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	4,770,000	11/22/2021	22-0004
FHLB 1.05 11/25/2024-22 3	3130AQ2H5	8,000,000	1.05	11/25/2024	1.05	1.05	8,000,000	8,000,000	7,682,400	11/30/2021	22-0007
FHLMC 0.5 11/27/2024-21 3	3134GWLF1	2,795,000	0.50	11/27/2024	0.50	0.50	2,795,000	2,795,000	2,634,847	8/27/2020	20-0058
	31422XQK1	13,000,000	0.86	12/2/2024	0.86	0.86	13,000,000	13,000,000	12,359,100	12/2/2021	22-0006
	3130AQ2T9	10,000,000	1.00	12/9/2024	1.00	1.00	10,000,000	10,000,000	9,553,000	12/9/2021	22-0009
Amegy Debt Serv MM	MM0002	59,171	N/A	N/A	0.97	0.97	58,793	59,171	59,171	9/30/2011	MM-0002
Wells RTR Plano MM	MM0019	1,545,043	N/A	N/A	0.47	0.47	1,544,215	1,545,043	1,545,043	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	60,414	N/A	N/A	0.47	0.47	60,382	60,414	60,414	9/30/2011	MM-0022
LOGIC-Insurance LGIP	MM0040	8,976,407	N/A	N/A	1.18	1.18	8,937,204	8,976,407	8,976,407	8/29/2019	MM-0040
LOGIC - Op LGIP	MM0041	138,098,197	N/A	N/A	1.18	1.18	29,420,195	138,098,197	138,098,197	9/2/2016	MM-0041
LOGIC - Fin Res LGIP	MM0042	17,106,235	N/A	N/A	1.14	1.14	27,105,008	17,106,235	17,106,235	9/7/2016	MM-0042
LOGIC - MAIF LGIP	MM0043	65,634,557	N/A	N/A	1.14	1.14	65,363,969	65,634,557	65,634,557	9/7/2016	MM-0043
LOGIC - Platform LGIP	MM0044	16,361,795	N/A	N/A	1.18	1.18	18,728,435	16,361,795	16,361,795	9/7/2016	MM-0044
LOGIC - Toyota LGIP	MM0045	372,500	N/A	N/A	1.18	1.18	371,754	372,500	372,500	9/29/2016	MM-0045
LOGIC - Silver Line LGIP	MM0047	14,834,736	N/A	N/A	1.14	1.14	20,100,006	14,834,736	14,834,736	7/2/2018	MM-0047
LOGIC - CP SEAF LGIP	MM0049	41,435	N/A	N/A	1.18	1.18	41,352	41,435	41,435	5/7/2019	MM-0049
TexasCLASS LGIP	MM0050	136,817,322	N/A	N/A	1.15	1.15	35,405,778	136,817,322	136,817,322	8/6/2019	MM-0050
TexPool - Op LGIP	MM0051	139,182,590	N/A	N/A	1.21	1.21	28,945,627	139,182,590	139,182,590	9/6/2016	MM-0051
TexasDaily LGIP	MM0052	575	N/A	N/A	1.00	1.00	574	575	575	8/9/2019	MM-0052
LOGIC - Bond SEAF LGIP	MM0053	389,557,683	N/A	N/A	1.18	1.18	388,778,298	389,557,683 5,005,039	389,557,683	3/26/2020	MM-0053
FICA - CD Operating Pool Cash RRROW Corp LGIP	MM0054 MM0056	5,005,039 297,095	N/A N/A	N/A N/A	0.66 1.18	0.66 1.18	5,000,011 190,103	5,005,039 297,095	5,005,039 297,095	4/1/2020 1/22/2021	MM-0054 MM-0056
LOGIC - (T) Bond Prin LGIP	MM0071	56,778,938	N/A	N/A	1.19	1.19	36,128,446	56,778,938	56,778,938	2/7/2017	MM-0071
TexPool - (T) Bond Int LGIP	MM0072	29,007,697	N/A	N/A	1.27	1.27	68,509,111	29,007,697	29,007,697	1/26/2017	MM-0072
	OF 13	D. TOTAL ~			1.00	1.00	0/2/75 /22	1 227 222 225	1 222 521 115		
	GRANI	D TOTALS			1.08	1.08	962,671,683	1,227,989,398	1,223,521,443		



Portfolio Analysis by Fund

(\$ = 000s)	Oper.	Financial Reserve	MAIF	Ins.	Platform	Silver Line	CP SEAF	Bond SEAF	RRROW	RTR	Streetcar	Toyota	Debt Service	TOTAL
Face Value	\$ 530,104	\$ 50,001	\$110,635	\$ 23,076	\$ 16,362	\$ 20,100	\$ 41	\$ 389,558	\$ 297	\$ 1,545	\$ 60	\$ 372	\$ 85,846	\$ 1,227,997
Market Value	526,833	49,539	110,431	22,536	16,362	20,100	41	389,558	297	1,545	60	372	85,846	1,223,521
Unrealized Gain (Loss)	(3,266)	(461)	(204)	(538)	-	1	-	-	-	-	-	-	-	(4,468)
Ending Amort. Book Value	530,099	50,000	110,635	23,074	16,362	20,100	41	389,558	297	1,545	60	372	85,846	1,227,989
Cash Balance in dda accounts	604	-	-	-	-	-	-	-	-	-	-	-	-	604
Amortized Value Plus Cash	530,703	50,000	110,635	23,074	16,362	20,100	41	389,558	297	1,545	60	372	85,846	1,228,593
Accrued Interest	62	12	65	16		7							23	185
TOTAL FUND VALUE	\$ 530,764	\$ 50,012	\$110,700	\$ 23,091	\$ 16,362	\$ 20,107	\$ 41	\$ 389,558	\$ 297	\$ 1,545	\$ 60	\$ 372	\$ 85,868	\$ 1,228,778
KEY COMPLIANCE TARGETS														
Minimum Fund Requirement 1	\$ 137,600			\$ 21,383										
Excess / (Shortfall) in Fund	\$ 393,164			\$ 1,708										
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)	112	153	45	381	1	1	1	1	1	1	1	1	1	66
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)	893	881	301	851	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	1.041%	0.771%	1.038%	0.771%	1.179%	1.144%	1.180%	1.180%	1.180%	0.473%	0.473%	1.180%	1.217%	1.081%
6-Month T-Bill	0.780%	0.780%	0.780%	0.780%	0.780%	0.780%	0.780%	0.780%	0.780%	0.780%	0.780%	0.780%	0.780%	0.780%
Wgt. Average Fund Variance	0.261%	-0.009%	0.258%	-0.009%	0.399%	0.364%	0.400%	0.400%	0.400%	-0.307%	-0.307%	0.400%	0.437%	0.301%
		ı						l	I				I	l

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 06/30/2022 there are no CPSL Notes outstanding.



Change in Market Value of Investments



Fund	Security Description	Rate	Maturity	Call Date	Face Value	3/31/22 Market Value	06/30/22 Market Value	Change from Prior Quarter
Operating	FFCB 0.12 4/13/2022-21	0.12	4/13/2022	N/A	\$ 10,000,000	\$ 9,998,000	\$ -	\$ (9,998,000)
Operating	FFCB 0.1 4/27/2022-21	0.10	4/27/2022	N/A	10,000,000	9,995,000	-	(9,995,000)
Operating	FFCB 0.1 8/2/2022	0.10	8/2/2022	N/A	10,000,000	9,973,000	9,986,000	13,000
MAIF	DFWAPT 1.15 8/2/2022	1.15	08/02/22	N/A	25,000,000	-	25,000,000	25,000,000
Financial Reserve	Houston CP 1.15 8/9/2022	1.15	08/09/22	N/A	10,000,000	-	10,000,000	10,000,000
Silver Line	TXPFA CP 1.15 8/18/2022	1.15	08/18/22	N/A	5,265,000	-	5,265,527	5,265,527
Operating	FFCB 0.125 9/16/2022	0.13	9/16/2022	N/A	10,000,000	9,965,000	9,967,000	2,000
MAIF	FFCB 0.37 10/14/2022-22	0.37	10/14/2022	4/14/2022	10,000,000	9,964,000	9,960,000	(4,000)
Financial Reserve	FFCB 0.09 11/18/2022-21	0.09	11/18/2022	continuous	10,000,000	9,920,000	9,917,000	(3,000)
Financial Reserve	FFCB 0.16 12/15/2022-21	0.16	12/15/2022	4/1/2022	5,000,000	4,950,000	4,952,000	2,000
Operating	FHLMC 0.2 12/15/2022-21	0.20	12/15/2022	6/15/2022	10,000,000	9,909,000	9,906,000	(3,000)
Insurance	FHLB 0.125 3/17/2023	0.13	3/17/2023	N/A	5,000,000	4,926,000	4,910,500	(15,500)
MAIF	FFCB 0.74 4/27/2023-22	0.74	4/27/2023	4/27/2022	10,000,000	9,884,000	9,836,000	(48,000)
Operating	FHLB 0.125 6/2/2023	0.13	6/2/2023	N/A	10,000,000	9,785,000	9,745,000	(40,000)
Operating	FFCB 0.34 10/20/2023-22	0.34	10/20/2023	4/20/2022	10,000,000	9,770,000	9,700,000	(70,000)
Financial Reserve	FFCB 0.17 11/3/2023-21	0.17	11/3/2023	continuous	5,100,000	4,962,300	4,929,150	(33,150)
Operating	FAMC 0.58 11/29/2023-22	0.58	11/29/2023	5/29/2022	5,000,000	4,875,500	4,839,000	(36,500)
Operating	FAMC 0.45 4/4/2024	0.45	4/4/2024	N/A	10,000,000	9,654,000	9,575,000	(79,000)
Operating	FHLB 0.9 6/10/2024-22	0.90	6/10/2024	6/10/2022	10,000,000	9,729,000	9,647,000	(82,000)
Insurance	FHLMC 0.5 8/26/2024-21	0.50	8/26/2024	5/26/2022	4,100,000	3,940,920	3,890,490	(50,430)
Insurance	FHLB 0.85 10/28/2024-22	0.85	10/28/2024	one-time	5,000,000	4,803,000	4,759,000	(44,000)
Operating	FHLB 0.85 11/22/2024-22	0.85	11/22/2024	5/22/2022	5,000,000	4,816,500	4,770,000	(46,500)
Operating	FHLB 1.05 11/25/2024-22	1.05	11/25/2024	5/25/2022	8,000,000	7,760,800	7,682,400	(78,400)
Financial Reserve	FHLMC 0.5 11/27/2024-21	0.50	11/27/2024	continuous	2,795,000	2,652,455	2,634,847	(17,609)
Operating	FAMC 0.86 12/2/2024	0.86	12/2/2024	N/A	13,000,000	12,482,600	12,359,100	(123,500)
Operating	FHLB 1 12/9/2024-22	1.00	12/9/2024	12/9/2022	10,000,000	9,650,000	9,553,000	(97,000)
Debt Service	Amegy Debt Serv MM	0.08	N/A	N/A	59,171	58,793	59,171	378
Operating	FICA - CD Operating Pool Cash	0.00	N/A	N/A	5,005,039	5,000,011	5,005,039	5,029
Debt Service	LOGIC - (T) Bond Prin LGIP	0.26	N/A	N/A	56,778,938	36,128,446	56,778,938	20,650,492
Bond SEAF	LOGIC - Bond SEAF LGIP	0.25	N/A	N/A	389,557,683	388,778,298	389,557,683	779,385
MAIF	LOGIC - Cap Res LGIP	0.25	N/A	N/A	65,634,557	65,363,969	65,634,557	270,588
Silver Line	LOGIC - Silver Line LGIP	0.25	N/A	N/A	14,834,736	20,100,006	14,834,736	(5,265,270)
Financial Reserve	LOGIC - Fin Res LGIP	0.25	N/A	N/A	17,106,235	27,105,008	17,106,235	(9,998,773)
Operating	LOGIC - Op LGIP	0.24	N/A	N/A	138,098,197	29,420,195	138,098,197	108,678,003
Platform	LOGIC - Platform LGIP	0.25	N/A	N/A	16,361,795	18,728,435	16,361,795	(2,366,640)
CP SEAF	LOGIC - SEAF LGIP	0.25	N/A	N/A	41,435	41,352	41,435	83
Toyota	LOGIC - Toyota LGIP	0.25	N/A	N/A	372,500	371,754	372,500	745
Insurance	LOGIC-Insurance LGIP	0.25	N/A	N/A	8,976,407	8,937,204	8,976,407	39,202
RRROW Corp	RRROW Corp LGIP	0.25	N/A	N/A	297,095	190,103	297,095	106,992
Operating	TexasCLASS LGIP	0.28	N/A	N/A	136,817,322	35,405,778	136,817,322	101,411,544
Operating	TexasDaily LGIP	0.14	N/A	N/A	575	574	574	0
Debt Service	TexPool - (T) Bond Int LGIP	0.28	N/A	N/A	29,007,697	68,509,111	29,007,697	(39,501,413)
Operating	TexPool - Op LGIP	0.28	N/A	N/A	139,182,590	28,945,627	139,182,590	110,236,963
RTR Funding	Wells RTR Plano MM	0.01	N/A	N/A	1,545,043	1,544,215	1,545,043	829
Streetcar	Wells Streetcar MM	0.01	N/A	N/A	60,414	60,382	60,414	32
					,	,		



Change in Market Value of Investments



Fund	Security Description	Rate Maturity	Call Date	Face Value	M	arket Value	M	larket Value		ior Quarter
		1 61 4 1			Φ.	124271775	¢.	202 704 012	ė.	70 412 220
	Sub-total for Securities held at the en	id of both periods			\$	124,371,775	2	203,784,013	\$	79,412,238
	% Change as a result of market mov	rement								63.85%
	Holdings at 3/31/22 maturing during	Q3, FY22				59,994,300				(59,994,300)
	Holdings at 3/31/22 called during Q	3, FY22				-				-
	Holdings at 3/31/22 sold during Q3,	FY22				-				-
	Values of Money Market Mutual Fu	nds (All)				734,689,261		979,472,429		244,783,169
	Holdings purchased during Q3, FY2	2						40,265,000		40,265,000
	Securities and/or cash held in DDA					606,839		603,519		(3,320)
	TOTAL PORTFOLIO VALUE				\$	919,662,175	\$	1,224,124,961	\$	304,462,786



Callable Securities Analysis



Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
22-0012	MAIF	10/14/2022	FFCB 0.37 10/14/2022-22	3133ENLA6	one-time	\$10,000,000	0.37	1.54	Low
21-0012	Financial Reserve	11/18/2022	FFCB 0.09 11/18/2022-21	3133EMZZ8	continuous	10,000,000	0.09	1.65	Low
21-0002	Financial Reserve	12/15/2022	FFCB 0.16 12/15/2022-21	3133EMKH4	continuous	5,000,000	0.16	1.76	Low
21-0001	Operating	12/15/2022	FHLMC 0.2 12/15/2022-21	3134GXGQ1	9/15/2022	10,000,000	0.20	1.87	Low
22-0014	MAIF	4/27/2023	FFCB 0.74 4/27/2023-22	3133ENML1	7/28/2022	10,000,000	0.74	1.98	Low
22-0002	Operating	10/20/2023	FFCB 0.34 10/20/2023-22	3133ENBN9	continuous	10,000,000	0.34	2.10	Low
21-0007	Financial Reserve	11/3/2023	FFCB 0.17 11/3/2023-21	3133EMPB2	continuous	5,100,000	0.17	2.21	Low
22-0005	Operating	11/29/2023	FAMC 0.58 11/29/2023-22	31422XQD7	11/29/2022	5,000,000	0.58	2.32	Low
22-0008	Operating	6/10/2024	FHLB 0.9 6/10/2024-22	3130AQ2F9	9/10/2022	10,000,000	0.90	2.43	Low
20-0057	Insurance	8/26/2024	FHLMC 0.5 8/26/2024-21	3134GWKT2	8/26/2022	4,100,000	0.50	2.54	Low
22-0003	Insurance	10/28/2024	FHLB 0.85 10/28/2024-22	3130APLB9	one-time	5,000,000	0.85	2.65	Low
22-0004	Operating	11/22/2024	FHLB 0.85 11/22/2024-22	3130APU45	8/22/2022	5,000,000	0.85	2.68	Low
22-0007	Operating	11/25/2024	FHLB 1.05 11/25/2024-22	3130AQ2H5	8/25/2022	8,000,000	1.05	2.71	Low
20-0058	Financial Reserve	11/27/2024	FHLMC 0.5 11/27/2024-21	3134GWLF1	continuous	2,795,000	0.50	2.74	Low
22-0009	Operating	12/9/2024	FHLB 1 12/9/2024-22	3130AQ2T9	12/9/2022	10,000,000	1.00	2.77	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 or 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.
race value	The full value of a security at issuance of maturity. Also known as par value.
FAMCA	Federal Agriculture Mortgage Corporation, a government agency which
	purchases mortgages of ranches, farms and rural homeowners.
FFCB	Federal Farm Credit Bank, an agency of the U.S. government, who's debt is
	backed by the implied guarantee of the federal government.
FHLB	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is
	backed by the implied guarantee of the federal government.
FHLMC	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is
	backed by the implied guarantee of the federal government.
Financial Reserve	Highly restricted (as to use) funds derived primarily from the accumulated excess
Fund	of actual sales tax over budgeted receipts of sales tax from prior years.
Fixed Rate Bond	The interest rate is constant for the life of the investment.
FNMA	Federal National Mortgage Administration, an agency of the U.S. government,
	who's debt is backed by the implied guarantee of the federal government.
Insurance Fund	Holds assets for DART's self-insurance program covering liability and workers'
	compensation claims to ensure funding capability.
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	LGIPs are structured similar to mutual funds, but set up by governments for
Investment Pool	the purposes of investing money.
Market Value	The price at which an asset would trade in a competitive auction setting.
Mobility Assistance	Funds reserved to enhance the quality and affordability of public transportation
and Innovation Fund	or as described by Financial Standard G7, which speaks specifically to the
(MAIF)	purposes of the Mobility Assistance and Innovation Fund.
Money Market Fund	An investment instrument comprised of short-term (less than one year)
(MMF)	securities representing high-quality, liquid debt and monetary instruments.
Platform Fund	Funds designated for platform extensions on the Red and Blue lines to
	accommodate three car trains.



Glossary

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

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



Third Quarter FY 2022



INTEROFFICE MEMORANDUM

DATE: August 8, 2022

TO: DART Board

THROUGH: Nadine S. Lee /s/ NSL

FROM: Gabriel J. Beltran

SUBJECT: Third Quarter 2022 D/M/WBE Participation

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

A combined 21 new contracts (eligible for goal setting) were awarded in the third quarter of FY 2022. These contract awards have a total dollar value of \$10,201,216 which represents 10% 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 third quarter FY 2022. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the third quarter of 2022. The total amount awarded was \$101,007,547. Of the foregoing amount, \$34,022,951 was committed to D/M/WBEs during the third quarter (34%).

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

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

Gabriel J. Beltran

Interim Vice President, Diversity & Inclusion

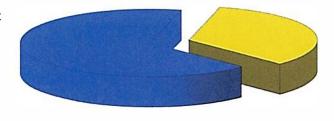
PROCUREMENT DOLLARS BY AGREEMENT TYPE THIRD QUARTER FOR FISCAL YEAR 2022

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	\$10,201,216	21	10%	\$2,888,426	28%	
Contract Mods/Options	\$83,641,987	8	83%	\$29,056,865	35%	
Small Purchases	\$7,164,344	1,153	7%	\$2,077,660	29%	
Total Awards	\$101,007,547	1,182	100%	\$34,022,951	34%	
					2	
*New State Contract Awards	\$957,221	7	0.9%	State Monitored	State Monitored	

^{*}Monitored by State

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$34,022,951	34%
Non D/M/WBE Procurement Dollars	\$66,984,596	66%
TOTAL PROCUREMENT DOLLARS AWARDED	\$101,007,547	100%

Non D/M/WBE Procurement Dollars Awarded 66%



D/M/WBE Procurement Dollars Awarded 34%



Attachment 1

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Section 8 - Quarterly Procurement Report

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- P33 *NEW* Active Requirements Contracts Expiring Within 18 Months
- P37 Upcoming Procurements





INTEROFFICE MEMORANDUM

DATE: July 27, 2022

TO: DART Board

THROUGH: Nadine S. Lee /s/ NSL

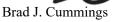
Nicole Fontayne-Bàrdowell /s/ NFB

FROM: Brad J. Cummings, Vice President, Procurement

SUBJECT: Quarterly Procurement Report - Third Quarter Fiscal Year 2022

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



Vice President, Procurement



Data Summary Sheet Fiscal Year 2022 - Third Quarter

Includes a summary of total award activity and special procurement actions

Summary Type	<u>Count</u>	Amount
Contracts Awarded	45	\$49,454,001.79
Approved Modifications	7	\$112,754,227.00
Purchase Orders*	1,095	\$5,814,663.76
Blanket Purchase Orders (BPOs)*	62	\$1,477,939.49
Totals	1,209	\$169,500,832.04

^(*) Details provided upon request.



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

Contract #	(LM) Vendor Name		Award Date Av	vard Amount
2063765-01	(2221) Vehicle Maintenance Program		04/01/2022	\$205,568.00
	Contract Name: Brake Pad Kits			
	Classification: COMMODITIES	Sub-Classification:	SUP/EQUIP-BUS PARTS	
2063930-02	(2244) WEX Bank		04/01/2022	\$5,744,000.00
	Contract Name: NRV Fuel Management			
	Classification: SERVICES	Sub-Classification:	SVSC-OTHER	
2069211-01	(2226) RISK TECHNOLOGIES INC		04/01/2022	\$189,867.00
	Contract Name: RMIS Annual Maintenance			
	Classification: SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2063562-01	(2224) KSU N.A. LLC		04/07/2022	\$176,526.00
	Contract Name: LRV Seat Parts			
	Classification: COMMODITIES	Sub-Classification:	SUP/EQUIP-RAIL VEHICLES	
2068099-01	(2220) SOAL Technologies, LLC.		04/07/2022	\$221,379.00
	Contract Name: Professional HR Staffing			
	Classification: SERVICES	Sub-Classification:	SVSC-OTHER	
2068532-01	(2223) Novom Group		04/08/2022	\$99,600.00
	Contract Name: VOIP Replacement Mgmt Services	S		
	Classification: SERVICES	Sub-Classification:	SVSC-OTHER	
2070154-01	(2230) CALDWELL COUNTRY CHEVROLET		04/08/2022	\$217,931.00
	Contract Name: NRV Vehicles			
	Classification: COMMODITIES	Sub-Classification:	SUP/EQUIP-VEHICLES NON REV	,
2065966-01	(2217) POWERTECH CONVERTER CORP.	Sole Source	04/18/2022	\$132,541.00
	Contract Name: Transtechnik Stock Parts			
	Classification: COMMODITIES	Sub-Classification:	SUP/EQUIP-RAILPARTS	
2067055-01	(2205) SAFT AMERICA INC	Sole Source	04/19/2022	\$246,220.00
	Contract Name: Battery Tray Assemblies			
	Classification: COMMODITIES	Sub-Classification:	SUP/EQUIP-BUS PARTS	
2058058-01	(2227) PENN MACHINE CO		04/20/2022	\$225,690.00
	Contract Name: Fifteen Year Rebuild Toyo Denki T	raction Gear Unit		
	Classification: SERVICES	Sub-Classification:	SVSC-RAIL OPERATION	
2066977-01	(2229) KNIGHT SECURITY SYSTEMS INC		04/22/2022	\$159,821.68
	Contract Name: Train Station Camera Replacemen	nt		
	Classification: SERVICES	Sub-Classification:	SVSC-OTHER	
2069979-01	(2238) INIT INNOVATIONS IN TRANSPORTA		05/01/2022	\$77,745.00
	Contract Name: Install INIT Equip on F40s			
	Classification: SERVICES	Sub-Classification:	SVSC-RAIL OPERATION	



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

Contract #	(LM) Vendor Name		Award Date Av	ward Amount
2070321-01	(2231) PREFERRED OFFICE PRODUCTS INC Contract Name: Agency Office Supplies		05/01/2022	\$170,000.00
	Classification: SERVICES	Sub-Classification:	SVSC-OTHER	
2068096-01	(2240) Computech International Inc. Contract Name: Panasonic Toughbooks		05/02/2022	\$58,271.20
	Classification: SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2070534-01	(2247) Presidio Networked Sol Grp LLC Contract Name: Flash Blade & Flash Array Lab		05/02/2022	\$247,782.01
	Classification: COMMODITIES	Sub-Classification:	SUP/EQUIP-AUDIO/VIDEO	
2060633-01	(2236) Presidio Networked Sol Grp LLC Contract Name: Cisco Products and Services		05/05/2022	\$3,670,687.00
	Classification: SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2070157-01	(2237) CESCO INC Contract Name: Lexmark Printers Replacement		05/05/2022	\$206,184.00
	Classification: SERVICES	Sub-Classification:	SVSC-OTHER	
2066309-01	(2239) TOLAR MANUFACTURING CO INC Contract Name: Bus Stop Amenities		05/06/2022	\$2,200,960.00
	Classification: SERVICES	Sub-Classification:	SVSC-OTHER	
2067132-01	(2235) KINKISHARYO INTERNATIONAL LLC Contract Name: Rebuild of Leveling Valve	Sole Source	05/06/2022	\$202,020.00
	Classification: COMMODITIES	Sub-Classification:	SUP/EQUIP-RAILPARTS	
2069549-01	(2225) Black Box Network Srvices Contract Name: 1 Year Software Assurance 2022		05/09/2022	\$121,403.00
	Classification: SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2068969-01	(2241) Raiser LLC Contract Name: UBER API	Sole Source	05/11/2022	\$200,000.00
	Classification: SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2066696-01	(2242) TRANSTECH OF SC INC Contract Name: Misc Transtech Pantograph Parts	Sole Source	05/12/2022	\$248,054.00
	Classification: COMMODITIES		SUP/EQUIP-RAIL VEHICLES	
2067770-01	(2243) CTI-USA, Inc. Contract Name: Farebox Ticket Stock		05/12/2022	\$67,680.00
	Classification: SERVICES	Sub-Classification:	SVSC-PRINTING/REPROGRAPH	ICS
2062186-01	(2169) KIRKS AUTOMOTIVE INC Contract Name: Alternator Parts		05/24/2022	\$209,370.00
	Classification: COMMODITIES	Sub-Classification:	SUP/EQUIP-BUS PARTS	



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

Contract #	(LM) Vendo	or Name		Award Date	Award Amount
2058306-01	(2246) VAPOF	R STONE RAIL SYSTEMS	Sole Source	05/26/2022	\$1,185,324.00
	Contract Name	: Pneumatic Door Components			
	Classification:	COMMODITIES	Sub-Classification:	SUP/EQUIP-RAIL VEHICLES	
2064620-01	(2245) SUTRA	AK		05/26/2022	\$594,920.00
	Contract Name	: Air Conditioning System Generato	r Rebuild Services		
	Classification:	SERVICES	Sub-Classification:	SVSC-BUS OPERATION	
2068314-01	(2249) L3Harr	is Technologies, Inc	Sole Source	05/26/2022	\$23,560,714.85
	Contract Name	: P25 Radio System Upgrade			
	Classification:	COMMODITIES	Sub-Classification:	SUP/EQUIP-COMMUNICATION	NS
2071526-01	(2258) Echo T	-&C	Emergency	05/31/2022	\$190,905.00
	Contract Name	: Emergency Bus Shuttle			
	Classification:	SERVICES	Sub-Classification:	SVSC-VEHICLE SERVICES NI	ΞC
2071526-02	(2259) Wynne	Transportation, LLC	Emergency	05/31/2022	\$242,661.25
	Contract Name	: Emergency Bus Shuttle			
	Classification:	SERVICES	Sub-Classification:	SVSC-VEHICLE SERVICES NI	ΞC
2071675-01	(2248) Nipun	Systems Inc		05/31/2022	\$92,820.00
	Contract Name	: Recruiting Services			
	Classification:	SERVICES	Sub-Classification:	SVSC-OTHER	
2068972-01	(2254) State o	f Maryland	Sole Source	06/01/2022	\$1,500,000.00
	Contract Name	: 2017 Harsco Mark VI Tamper			
	Classification:	COMMODITIES	Sub-Classification:	SUP/EQUIP-RAILPARTS	
2071775-01	(2278) Gartne	r INC		06/01/2022	\$188,750.00
	Contract Name	: Subscription Based Research			
	Classification:	SERVICES	Sub-Classification:	SVSC-OTHER	
2057495-01	(2251) Repeat	t Consultants		06/06/2022	\$935,620.00
	Contract Name	: Fiber Installation			
	Classification:	SERVICES	Sub-Classification:	SVSC-RAIL OPERATION	
2067563-01	(2232) LANDI	MARK EARTH SRV LLC		06/06/2022	\$209,607.00
	Contract Name	: Weed Control Spraying Services			
	Classification:	SERVICES	Sub-Classification:	SVSC-JANITORIAL/GROUNDS	5
2063891-01	(2250) INIT IN	NOVATIONS IN TRANSPORTA	Sole Source	06/08/2022	\$162,175.98
	Contract Name	: INIT VBS Software Upgrade			
Clas	Classification:	SERVICES	Sub-Classification:	SVSC-RAIL OPERATION	
2067862-01	(2260) CALDV	VELL COUNTRY CHEVROLET		06/09/2022	\$1,583,250.00
	Contract Name	: Police Tahoes			
	Classification:	COMMODITIES	Sub-Classification:	SUP/EQUIP-VEHICLES NON F	REV



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

Contract #	(LM) Vendor	Name		Award Date Av	vard Amount
2064498-01	(2262) MOBILE	ENTERPRISES		06/10/2022	\$126,519.00
	Contract Name:	Park Lane NC-3 Pier 6 Track 2 Ber	nt Repair		
	Classification:	CONSTRUCTION	Sub-Classification:	CONST-MINOR CONSTRUCTION	
2071655-01	(2264) Presidio I	Networked Sol Grp LLC		06/15/2022	\$230,000.00
	Contract Name:	MS TeamsVoice Pro Services			
	Classification:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2067769-01	(2265) Joshua 1	Enterprises		06/21/2022	\$75,201.00
	Contract Name:	Repair a 2-inch water line			
	Classification:	SERVICES	Sub-Classification:	SVSC-OTHER	
2070787-01	(2255) HYATT R	REGENCY DALLAS		06/22/2022	\$41,000.00
	Contract Name:	Operations Award Ceremony Venu	e 2022		
	Classification:	SERVICES	Sub-Classification:	SVSC-OTHER	
2070867-01	(2253) Presidio I	Networked Sol Grp LLC		06/22/2022	\$247,940.00
	Contract Name:	Presidio Professional Services			
	Classification:	SERVICES	Sub-Classification:	SVSC-SOFT/HARDWARE MAINT	
2067145-01	(2256) REEDER	DISTRIBUTORS INC		06/24/2022	\$2,424,349.00
	Contract Name:	Replace Heavy Duty Bus Lifts			
	Classification:	COMMODITIES	Sub-Classification:	SUP/EQUIP-BUS PARTS	
2067351-01	(2261) AMERICA	AN MATERIAL HANDLING INC		06/28/2022	\$315,969.00
	Contract Name:	Heavy Duty Forklift			
	Classification:	COMMODITIES	Sub-Classification:	SUP/EQUIP-VEHICLES NON REV	1
2070989-01	(2269) EDENS T	FOUCH DIVERSIFIED LLC		06/28/2022	\$192,400.00
	Contract Name:	Flagging Services			
	Classification:	SERVICES	Sub-Classification:	SVSC-RAIL OPERATION	
2072004-01	(2263) CARAHS	OFT TECHNOLOGY CORP		06/30/2022	\$54,575.82
	Contract Name:	LinkedIn			
	Classification:	SERVICES	Sub-Classification:	SVSC-OTHER	

Report Totals: 45 Contracts Awarded \$49,454,001.79



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

SPECIAL TYPE	TOTAL
Emergency	2
Sole Source	9
TOTAL	11

Contracts Awarded Summary

TOTAL

COMMODITIES	SUP/EQUIP-AUDIO/VIDEO	\$247,782.01
	SUP/EQUIP-BUS PARTS	\$3,085,507.00
	SUP/EQUIP-COMMUNICATIONS	\$23,560,714.85
	SUP/EQUIP-RAIL VEHICLES	\$1,609,904.00
	SUP/EQUIP-RAILPARTS	\$1,834,561.00
	SUP/EQUIP-VEHICLES NON REV	\$2,117,150.00
	Total	\$32,455,618.86
CONSTRUCTION	CONST-MINOR CONSTRUCTION	\$126,519.00
	Total	\$126,519.00
SERVICES	SVSC-BUS OPERATION	\$594,920.00
	SVSC-JANITORIAL/GROUNDS	\$209,607.00
	SVSC-OTHER	\$9,254,291.50
	SVSC-PRINTING/REPROGRAPHICS	\$67,680.00
	SVSC-RAIL OPERATION	\$1,593,630.98
	SVSC-SOFT/HARDWARE MAINT	\$4,718,168.20
	SVSC-VEHICLE SERVICES NEC	\$433,566.25
	Total	\$16,871,863.93
Grand Total		\$49,454,001.79



Board Approved Contract Modifications Fiscal Year 2022 - Third Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Moroch Partners, LLC	\$3,905,504	Approval of Contract Options to exercise two, one-year options for the Agency Advertising Services contract [Resolution No. 220062]	5/24/2022
Trapeze Group, Inc.	\$1,581,930	Approval of Contract Option to exercise the one-year option for the Trapeze System Software and Hardware Maintenance Agreement contract [Resolution No. 220063]	5/24/2022
Stadler US, Inc.	\$2,592,545	Approval of a Funding Increase for the Vehicle Procurement and Equipment Maintenance Facility (EMF) Design Contract for the Silver Line Regional Rail Project for DMU Vehicles 1 & 2 Testing at Pueblo, Colorado [Resolution No. 220076]	5/24/2022
Texas General Land Office (GLO)	\$26,000,000	Approval to Increase Funding (\$7,000,000) and Exercise Option Year (\$19,000,000) for Natural Gas (NG) Fuel for Compressed Natural Gas (CNG) Buses for the FY2022- FY2023 Natural Gas contract [Resolution No. 220080]	6/28/2022
MV Transportation, Inc.	\$76,879,251	Approval to Exercise the first two-year Contract Option and Increase Funding for the Mobility Management Services contract [Resolution No. 220081]	6/28/2022
Remix Software, Inc.	\$220,000	Approval to Exercise Option Year for Cloud-Based Transportation Planning; for a Contract Modification to Include On-Demand Transit Service Planning Tool; and Increase Funding for the Cloud-Based Transit Planning Software contract [Resolution No. 220083]	6/28/2022



Board Approved Contract Modifications Fiscal Year 2022 - Third Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Archer Western Herzog 4.0, Joint Venture	\$1,574,997	Approval to Modify the Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Modifications to University of Texas at Dallas (UTD) Station Driveway; Construction of a Fire Lane Blow Off Valve at the UTD Station; Installation of a Dry Standpipe at DFW North Station; and Addition of Temporary and Permanent Signals at the Intersection of Coit Road and Osage Plaza Parkway in Dallas for the Silver Line Regional Rail project [Resolution No. 220090]	6/28/2022
TOTAL MODIFICATION AWARDED DOLLARS:	\$112,754,227	TOTAL MODIFICATIONS AWARDED:	7



Special Procurements Fiscal Year 2022 - Third Quarter

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

Purchase Order Type	Count	Amount
Emergency [a]	9	\$600,723.97
Unauthorized Procurement Actions (UPAs) [b]	1	\$4,212.72
Sole Source (Noncompetitive) [c]	66	\$26,997,936.52
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	76	\$27,602,873.21
SPECIAL ADDENDUM: COVID-19 Related Procurements to Date [f]	356	\$24,077,384.51

[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 - Third Quarter

Emergency

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

There are 9 "Emergency" Procurements in this Quarter.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1368994	05/12/2022	OIL,MOTOR,15W-40,LOW ASH CNG,S	JAM DISTRIBUTING COMPANY	\$22,020.00
1369018	05/13/2022	OIL,MOTOR,15W-40,LOW ASH CNG,S	JAM DISTRIBUTING COMPANY	\$21,873.20
1369147	05/25/2022	CATALYST MODULE (FOR 10-CG-00	CUMMINS SOUTHERN PLAINS LLC	\$47,945.16
1369283	06/03/2022	MODULE, VDL G4 REVISION C	I/O Controls Corporation	\$48,983.04
1369316	06/08/2022	CONNECT DOCK VER 2	The Aftermarket Parts Company	\$8,589.60
1369463	06/21/2022	GLASS,PANEL, LOW FLOOR WINDSCR	NASG HOLDINGS, INC.	\$1,592.70
1369506	06/23/2022	RailQuip 44 Ton Tall Jacks	RAILQUIP INC	\$16,154.02
2071526-01	05/31/2022	Emergency Bus Shuttle	Echo T&C	\$190,905.00
2071526-02	05/31/2022	Emergency Bus Shuttle	Wynne Transportation, LLC	\$242,661.25
PO Count = 7	Contract Co	ount = 2		\$600,723.97



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 is 1 "Unauthorized Procurement Actions (UPAs)" Procurement in this Quarter.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1369103	05/19/2022	UPA	Main Street Installers	\$4,212.72
PO Count = 1	Contract Co	ount = 0		\$4.212.72



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.

PO / Contrac	t # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1368550	04/04/2022	SEAL, CRANKSHAFT WH WIPER	CUMMINS SOUTHERN PLAINS LLC	\$11,536.80
1368551	04/04/2022	REBUILT,GATE MECH WCH 3597 F/E	WESTERN-CULLEN-HAYES, INC	\$12,958.00
1368575	04/05/2022	Police Tahoes Graphics	GRAFIX SHOPPE	\$6,520.00
1368584	04/06/2022	RELAY,SOLID STATE,200 VDC,AIR SWITCH,PRESSURE,COMPRESSOR	WABCO PTD CORP	\$4,416.00 \$4,200.00
1368676	04/12/2022	REBUILT,CASHBOX,S/A,BILL MECHA	SPX CORPORATION	\$6,300.00
1368677	04/12/2022	REBUILT,MOTOR,AIR COMPRESSOR,1	WABCO PTD CORP	\$6,500.00
1368689	04/13/2022	REBUILT, UNIT, TVM CENTRAL PROC	SPX CORPORATION	\$4,933.50
1368734	04/18/2022	**NEW**,BOARD, PC, ASSY,POWER	SPX CORPORATION	\$13,733.60
1368806	04/26/2022	AFO,ATT-20, 12.28 KHZ	Hitachi Rail STS USA, Inc	\$25,716.25
1368807	04/26/2022	SENSOR,SPEED,T-AXLE, flt. 53	Toyo Denki Railway Service,LLC	\$9,783.40
1368809	04/26/2022	SHOE,DISC BRAKE, 3PA	RAILROAD FRICTION PRODUCTS COR	\$36,234.00
1368810	04/26/2022	SHUNT,EXTERNAL,PM-9267	PENN MACHINE CO	\$3,916.00
1368850	04/29/2022	DOOR SENSITIVE EDGE LH/RH, SIN	IFE NORTH AMERICA	\$2,794.50
1368858	04/29/2022	SINGLES ARTICULATED GATED ARM	NATIONAL ELECTRIC GATE CO INC	\$17,240.00
1368859	04/29/2022	GATEKEEPER GENERAL SIGNAL , (R	GENERAL SIGNAL INC	\$9,570.00
1368901	05/04/2022	VALVE,DUPLEX,SOLENOID,20V	WABCO PTD CORP	\$3,760.00
1368918	05/04/2022	REBUILT,LINE SWITCH BOX, ASSY	Toyo Denki Railway Service,LLC	\$37,035.26
1368946	05/07/2022	REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$14,137.15
1368952	05/10/2022	REBUILT, MONITOR DISPLAY ODK4	LUMINATOR HOLDING LP	\$5,500.00
1368956	05/10/2022	REBUILT,TRANSCEIVER, ATT 20 20	Hitachi Rail STS USA, Inc	\$4,412.00
1368974	05/11/2022	REBUILT,COMPRESSOR,AIR	CUMMINS SOUTHERN PLAINS LLC	\$8,516.07
1368976	05/11/2022	REBUILT,HEAD,CYLINDER	CUMMINS SOUTHERN PLAINS LLC	\$19,157.05
1368991	05/11/2022	REBUILT,PCB,STANDARD VITAL,16	Hitachi Rail STS USA, Inc	\$6,006.00
1368993	05/12/2022	SPACER, DURA-CORE DOUBLE DOOR	PROFESSIONAL PLASTICS	\$45,300.00



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.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1369002	05/12/2022	CLAMP,GROUND, RAIL	Siemens Mobility Inc.	\$7,420.00
1369006	05/12/2022	KIT, CONVERSION, M.A. TO S.I.	BALDWIN METALS CO INC	\$7,980.00
1369016	05/13/2022	SPACER, DURA-CORE SINGLE DOOR	PROFESSIONAL PLASTICS	\$43,350.00
1369023	05/14/2022	REBUILT,TRIM CONVEYOR ASSEMBLY	SPX CORPORATION	\$5,350.80
1369025	05/14/2022	REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$8,482.29
1369026	05/14/2022	REBUILT,ESS CHILLER , UNIT	BROOKVILLE EQUIPMENT CORP	\$3,815.76
1369044	05/17/2022	120 VAC LED GREEN BAND LIGHT	Transportation Solutions & Lig	\$3,300.00
1369045	05/17/2022	REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$5,654.86
1369050	05/17/2022	RELAY,SOLID STATE,200 VDC,AIR	WABCO PTD CORP	\$2,745.00
1369052	05/17/2022	BRUSH, MOTOR	WESTERN-CULLEN-HAYES, INC	\$6,875.00
1369057	05/17/2022	ARM, LEFT HAND, MODEL 95 ARM, RIGHT HAND, MODEL 95 GATE MECHANISM, "MODE	Hitachi Rail STS USA, Inc	\$3,436.00 \$3,280.00 \$15,018.60
1369087	05/18/2022	HOUSING,SPRING BRAKE,ACTUATOR,	WABCO PTD CORP	\$36,550.00
1369092	05/18/2022	CRANK,MANUAL,PANTOGRAPH	TRANSTECH OF SC INC	\$4,990.70
1369100	05/18/2022	CASE,RH,PORTION,ELECTRIC CONTACT,ELECTRIC HEAD	WABCO PTD CORP	\$6,150.00 \$5,667.20
1369104	05/19/2022	PROBE,DATA,HI SPEED	SPX CORPORATION	\$14,553.00
1369218	05/27/2022	Bracket, Custom, Dodge Promast Pivot Plate Assembly, Formed P S/S DL2 Bike Rack SS-Black	Sportworks Global LLC	\$10,108.98 \$4,691.19 \$20,650.98
1369220	05/31/2022	REBUILT, PRINTER/SCANNER-OMNI,	SPX CORPORATION	\$13,981.10
1369229	05/31/2022	REBUILT,FAN,ASSY.,RIGHT, D-BRI	BALFOUR BEATTY INFRASTRUCTURE	\$38,102.85
1369234	05/31/2022	THRESHOLD,SIDE DOOR,35",LH	AG Industries LLC	\$49,053.60
1369317	06/08/2022	COVER,BOX,LINE SWITCH	BOMBARDIER TRANSPORTATION	\$39,900.00
1369342	06/09/2022	GATE, BUTT SECTION, ALUMINUM,	NATIONAL ELECTRIC GATE CO INC	\$5,964.00
1369355	06/09/2022	THRESHOLD,SIDE DOOR,35",RH	AG Industries LLC	\$48,168.00



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.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1369356	06/09/2022	THRESHOLD, PLATE 50"	AG Industries LLC	\$49,998.19
1369362	06/09/2022	CONTACT TIP	Toyo Denki Railway Service,LLC	\$9,100.00
1369417	06/16/2022	CABLE,DOOR RLSE.ASSY,MAN,INT,3	VAPOR STONE RAIL SYSTEMS	\$8,150.00
1369418	06/16/2022	CABLE, EQUIPPED, SAVA #C187, L	VAPOR STONE RAIL SYSTEMS	\$4,890.00
1369419	06/16/2022	MOTOR ASSEMBLY FOR 3597-FC-301	WESTERN-CULLEN-HAYES, INC	\$4,748.00
1369428	06/17/2022	REBUILT,UNIT, TVM CENTRAL PROC	SPX CORPORATION	\$4,933.50
1369432	06/20/2022	RUBBER STOP,LATERAL	KINKISHARYO INTERNATIONAL LLC	\$14,040.00
1369434	06/20/2022	SKIRT,HINGED ASSY,ARTIC. AREA SKIRT,HINGED,RH ASSY	KINKISHARYO INTERNATIONAL LLC	\$16,500.00 \$20,625.00
1369435	06/20/2022	POWER SUPPLY RADIO WITH NO REM THRESHOLD, SIDE DOOR, 50"	KINKISHARYO INTERNATIONAL LLC	\$10,187.05 \$21,347.50
1369443	06/20/2022	LIGHT,ASSY,ARTIC,FL W/BALLAST	LUMINATOR HOLDING LP	\$23,850.40
1369445	06/20/2022	TRANSFORMER,BV20188,3X370V/3X1	POWERTECH CONVERTER CORP.	\$31,769.91
1369462	06/21/2022	SHAFT,FLEXIBLE,COMPLETE	TRANSTECH OF SC INC	\$9,374.30
1369481	06/22/2022	HEAD ASM.,PRINT,THERMAL,COMPLE	SPX CORPORATION	\$22,693.00
1369507	06/23/2022	RELAY,3/LSB SENSOR,POSITION	BOMBARDIER TRANSPORTATION	\$3,080.00 \$3,600.00
1369509	06/23/2022	RECEIPT PRINTER	SPX CORPORATION	\$5,512.50
1369511	06/23/2022	SKIRT,ASSY.,HINGED,#5 SKIRT,HINGED ASSY,SHORT W/DOOR	KINKISHARYO INTERNATIONAL LLC	\$24,500.00 \$18,060.00
1369512	06/23/2022	SKIRT, RIGHT FRONT, HINGED, FL	KINKISHARYO INTERNATIONAL LLC	\$7,839.00
2058306-01	05/26/2022	Pneumatic Door Components	VAPOR STONE RAIL SYSTEMS	\$1,185,324.00
2063891-01	06/08/2022	INIT VBS Software Upgrade	INIT INNOVATIONS IN TRANSPORTA	\$162,175.98
2065966-01	04/18/2022	Transtechnik Stock Parts	POWERTECH CONVERTER CORP.	\$132,541.00
2066696-01	05/12/2022	Misc Transtech Pantograph Parts DART's LRV	Fleet TRANSTECH OF SC INC	\$248,054.00
2067055-01	04/19/2022	Battery Tray Assemblies	SAFT AMERICA INC	\$246,220.00



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.

PO / Contract #	and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
2067132-01	05/06/2022	Rebuild of Leveling Valve	KINKISHARYO INTERNATIONAL LLC	\$202,020.00
2068314-01	05/26/2022	P25 Radio System Upgrade	L3Harris Technologies, Inc	\$23,560,714.85
2068969-01	05/11/2022	UBER API	Raiser LLC	\$200,000.00
2068972-01	06/01/2022	2017 Harsco Mark VI Tamper	State of Maryland	\$1,500,000.00
PO Count = 63	BPO Cou	int = 0 Contract Count = 9		\$28,487,263.67



Revenue Generating

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

There are no Revenue Generating procurements in this Quarter.



Deviations to the DART Procurement Regulations

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

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



Fiscal Year 2022 - Third Quarter

DESCRIPTION	QUANTITY	AMOUNT
PURCHASE ORDERS		
TOWELETTE, DISINFECTING,6 X 6.75", CANISTER/160 SHEETS	1,400	\$24,500.00
NEC SOFT PHONE LICENSES	1	\$2,628.00
SOAP,HAND CLEANING	500	\$11,375.00
SANITIZER,FOAM,NON-ALCOHOL,HAND,INSTANT (1000ML)	100	\$5,600.00
SPRAY NINE DISINFECTANT,32 OZ	864	\$6,480.00
WIPES,GERMICIDAL, 5" X 8"	500	\$12,050.00
CARTRIDGE , FOAM HAND SANITIZER	50	\$589.97
ASTM F2100-11 APPROVED PROCEDURAL SAFETY MASK	600	\$38,334.00
MULTI-SURFACE , GLASS, CLEANER& SURFACE, SCENT,FORMULA"409"	400	\$1,220.00
SPRAY NINE DISINFECTANT,32 OZ	420	\$7,650.00
WIPE, DISPOSABLE, BLEACHED WHITE	400	\$24,800.00
DISINFECTANT, BRUTAB 6S 1 GALLON TABLETS	10	\$2,280.00
DISINFECTANT, BRUTAB 6S 1 QUART TABLETS	10	\$2,442.10
SPRAY NINE DISINFECTANT,32 OZ	1,020	\$7,599.00
FOGGER SOLUTION, HALOSIL (4 Per case)	36	\$3,560.00
Halo Portable H202 Detector	4	\$6,200.00
Nozzle Assy Kit	20	\$3,500.00
Power Cord, 8", 110VPC	10	\$350.00
Hose, Halo Fogger, 12"	10	\$7,500.00
Tripod, Extra Nozzle Mounting	6	\$450.00
Power Module	4	\$1,180.00
H202 Strip Test Kit	50	\$2,500.00
Suction Cup, Mount, Ex-Nozzle	50	\$2,500.00
Tripod Mounting Ball	6	\$90.00
2019 Lenovo IdeaPad S145-15API	100	\$36,300.00
HEX NUT, STAINLESS STEEL #10-3	1,500	\$86.40
WASHER,FLAT STAINLESS STEEL #1	800	\$18.24
PPE Safety Protection Kits	2,000	\$30,000.00
Tape, Roll,DBLE Side , 1/2"x 60	36	\$1,109.52
Gloves, Safety, Large, 5 Mil, Low Powder, 50 PR	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
		\$2,900.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	10,000	
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	25,000	\$10,375.00
Glove, Safety, Medium, 5 Mil, Low Powder, 50 PR COVID Disinfection Equipment	30,000	\$11,856.00
Bottle, 32 OZ, (Empty Spray Bottle)	50 S	\$50,000.00 \$2,460.00
GLOVE, SAFETY, XLARGE, 5MIL, LOW POWDER, 50 PR	48,500	\$18,430.00
SOAP,HAND CLEANING DISINFECTANT, QUAT 39 1 GALLO (100 Gallons Purchased)	121	\$2,873.75 \$477.00
· · · · · · · · · · · · · · · · · · ·	100 1,900	\$477.00
Disinfectant, Towelette, Canister Sheets		
Disinfectant, Towelette, Canister Sheets Disinfectant, Towelette, Canister Sheets	500	\$6,500.00 \$3,537.80
	361	\$3,537.80
Disinfectant, Towelette, Canister Sheets Glove, Safety, Medium, 5 Mil. Low Powder, 50 PP		
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	12,300	\$4,860.96 \$7,236.00
Glove, Salety, Medium, 5 Mil, Low Powder, 50 PK	20,000	\$7,230.00



Fiscal Year 2022 - Third Quarter

PURCHASE ORDERS (continued)	DESCRIPTION	QUANTITY	AMOUNT
Gloves, Saferty, Lungs, 5 MIL, Low Powder, 50 PR	PURCHASE ORDERS (continued)		
Glove, Safety, Xiarge, 5 Mill, Low Powder, 50 PR	Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	13,000	\$3,952.00
Gloves, Safety, XLarge, S. MII, Low Powder, 50 PR	Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	20,000	\$6,080.00
Disinfectant, Spray Nine 32 OZ 336 \$1,428.00 336 \$1,428.00 336 \$1,428.00 336 \$1,428.00 336 \$1,428.00 336 \$1,428.00 336 \$1,428.00 336 \$1,428.00 346 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20 347.20	Glove, safety, XLarge, 5 Mil, Low Powder, 50 PR	1,000	\$395.20
Distinicant, Spray Nine 22 OZ 336 \$1,428,00 Mipps, Germaid, STY & B" 91 \$1,334,08 Sanitzier Cartridge, Hand Foam 75 \$7,443,00 Gloves, Safety, X Large, 5 Mil, Dow Powder, 50 PR 25,000 \$8,485,00 SOAP, HAND CLEANING 92 \$2,185,00 SOAP, HAND CLEANING 92 \$2,185,00 DISINECTANT, QUAT 39 S5 GALLON DRUM 10 \$2,610,00 DISINECTANT, QUAT 39 S5 GALLON DRUM 10 \$2,651,00 GLOVES, Safety, XLARGE, S MILL, OW POWDER, 50 PR 30,000 \$9,000,00 GLOVES, SAFETY, XLARGE, S MILL, OW POWDER, 50 PR 45,000 \$15,291,00 MASK, DISPOSABLE, KWS 45,000 \$15,291,00 MASK, DISPOSABLE, KWS 40 \$7,900,00 MASK, DISPOSABLE, KWS 100 \$18,00 MASK, DISPOSABLE, RISE, BERACHED WHITE 100 \$9,840,00 MINE, DISPOSABLE, BERACHED WHITE 200 \$13,074,00 MIPE, DISPOSABLE, BERACHED WHITE 20 \$13,074,00 Gloves, Safety, Medium, S MII, Low Powder, 50 PR 30,000 \$6,282,00 Gloves, Safety, Mediu	Glove, safety, XLarge, 5 Mil, Low Powder, 50 PR	7,500	\$2,697.00
Wippes, Germital, S. Y. X. B. 9.1 \$1,334,08 Sanitizer Cartridge, Hand Fosm 75 \$7,443,00 Gloves, Saflety, Large, 5 Mil, Low Powder, 50 PR 25,000 \$8,485,00 Gloves, Saflety, Large, 5 Mil, Low Powder, 50 PR \$5,500 \$17,250,00 Schap, HAND CLEANING 92 \$2,185,00 Sanitizer Cartridge, Hand Fosm 50 \$2,400,00 SINISECTATIN, QUAL 73 95 56 ALLON DRUM 10 \$2,561,00 Gloves, Saflety, Large, 5 Mil, Low Powder, 50 PR 30,000 \$9,000,00 Gloves, Saflety, Large, 5 Mil, Low Powder, 50 PR 30,000 \$9,000,00 Gloves, Saflety, Large, 5 Mil, Dow PowDer, 50 PR 150 \$2,697,00 Gloves, Saflety, X. Large, 5 Mil, Powder Free, 50 PR 45,000 \$15,291,00 MASC, DISPOSABLE, RNSS 40 \$7,900,00 MAYSEPTIC, WIPSE, CLEANSING 100 \$118,00 MIPE, DISPOSABLE, RNSS 400 \$9,980,00 WIPE, DISPOSABLE, RRSA-CHED WHITE 150 \$9,675,00 WIPE, DISPOSABLE, BEACHED WHITE 20 \$13,040 WIPE, DISPOSABLE, BEACHED WHITE 20 \$13,040	Disinfectant, Spray Nine 32 OZ	188	\$776.44
Santiture Cartridge, Hand Foam 75 \$7,443.00 \$8,485.00 \$8,485.00 \$8,485.00 \$8,485.00 \$8,485.00 \$8,485.00 \$8,485.00 \$8,485.00 \$8,485.00 \$8,485.00 \$8,485.00 \$8,485.00 \$1,725.00 \$8,285.00 \$8,285.00 \$8,285.00 \$8,285.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1,725.00 \$1	Disinfectant, Spray Nine 32 OZ	336	\$1,428.00
Glowes, Safety, X. Large, S. Mil, Low Powder, S0 PR	Wipes, Germical, 5" X 8"	91	\$1,354.08
GlOVES, SAIREY, LARGE, S. MILL, LOW POWDER, S. D. PR. SOAP, HAND CLEANING SOAP, HAND CLEANING SOE \$2,400.00 DISINECTANT, QUAT 39 S. GALLON DRUM 10 \$2,651.00 GLOVE, SAFETY, KLARGE, S. MILLOW POWDER, S. D. PR. 30,000 GLOVE, SAFETY, KLARGE, S. MILLOW POWDER, S. D. PR. 40 \$2,907.00 GLOVE, SAFETY, KLARGE, S. MILLOW POWDER, S. D. PR. 40 \$7,900.00 AAST, DISPOSABLE, KINS 40 \$7,900.00 AAST, DISPOSABLE, KINS 40 \$7,900.00 ANTISEPTIC, WIPPS, CLEANISING 100 \$118.00 ANTISEPTIC, WIPPS, CLEANISING 100 \$19,000.00 MASK, DISPOSABLE, BLEACHED WHITE 100 \$13,000 MASK, DISPOSABLE, BLEACHED WHITE 101 \$9,675.00 GlOVES, Safety, Medium, S. MII, Low Powder, S. D. PR. 30,000 GLOVES, Safety, Medium, S. MII, Low Powder, S. D. PR. 30,000 GLOVES, Safety, Medium, S. MII, Low Powder, S. D. PR. 30,000 \$8,285.00 GLOVES, Safety, Medium, S. MII, Low Powder, S. D. PR. 30,000 \$8,285.00 GLOVES, Safety, Medium, S. MII, Low Powder, S. D. PR. 30,000 \$8,385.00 GLOVES, Safety, Medium, S. MII, Low Powder, S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, LOW, S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, LOW, S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, LOW, S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, LOW, S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, D. W. S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, D. W. S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, D. W. S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, D. W. S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, D. W. S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, D. W. S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, D. W. S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, D. W. S. D. PR. 31,250 \$12,493.75 GLOVES, SAFETY, LARGE, S. MIIL, D. W. D. S. S. S.	Sanitizer Cartridge, Hand Foam	75	\$7,443.00
SQAP_HAND CLEANING	Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	25,000	\$8,485.00
Sanitizer Carridge, Hand Foam	Gloves, Safety, Large, 5 Mil, Low Powder, 50 PR	57,500	\$17,250.00
DISHIPECTIANT, QUAT 39 55 GALLON DRUM	SOAP,HAND CLEANING	92	\$2,185.00
GlOVE, SAFETY, LARGE, S MILL LOW POWDER, SO PR	Sanitizer Cartridge, Hand Foam	50	\$2,400.00
GLOVE SAFETY, XLARGE, 5 MILLOW POWDER, 50 PR 45,000 515,291.00 MASK, DISPOSABLE, KN95 40 57,900.00 ANTISEPTIC, WIPES, CLEANSING 100 S118.00 MASK, DISPOSABLE, KN95 400 S118.00 MASK, DISPOSABLE, N95 400 S118.00 MASK, DISPOSABLE, RN95 400 S118.00 MASK, DISPOSABLE, RN95 400 S118.00 MASK, DISPOSABLE, REACHED WHITE 500 S13,074.00 WIPE, DISPOSABLE, BLEACHED WHITE 200 S13,074.00 S14,074.00 S14,074.00 S15,074.00 S16,074.00 S17,074.00 S17,	DISINFECTANT, QUAT 39 55 GALLON DRUM	10	\$2,651.00
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	Gloves, Safety, Large, 5 Mil, Low Powder, 50 PR	30,000	\$9,000.00
MASK_DISPOSABLE, KN95	GLOVE,SAFETY,XLARGE,5 MIL,LOW POWDER, 50 PR	150	\$2,697.00
ANTSEPTIC, WIPES, CLEANSING 100 \$119.00 ANTISEPTIC, WIPES, CLEANSING 100 \$197.00 MARK, DISPOSABLE, BLEACHED WHITE 150 \$9,675.00 WIPE, DISPOSABLE, BLEACHED WHITE 200 \$13,074.00 WIPE, DISPOSABLE, BLEACHED WHITE 200 \$13,074.00 WIPE, DISPOSABLE, BLEACHED WHITE 201 \$13,074.00 WIPE, DISPOSABLE, BLEACHED WHITE 202 \$13,074.00 WIPE, DISPOSABLE, BLEACHED WHITE 203 \$1,000 WIPE, DISPOSABLE, BLEACHED WHITE 204 \$735.00 WIPE, DISPOSABLE, BLEACHED WHITE 205 \$1,000 WIPE, DISPOSABLE, BLEACHED WHITE 206 \$1,000 WIPE, DISPOSABLE, BLEACHED WHITE 207 \$1,000 WIPE, DISPOSABLE, BLEACHED WHITE 208 \$1,000 WIPE, DISPOSABLE, BLEACHED WHITE 209 \$1,000 SE,222.00 WIPE, DISPOSABLE, BLEACHED WHITE 200 \$1,000 SE,222.00 WIPE, DISPOSABLE, BLEACHED WHITE 201 \$1,000 SE,232.00 SE,	Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	45,000	\$15,291.00
ANTISEPTIC, WIPES, CLEANSING MASK, DISPOSABLE, REACHED WHITE 150 S9,675.00 WIPE, DISPOSABLE, BLEACHED WHITE 150 S9,675.00 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, Medium, 5 Mil, Low Powder, 50 PR 22,500 \$8,794.50 GLOVES, SAFETY, LARGE, 5 MIL, OW, 50 PR 32,500 \$12,805.00 GLOVES, SAFETY, LARGE, 5 MIL, OW, 50 PR 30,000 \$8,384.00 DISPINECTANT, SPRAY NINE 32 O 61,000 \$1,705.00 DISPENSER, MANUAL FOAM HAND S 108 \$2,565.00 DISPENSER, MANUAL FOAM HAND S 30,000 D	MASK, DISPOSABLE, KN95	40	\$7,900.00
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, Medium, 5 Mil, Low Powder, 50 PR 27,500 \$8,794.50 Gloves, Safety, Wedium, 5 Mil, Low Powder, 50 PR 25,000 \$8,8485.00 GLOVES, SAFETY, LAGE, 5 Mil, LOW, 50 PR 31,250 \$12,493.05 GLOVES, SAFETY, MEDIUM, 5 MIL, LOW, 50 PR 31,250 \$12,493.05 GLOVES, SAFETY, LARGE, 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 \$2,255.00 DISPENSER, MANUAL FOAM HAND S 20 \$380.00 DISPENSER, MANUAL FOAM HAND S 30 \$333.30 Tie, Cable, ST, 40 lb, Green 40 \$113.20 </td <td>ANTISEPTIC, WIPES, CLEANSING</td> <td>100</td> <td>\$118.00</td>	ANTISEPTIC, WIPES, CLEANSING	100	\$118.00
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, Large, 5 Mil, Low, 50 PR 25,000 \$8,845.00 GLOVES, SAFETY, LARGE, 5 MIL, LOW, 50 PR 32,500 \$12,805.00 GLOVE, SAFETY, LARGE, 5 MIL, LOW, 50 PR 30,000 \$8,394.00 GLOVE, SAFETY, LARGE, 5 MIL, LOW, 50 PR 30,000 \$8,394.00 DISINFECTANT, SPRAY NINE 32 O 168 \$672.00 GLOVE, SAFETY, LARGE, 5 MIL, 50 PR 17,500 \$5,176.50 DISPENSER, MANUAL FOAM HAND S 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 CASPR DESENDER MANUAL FOAM HAND S 30 \$333.30 DISPENSER, MANUAL FOAM HAND S 30 \$325.00 <t< td=""><td>ANTISEPTIC, WIPES, CLEANSING</td><td>100</td><td>\$197.00</td></t<>	ANTISEPTIC, WIPES, CLEANSING	100	\$197.00
WIPE, DISPOSABLE, BLEACHED WHITE 49 \$735.00 Gloves, Safety, Medium, S Mil, Low Powder, 50 PR 30,000 \$6,282.00 Gloves, Safety, Medium, S Mil, Low Powder, 50 PR 27,500 \$8,794.50 Gloves, Safety, Medium, S Mil, Low Powder, 50 PR 27,500 \$8,485.00 Gloves, Safety, X-Large, 5 Mil, Powder Free, 50 PR 25,000 \$8,485.00 GLOVES,SAFETY,LARGE, 5 MIL,LOW, 50 PR 31,250 \$12,493.75 GLOVE,SAFETY,LARGE, 5 MIL, LOW, 50 PR 30,000 \$8,394.00 GLOVES,SAFETY, KLARGE, 5 MIL, 50 PR 30,000 \$8,394.00 GLOVES,SAFETY, LARGE, 5 MIL, 50 PR 17,500 \$5,176.50 GLOVES,SAFETY, LARGE, 5 MIL, 50 PR 10 \$380.00 DISPENSER, MANUAL FOAM HAND S 30 \$333.30 Tie, Cable, 5°, 40 Ib, Green 40 \$1102.00 CASPR DESKTOP UNITS 10 </td <td>MASK, DISPOSABLE, KN95</td> <td>400</td> <td>\$9,840.00</td>	MASK, DISPOSABLE, KN95	400	\$9,840.00
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, Wedium, 5 Mil, Low Powder, 50 PR 25,000 \$8,485.00 GLOVES, SAFETY, LARGE, 5 MIL, LOW, 50 PR 32,500 \$12,2805.00 GLOVE, SAFETY, MEDIUM, 5 MIL, LOW, 50 PR 31,250 \$12,493.75 GLOVE, SAFETY, LARGE, 5 MIL, LOW, 50 PR 30,000 \$8,394.00 DISINECTANT, SPRAY NINE 32 O 168 \$672.00 GLOVE, 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, S", 40 Ib, Green 40 \$113.20 Tie, Cable, S", 40 Ib, Green 40 \$112.20 CASPR DESKTOP UNITS 10 \$10,000.00 DISINECTANT CLEANER, 1 GALLON 52 \$2,525.90 DISINECTANT, SPRAY NINE 32 O 252 \$1,515.64 GLOVES	WIPE, DISPOSABLE, BLEACHED WHITE	150	\$9,675.00
Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR 30,000 \$6,282.00	WIPE, DISPOSABLE, BLEACHED WHITE	200	\$13,074.00
Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR 30,000 \$6,282.00	WIPE, DISPOSABLE, BLEACHED WHITE	49	\$735.00
Gloves, safety, X-Large, 5 Mil, Poweder Free, 50 PR 25,000 \$8,485.00 GLOVES, SAFETY, LARGE, 5 MIL, LOW, 50 PR 31,250 \$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 \$83,94.00 S13,945.00 GLOVE, SAFETY, XLARGE, 5 MIL, LOW, 50 PR 30,000 \$8,394.00 S1,394.00 S1,394	Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR	30,000	
Gloves, safety, X-Large, 5 Mil, Poweder 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 S8,394.00 DISINFECTANT, SPRAY NINE 32 O 168 \$672.00 GLOVES, SAFETY, LARGE, 5 MIL, 50 PR 17,500 \$5,176.50 S0AP, HAND CLEANING 108 \$2,565.00 S2,849.00 S2,849.0	Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR	27,500	\$8,794.50
GLOVES,SAFETY,LARGE,5 MIL,LOW, 50 PR 32,500 \$12,805.00 \$12,805.00 \$12,805.00 \$12,493.75 \$12,493.75 \$12,493.75 \$12,493.75 \$10,000.00 \$8,394.00 \$10,000.00 \$13,433.00 \$10,000.00 \$1,598.00 \$10,000.00 \$1,598.00 \$10,000.00 \$1,598.00 \$10,000.00 \$1,598.00 \$10,000.00 \$15,989.00 \$10,000.00 \$15,989.00 \$10,000.00 \$10,989.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00 \$10,980.00	Gloves, safety, X-Large, 5 Mil, Poweder Free, 50 PR		
GLOVE, SAFETY, MEDIUM, 5 MIL, LOW, 50 PR GLOVE, SAFETY, KLARGE, 5 MIL, LOW, 50 PR 30,000 S8,394.00 DISINFECTANT, SPRAY NINE 32 O 168 S672.00 GLOVES, SAFETY, LARGE, 5 MIL, 50 PR 17,500 S5,176.50 SOAP, HAND CLEANING 108 S2,565.00 DISPENSER, MANUAL FOAM HAND S 20 S380.00 DISPENSER, MANUAL FOAM HAND S 30 S333.30 Tie, Cable, 5", 40 lb, Green 40 S113.20 Tie, Cable, 5", 40 lb, Green 40 S102.00 CASPR DESKTOP UNITS 10 S10,FORD S2 S1,151.64 GLOVES, SAFETY, LARGE, 5 MIL, 50 PR 51,500 MIL, POWDER F, KLARGE, 5 MIL, 50 PR 51,700 MIL, POWDER F, KLARGE, 50 PR 61,00VES, SAFETY, LARGE, 5 PR 61,00VES, SAFETY, LARGE, 5 DR 61,00VES, SAFETY, LARGE, 5 DR 61,00VES, SAFETY, LARGE, 5 MIL 61,00VES, S			
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DISINFECTANT, SPRAY NINE 32 O 168 \$672.00 GLOVES, SAFETY, LARGE, 5 MIL, 50 PR 17,500 \$5,176.50 SOAP, HAND CLEANING 108 \$2,265.00 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 \$10.00 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, LARGE, 50 PR 900 \$17,901.00 GLOVES, SAFETY, LARGE, 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 GLOVES, SAF	GLOVE,SAFETY,XLARGE,5 MIL,LOW, 50 PR		
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 \$100.00 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, LARGE, 5 MIL, 900 \$17,901.00 GLOVES,SAFETY, LARGE, 50 PR 900 \$17,901.00 GLOVES,SAFETY, LARGE, 50 PR 900 \$17,701.00 GLOVES,SAFETY, LARGE, 5 MIL, 177 \$4,203.75 Gloves, safety, X-Large, 5 Mil, Powder Free, 50 PR 45,000 \$15,291.00 Silicone Sealant 24 \$601.92 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 \$1,258.60	DISINFECTANT, SPRAY NINE 32 O	168	
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 \$100.00 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, LARGE, 5 MIL, 900 \$17,901.00 GLOVES,SAFETY, LARGE, 50 PR 900 \$17,901.00 GLOVES,SAFETY, LARGE, 50 PR 900 \$17,701.00 GLOVES,SAFETY, LARGE, 5 MIL, 177 \$4,203.75 Gloves, safety, X-Large, 5 Mil, Powder Free, 50 PR 45,000 \$15,291.00 Silicone Sealant 24 \$601.92 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 \$1,258.60	GLOVES,SAFETY, LARGE ,5 MIL, 50 PR	17,500	\$5,176.50
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, LARGE, 5 OPR 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 \$1,2586.00 GLOVE, SAFETY, MEDIUM, 5 MIL, LOW 600 \$10,680.00 GLOVE, SAFETY, X LARGE, 5 MIL, 900 \$16,605.00 GLOVE, SAFETY, X LARGE, 5 MIL, 900 \$5,031.00		108	\$2,565.00
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, LARGE, 5 OPR 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 GLOVE, SAFETY, X LARGE, 5 MIL, 900 \$16,605.00 GLOVE, SAFETY, X LARGE, 5 MIL, 900 \$5,031.00	DISPENSER , MANUAL FOAM HAND S	20	\$380.00
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, 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 GLOVE,SAFETY, LARGE,5 MIL,LOW 300 \$5,031.00	DISPENSER , MANUAL FOAM HAND S	30	
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 \$619.92 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 \$5,031.00	Tie, Cable, 5", 40 lb, Green	40	·
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,X LARGE,5 MIL,LOW 300 \$5,031.00	Tie, Cable, 5", 40 lb, Green	40	· · · · · · · · · · · · · · · · · · ·
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, X LARGE, 5 MIL, LOW 300 \$5,031.00		10	· · · · · · · · · · · · · · · · · · ·
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, X LARGE, 5 MIL, LOW 300 \$5,031.00	DISINFECTANT CLEANER, 1 GALLON	52	
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	·		
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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			
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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			· · · · · · · · · · · · · · · · · · ·
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GLOVES,SAFETY,X LARGE ,5 MIL, 900 \$16,605.00 GLOVE,SAFETY,XLARGE,5 MIL,LOW 300 \$5,031.00		· · · · · ·	· '
GLOVE,SAFETY,XLARGE,5 MIL,LOW 300 \$5,031.00			
	DISPENSER , MANUAL FOAM HAND S	35	\$381.85



Fiscal Year 2022 - Third Quarter

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
Dust Mask	100	\$1,224.00
Bottle, 32 oz. (empty bottle)	200	\$266.00



Fiscal Year 2022 - Third Quarter

DESCRIPTION	QUANTITY	AMOUNT
SINGLE PAYMENT REQUESTS		
Flex Wipes	150	\$5,842.50
Flex Wipes	225	\$8,763.75
Flex Wipes	75	\$2,921.25
Cotton Face Mask	4,000	\$17,800.00
Hand Sanitizer Tubes	230,000	\$115,000.00
3M Mask	30,000	\$65,970.00
3 Layer Mask	4,000	\$1,680.00
Wipes	2,000	\$128,000.00
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	60	\$492.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	30	\$2,154.00
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	60	\$5,841.00
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	10	\$8,345.70
KN95NM	79,000	\$236,210.00
Wipes	250	\$80,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	298,000	\$223,500.00
KN95NM	121,000	\$361,790.00
SAFETY MASK, 3 PLY, LIGHT BLUE	102,000	\$76,500.00
DISINFECTANT WIPES,	500	\$179,170.00
DISINFECTANT WIPES,	300	\$96,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
DISINFECTANT WIPES,	500	\$160,000.00
DISINFECTANT WIPES,	548	\$67,659.96
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	228	\$1,869.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	12	\$861.60
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	10	\$973.50
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	5	\$4,172.85
Victory Sprayers Cordless	36	\$27,900.00
Victory Sprayers Back Pack	19	\$33,725.00
Wipes	800	\$256,000.00
Wipes	710	\$227,200.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$69,000.00
DISINFECTANT WIPES,	800	\$256,000.00
Spray Nine	1,100	\$9,020.00
DISINFECTANT WIPES,	793	\$151,360.00
SAFETY MASK, 3 PLY, LIGHT BLUE	45,000	\$31,050.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
DISINFECTANT WIPES,	800 Cases	\$256,000.00
Dispenser	40	\$240.00
Dispenser	210	\$1,260.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$50,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$50,000.00
Hand Sanitizer Kutol Foam Refill 1000ML	299	\$43,355.00
Dispenser	97	\$582.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
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



Fiscal Year 2022 - Third Quarter

DESCRIPTION	QUANTITY	AMOUNT
SINGLE PAYMENT REQUESTS (continued)		
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
3 PLY MASK INDIVIDUALLY WRAPPED	50,000	\$15,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	76,000	\$22,800.00
3 PLY MASK INDIVIDUALLY WRAPPED	50,000	\$15,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	24,000	\$7,200.00
3 PLY MASK INDIVIDUALLY WRAPPED	30,000	\$30,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	150,000	\$45,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$30,000.00
Dispensers	100	\$950.00
3 PLY MASK INDIVIDUALLY WRAPPED	150,000	\$45,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	150,000	\$45,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$30,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	150,000	\$45,000.00



Fiscal Year 2022 - Third Quarter

CREDIT CARD PURCHASES 30,000 \$65,970.00	DESCRIPTION	QUANTITY	AMOUNT
Deciging Bottles for Hand Sanitizer 19,000 \$3,275.35 Apple Macbook for IT 9 \$28,22.60 Shower Curtain Hocks Let \$250.66 Shower Curtain Hocks Let \$250.66 Shower Curtain Hocks Let \$250.66 Nor Touch Thermometer 32 \$4,427.65 No Touch Thermometer 30 \$2,556.70 Alor and Zo bottles 7,000 Saloas Solidon Drum Hand Sanitizer 19,244.74 Aso Propper Bottles 19,245.74 Aso Propper Bottles 19,244.74 Aso Propper Bottles 19,245.74 A	CREDIT CARD PURCHASES		
Apple Macbooks for IT 9 \$29,226.00 Shower Curtain Hocks Lot \$250.60 Shower Curtain Hocks 55 \$221.14 Logitech USB Headset for IT 32 \$1,427.65 Aoz and Zoz bottles 7,000 \$3,500.39 Batteries 192 \$89.16 55 Gollon Drum Hand Santitizer 1 \$2,944.74 55 Gollon Drum Hand Santitizer 1 \$2,944.74 10,000 \$3,000.00 \$3,000.00 1,000 \$3,000.00 \$3,000.00 1,000 \$3,000.00 \$3,000.00 1,000 \$3,000.00 \$3,000.00 1,000 \$3,000.00 \$3,000.00 1,000 \$3,000.00 \$3,000.00 1,000 \$3,000.00 \$3,750.00 1,000 \$3,000.00 \$3,750.00 1,000 \$3,750.00 \$3,750.00 1,000 \$3,750.00 \$3,500.00 1,000 \$3,500.00 \$3,500.00 1,000 \$3,500.00 \$3,500.00 1,000 \$3,	3M Mask	30,000	\$65,970.00
Shower Curtain Hocks	Dropper Bottles for Hand Sanitizer	10,000	\$3,275.35
Shower Curtain Nocks	Apple Macbooks for IT	9	\$29,226.00
Logitech USB Headself for IT 32 \$1,427.65 Aoz and Zob bottles 7,000 \$2,556.70 Aoz and Zob bottles 7,000 \$3,630.33 Batteries 192 \$89.16 S Gallon Drum Hand Sanitizer 1 \$2,944.74 4 oz Dropper Bottles 10,000 \$3,200.00 HAND SANITIZER GEL 8 OZ - SOFT TOUCH EVOLUTION NATURAL CAP - CLEAR LABEL 1,000 \$3,750.00 HAND SANITIZER GEL 5 OZ - SOFTON ROUND BLACK CAP - CLEAR LABE 1,000 \$3,750.00 HAND SANITIZER GEL 5 OZ - SOFTON ROUND BLACK CAP - CLEAR LABE 1,000 \$3,750.00 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 \$227.50 BARD SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 6 \$277.50 Pumps for Drums 1 \$962.50 Hand Sanitizer Sizes 10 \$7,775.00 Pumps for Drums 2 \$35.60 A TOBACTERIA PUMP SIZES AND SANITIZER SIZES FOR PERSONAL 10 \$7,775.00 Pumps for Drums 2	Shower Curtain Hocks	Lot	\$250.66
No Touch Thermometer	Shower Curtain Hocks	55	\$221.14
Age and Zoz bottles 7,000 \$3,580.03 Sisteries 192 \$89.16 55 Gallon Drum Hand Sanitizer 1 \$2,244.74 4 Oz Dropper Bottles 10,000 \$3,200.00 1 ANNO SANITIZER GEL 8 OZ - SOFT TOUCH EVOLUTION NATURAL CAP - CLEAR LABEL 1,000 \$3,750.00 1 HAND SANITIZER GEL 2 OZ - CYLINDER BLACK CAP - CLEAR LABE 1,000 \$3,750.00 1 HAND SANITIZER GEL 5 OZ - BOSTON BOUND BLACK CAP - CLEAR LABE 1,000 \$3,750.00 1 HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 6 \$227.50 1 HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 6 \$227.50 1 HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 6 \$227.50 1 HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 1 \$960.25 1 HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 6 \$227.50 1 HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 1 \$960.25 1 HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 1 \$980.25 1 HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FO	Logitech USB Headset for IT	32	\$1,427.65
Batteries 192 S89.16	No Touch Thermometer	30	\$2,556.70
55 Gallon Drum Hand Sanitizer 1 \$2,944,74 40z Dropper Bottles 10,000 \$3,200.00 HAND SANTIZER GEL 8 OZ - SOFT TOUCH EVOLUTION NATURAL CAP - CLEAR LABE 1,000 \$2,610.40 HAND SANTIZER GEL 20 Z - CYLINDER BLACK CAP - CLEAR LABE 1,000 \$3,750.00 HAND SANTIZER GEL GLO ZOO TON GROUND BLACK CAP - CLEAR LABE 1,000 \$3,750.00 HAND SANTIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 6 \$277.50 Boad Santilizer Dispenser 1000 Mil 90 \$735.00 Hand Santilizer Dispenser 1000 Mil 90 \$735.00 VPZ00ESK-EA 10 \$7,775.00 Pumps for Drums 2 \$186.52 Stay Safe Floor Decals OTS Square Cut, 12 x 14 \$125 \$610.50 Drums of Hand Sanitizers 5 \$6,495.00 WSS SMICroglem Mask 4,000 \$515.800.00 Buelean Subscription 100 \$23,400.00 Buelean Subscription 100 \$23,400.00 Hand Santitzer - St Gall 4 \$11,578.56 Hand Santitzer - Liquid foam - 4/cs 72 \$15,517.40 <t< td=""><td>4oz and 2oz bottles</td><td>7,000</td><td>\$3,630.93</td></t<>	4oz and 2oz bottles	7,000	\$3,630.93
48D TOROPER BOTTLES 10,000 \$3,200.00 HAND SANITIZER GEL 8 OZ - CYLINDER BLACK 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 S OZ - BOSTON ROUND BLACK CAP - CLEAR LABE 1,000 \$3,750.00 HAND SANITIZER GEL SOZ - SOSTON ROUND BLACK CAP - CLEAR LABE 1,000 \$3,750.00 HAND SANITIZER GEL SOZ - SOSTON ROUND BLACK CAP - CLEAR LABE 1 \$962.50 HAND SANITIZER GEL SOZ - SOSTON ROUND BLACK CAP - CLEAR LABE 1 \$962.50 HAND SANITIZER GEL SOZ - SOSTON ROUND BLACK CAP - CLEAR LABE 1 \$962.50 HAND SANITIZER GEL SOZ - SOSTON ROUND BLACK CAP - CLEAR LABE 1 \$962.50 HAND SANITIZER GEL SOZ - SOSTON ROUND BLACK CAP - CLEAR LABE 1 \$962.50 HAND SANITIZER GEL SOZ - SOSTON ROUND BLACK CAP - CLEAR LABE 1 \$962.50 HAND SANITIZER GEL SOZ - SOSTON ROUND BLACK CAP - CLEAR LABE 1 \$962.50 HAND SANITIZER GEL SOZ - SOSTON ROUND BLACK CAP - CLEAR LABE 1 \$962.50 VEZOGES, EA 1 \$962.50 \$963.50 NEW JOSTON CONTROL SANITIZER CAP - CLEAR LABE 1 \$962	Batteries	192	\$89.16
HAND SANTIZER GEL 8 0Z - SOFT TOUCH EVOLUTION NATURAL CAP - CLEAR LABEL 1,000 \$2,610.40 HAND SANTIZER GEL 2 OZ - CYLINDER BLACK CAP - CLEAR LABE 1,000 \$3,750.00 HAND SANTIZER GEL 5 OZ - BOSTON ROUND BLACK CAP - CLEAR LABE 1,000 \$3,750.00 HAND SANTIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 6 \$277.50 So Gallon Drum Hand Santizer 1 \$962.50 Hand Santizer Dispenser 1000 Mil 90 \$735.00 PUMPS for Drums 2 \$186.62 Antibacterial Pen 6,000 \$3,538.34 Antibacterial Pen 6,000 \$3,538.34 Antibacterial Pen 6,000 53,538.35 Stay Safe Floor Decals OTS Square Cut, 12 x 14 1125 \$610.50 Drums of Hand Santizer 5 \$64.95.00 Drums of Hand Santizer 5 \$6,495.00 Drums of Hand Santizer 5 \$6,495.00 Bluelean subscription 100 \$23,400.00 Hand Santizer - Liquid foam - 4/cs 115,778.96 Hand Santizer - Liquid foam - 4/cs 172 \$11,578.96 Hand Santizer - Liquid foam - 4/cs 173 174 175 175 176 176 177 178 179 179 179 179 179 179	55 Gallon Drum Hand Sanitizer	1	\$2,944.74
HAND SANITIZER GEL 2 OZ - CYLINDER BLACK CAP - CLEAR LABE	4oz Dropper Bottles		\$3,200.00
HAND SANITIZER GEL 50.2- BOSTON ROUND BLACK CAP - CLEAR LABE AND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 55 Gallon Drum Hand Sanitizer 1 996.2.50 Hand Sanitizer Dispenser 1000 Mil 90 5735.00 VP2020 ESK-EA 10 10 75.775.00 Pumps for Drums 2 \$186.62 Antibacterial Pen 6,000 53,538.54 Stay Safe Floor Decals OTS Square Cut, 12 x 14 1125 561.05 Drums of Hand Sanitizers 5 \$64.95.00 Drums of Hand Sanitizers 5 \$64.95.00 Bluelean Subscription 100 \$23,400.00 Hand Sanitizer - 55 Gall 4 \$11,578.96 Hand Sanitizer - 15 Gall 4 \$11,578.96 Hand Sanitizer - 15 Gall Hand Sanitizer - 10 Gull 5 \$775.00 Spare Part - Bull mount 5 \$775.00 Spare Part - Bull mount 5 \$755.00 Fast Strips plus shipping 10 \$448.84 Shipping 11 \$255.84 Shipping 10 \$448.84 Shipping 11 \$255.84 Shower Curtains 5 \$000 \$5,000 \$5,000 \$5,000 \$5,000 \$5,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000	HAND SANITIZER GEL 8 OZ - SOFT TOUCH EVOLUTION NATURAL CAP - CLEAR LABEL	3,000	\$12,771.25
HAND SAMITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL 1 \$962.50	HAND SANITIZER GEL 2 OZ - CYLINDER BLACK CAP - CLEAR LABE	1,000	\$2,610.40
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 \$3,338.54 Stay Safe Floor Decals OTS Square Cut, 12 x 14 125 \$610.50 Drums of Hand Sanitizers 5 \$6,495.00 KN95 Microgelm Mask 4,000 \$15,800.00 Bluelean Subscription 100 \$23,400.00 Hand Sanitizer - 55 Gal 4 \$11,788.96 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 Shower Curtains 600 \$6,010.99 Shower Curtains 600 \$6,010.99 MASK 5,000 \$6,250.00 Kn 95 SAFETY MASK, NON MEDICA \$2,000 \$9,315.00 Imperial HDPE Bottles - White 3202 + Trigger Sprays 100 \$36,300	HAND SANITIZER GEL 5 OZ - BOSTON ROUND BLACK CAP - CLEAR LABE	1,000	\$3,750.00
Hand Sanitizer Dispenser 1000 Mil VP200ESK-EA 10 S775.00 Pumps for Drums 2 \$188.66.2 Antibacterial Pen 6,000 83,388.54 Stay Safe Floor Decals OTS Square Cut, 12 x 14 125 \$610.50 Trums of Hand Sanitizers 5 \$6,495.00 KN95 Microgien Mask 4,000 \$15,800.00 Hand Sanitizer - 14guid foam - 4/cs 100 \$23,400.00 Hand Sanitizer - 15 Gal 4 \$11,578.96 Hand Sanitizer - 14guid foam - 4/cs 100 \$8,225.00 Spare Part - Ball mount 5 \$75.00 Fest Strips plus shipping 10 \$448.94 Shipping 11 \$255.48 Triple AAA batteries 100 \$448.94 Shower Curtains 100 S	HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL	6	\$277.50
VP200ESK-EA 10 \$7,775.00 Pumps for Drums 2 \$186.62 Antibacterial Pen 5,000 \$3,538.45 Stay Safe Floor Decals OTS Square Cut, 12 x 14 125 \$610.50 Drums of Hand Sanitizers 5 \$6,6495.00 KN95 Microgien Mask 4,000 \$15,800.00 Bluelean Subscription 100 \$23,400.00 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 Tiple AAA batteries 14 \$117.44 Shower Curtains 600 \$6,010.99 Nower Curtains 600 \$6,010.99 MASK \$5,000 \$6,250.00 KN 95 SAFETY MASK, NON MEDICA \$2,300 \$9,315.00 Imperial HDDE Bottles - White 32oz + Trigger Sprays 100 \$635.00 SAFETY MASK, 3 PLY, LIGHT BLUE 10,000 \$7,900.00	55 Gallon Drum Hand Sanitizer	1	\$962.50
Pumps for Drums 2 \$186.62 Antibacterial Pen 6,000 \$3,538.54 Stay Safe Floor Decais 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 Bluelean Subscription 100 \$23,400.00 Hand Sanitizer - 55 Gal 4 \$311,578.96 Hand Sanitizer - 1 Liquid floam - 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 1 \$255.48 Triple AAA batteries 144 \$117.44 Shower Curtains 600 \$6,010.99 Shower Curtains 100 \$1,008.51 MASK \$2,300 \$9,315.00 KR 95 SAFETY MASK, NON MEDICA \$2,300 \$9,315.00 KR 95 SAFETY MASK, S. NON MEDICA \$2,300 \$9,315.00 Miller Boutles - White 320x + Trigger Sprays 100 \$635.00 SAFETY MASK, B. YLY, LIGHT BLUE 10,000 <td>Hand Sanitizer Dispenser 1000 Mil</td> <td>90</td> <td>\$735.00</td>	Hand Sanitizer Dispenser 1000 Mil	90	\$735.00
Antibacterial Pen 6,000 \$3,538.54 Stay Safe Floor Decals OTS Square Cut, 12 x 14 125 \$5,105.50 Lorums of Hand Santitzers \$5 \$6,495.00 KN95 Microgien Mask 4,000 \$15,800.00 Bluelean Subscription 100 \$23,400.00 Bluelean Subscription 100 \$23,400.00 Hand Santitzer - 15 Gal 4 1511,578.96 Hand Santitzer - 1 Liquid foam - 4/cs 172 \$15,157.44 Infrared Camera inc Thermometer 100 \$8,225.00 Test Strips plus shipping 100 \$448.94 Shower Curtains 600 \$6,010.99 Shower Curtains 600 \$6,010.99 Shower Curtains 600 \$6,010.99 Shower Curtains 5,000 \$6,525.00 KN 95 SAFETY MASK, NON MEDICA 1,000 \$7,900.00 Table Caps for PVC Pipe 230 \$348.17 BACKPACK ELECTROSTATIC SPRAYER 1 \$1,775.00 Shower Curtains 100 \$8,800 Cable, 1/8 In, SOO Ft., 7 X 7, Clear Vinyl 5 \$1,105.95 PNOWER Octubes Shower Curtains 100 \$8,800 Cable, 1/8 In, SOO Ft., 7 X 7, Clear Vinyl 5 \$1,105.95 Nower Rooks 125 \$1,200.95 Shower Hooks 125 \$1,500.05 Shower Hooks 125 \$1,500.05 Shower Hooks 125 \$1,500.05 Shower Hooks 125 \$1,500.05 Shower Hooks 126 Shower Shelder 9' x 12 X'' - with Foam Brow Pad KN 95 SAFETY MASK, NO MEDICA 1 Case Shielder 9' x 12 X'' - with Foam Brow Pad KN 95 SAFETY MASK, NO MEDICA 1 Case Shielder 9' x 12 X'' - with Foam Brow Pad KN 95 SAFETY MASK, NO MEDICA 1 Case Shielder 9' x 12 X'' - with Foam Brow Pad KN 95 SAFETY MASK, NO MEDICA 1 Case Shielder 9' x 12 X'' - with Foam Brow Pad KN 95 SAFETY MASK, NO MEDICA 5,000 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.00 \$1,950.0	VP200ESK-EA	10	\$7,775.00
Stay Safe Floor Decals OTS Square Cut, 12 x 14 125 \$610.50 Drums of Hand Sanitizers 5 \$6,6495.00 KNPS Microglen Mask 4,000 \$15,800.00 Bluelean Subscription 100 \$23,400.00 Hand Sanitizer - 55 Gal 4 \$11,578.36 Hand Sanitizer - 1 Liquid foam - 4/cs 72 \$15,157.44 Infrared Camera Inc Thermometer 100 \$8,225.00 Spare Part - Ball mount 5 \$75.00 Spare Part - Ball mount 6 \$75.00 Spare Part - Ball mount 5 \$75.00 Spare Part - Ball mount 6 \$75.00 Spare Part - Ball mount 5 \$75.00 Spare Part - Ball mount 6 \$0 Spare P	Pumps for Drums	2	\$186.62
Drums of Hand Sanitizers \$ 5,6,495.00 KN95 Microgien Mask 4,000 \$15,800.00 Bluelean 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 600 \$6,010.99 Shower Curtains 100 \$1,008.51 MASK \$,000 \$6,250.00 K N 95 SAFETY MASK, NON MEDICA \$,000 \$9,315.00 Imperial HDPE Bottles - White 320z + Trigger Sprays 100 \$635.00 SAFETY MASK, S PLY, LIGHT BLUE 10,000 \$7,900.00 Table Caps for PVC Pipe 230 \$348.17 BACKPACK ELECTROSTATIC SPRAYER 1 \$1,775.00	Antibacterial Pen	6,000	\$3,538.54
KN95 Microgien Mask 4,000 \$15,800.00 Bluelean Subscription 100 \$23,400.00 Hand Sanitizer - 15 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 Imperial HDPE Bottles - White 320z + Trigger Sprays 100 \$635.00 SAFETY MASK, NON MEDICA 2,300 \$9,315.00 Imperial HDPE Bottles - White 320z + Trigger Sprays 100 \$635.00 SAFETY MASK, 3 PLY, LIGHT BLUE 10,000 \$7,900.00 Imperial HDPE Bottles - White 320z + Trigger Sprays 10 \$635.00 SAFETY MASK, 3 PLY, LIGHT BLUE 10 \$635.00 SAFETY MASK, 9 LY, LIGHT BLUE <td>Stay Safe Floor Decals OTS Square Cut, 12 x 14</td> <td>125</td> <td>\$610.50</td>	Stay Safe Floor Decals OTS Square Cut, 12 x 14	125	\$610.50
Bluelean Subscription	Drums of Hand Sanitizers	5	\$6,495.00
Hand Sanitizer - Liquid foam - 4/cs	KN95 Microgien Mask	4,000	\$15,800.00
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 Spare Part - Ball mount 10 \$448.94 Shipping 10 \$448.94 Shipping 1 \$255.48 Triple AAA batteries 144 \$117.44 Shipping 1 \$255.48 Triple AAA batteries 100 \$6,001.99 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 3202 + 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 Mire 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 \$270.00 Shower Hooks 125 \$1,591.25 Shower Hook 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 Face Shield 9" x 12 X" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00	BlueJean Subscription	100	\$23,400.00
Infrared Camera Inc Thermometer 100 \$8,225.00 Spare Part - Ball mount 5 \$75.00 Set 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 320z + 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 <t< td=""><td>Hand Sanitizer - 55 Gal</td><td>4</td><td>\$11,578.96</td></t<>	Hand Sanitizer - 55 Gal	4	\$11,578.96
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 320z + 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 \$1,050.95 PVC Pipe 1 Inch 125 \$270.00 Shower Hooks 125 <	Hand Sanitizer - Liquid foam - 4/cs	72	\$15,157.44
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 320z + 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 Viryl 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 Viryl 5 \$1,105.95 PVC Pipe 1 Inch 125 \$27.00 Shower Hooks 125 \$1,591.25 Nower Hooks 125 \$1,59	Infrared Camera Inc Thermometer	100	\$8,225.00
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 320z + 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 \$2,70.00 Shower Hooks 125 \$1,591.25 Now Hooks 125 \$1,591.25 NSS Mask 4,000 \$11,591.20	Spare Part - Ball mount	5	\$75.00
Triple AAA batteries 144 \$117.44 Shower Curtains 600 \$6,010.99 Shower Curtains 100 \$1,008.51 MASK 5,000 \$6,250.00 MASK 2,300 \$9,315.00 Imperial HDPE Bottles - White 32oz + Trigger Sprays 100 \$635.00 SAFETY MASK, NON MEDICA 10,000 \$7,900.00 Table Caps for PVC Pipe 230 \$348.17 BACKPACK ELECTROSTATIC SPRAYER 1 \$1,755.00 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,	Test Strips plus shipping	10	\$448.94
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 S	Shipping	1	\$255.48
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 \$6,6150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 F	Triple AAA batteries	144	\$117.44
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 %" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA \$1,950.00 <	Shower Curtains	600	\$6,010.99
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 \$270.00 Shower Hooks 125 \$1,591.25 N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA \$19,500.00 <td>Shower Curtains</td> <td>100</td> <td>\$1,008.51</td>	Shower Curtains	100	\$1,008.51
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 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA \$19,500.00	MASK	5,000	\$6,250.00
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 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA \$19,500.00	KN 95 SAFETY MASK, NON MEDICA	2,300	\$9,315.00
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 %" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00	Imperial HDPE Bottles - White 32oz + Trigger Sprays	100	\$635.00
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 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00		10,000	\$7,900.00
Wire Rope Clip, 3/16 In, Malleable Iron 1,200 \$1,056.00 Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl 3 \$663.57 Shower Curtains 200 \$2,010.99 Wire Rope Clip, 3/16 In, Malleable Iron 100 \$88.00 Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl 5 \$1,105.95 PVC Pipe 1 Inch 125 \$270.00 Shower Hooks 125 \$1,591.25 N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00	Table Caps for PVC Pipe	230	\$348.17
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl 3 \$663.57 Shower Curtains 200 \$2,010.99 Wire Rope Clip, 3/16 In, Malleable Iron 100 \$88.00 Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl 5 \$1,105.95 PVC Pipe 1 Inch 125 \$270.00 Shower Hooks 125 \$1,591.25 N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00	BACKPACK ELECTROSTATIC SPRAYER	1	\$1,775.00
Shower Curtains 200 \$2,010.99 Wire Rope Clip, 3/16 In, Malleable Iron 100 \$88.00 Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl 5 \$1,105.95 PVC Pipe 1 Inch 125 \$270.00 Shower Hooks 125 \$1,591.25 N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00	Wire Rope Clip, 3/16 In, Malleable Iron	1,200	\$1,056.00
Shower Curtains 200 \$2,010.99 Wire Rope Clip, 3/16 In, Malleable Iron 100 \$88.00 Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl 5 \$1,105.95 PVC Pipe 1 Inch 125 \$270.00 Shower Hooks 125 \$1,591.25 N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00	•	3	\$663.57
Wire Rope Clip, 3/16 In, Malleable Iron 100 \$88.00 Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl 5 \$1,105.95 PVC Pipe 1 Inch 125 \$270.00 Shower Hooks 125 \$1,591.25 N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00		200	
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl 5 \$1,105.95 PVC Pipe 1 Inch 125 \$270.00 Shower Hooks 125 \$1,591.25 N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00	Wire Rope Clip, 3/16 In, Malleable Iron	100	
PVC Pipe 1 Inch 125 \$270.00 Shower Hooks 125 \$1,591.25 N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00		5	\$1,105.95
Shower Hooks 125 \$1,591.25 N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00	·	125	
N95 Mask 4,000 \$11,520.00 Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00	-		
Hand sanitizer 70% 133 \$15,221.85 Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00			
Kutol No Touch Dispenser with drip trays 150 \$6,150.00 70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00			
70% ISOPROPYL ALCOHOL HAND SANITIZING GEL 144 \$5,328.00 Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00			
Face Shield 9" x 12 ½" - with Foam Brow Pad 1 Case \$167.20 KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00			
KN 95 SAFETY MASK, NON MEDICA 5,000 \$19,500.00			
	TOTE of Hand Sanitizer		\$739.52



Fiscal Year 2022 - Third Quarter

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
Dispensers	100	\$950.00



Fiscal Year 2022 - Third Quarter

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
	4,000	\$21,240.00
N95 Mask	5,000	\$21,240.00
KN 95 SAFETY MASK, NON MEDICA		
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, Hand Sanitizer 55 Gallon Drum	500	\$32,000.00
	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 57	\$668.31
Hand sanitizer - 1000 Mil 6pk		\$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



Fiscal Year 2022 - Third Quarter

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS		
C-2055710-01Halosil Contract		
0753-110FLX Halofogger, FLX, 12ft. Extended Nozzle, 110V, with Digital Timer & Suction Cup Mounts	28	\$296,800.00
0753-EXHA12 12FT Hose Assembly for Extended Nozzle with Suction Cup Mounts	56	\$40,320.00
HSH202 HaloSensePortable H202 Detector with Low Range Sensor and Battery Charger	5	\$7,000.00
0753-TRIPOD Extra Nozzle Mounting Tripod	13	\$780.00
HM10N0G4 HaloMist Disinfectant Case, x4 1-Gallon (3.8) Bottles	108	\$41,040.00
H202STPS-50 Halosil Chemical Indicator Strip	6	\$243.00
LTL Freight Charges	LOT	\$10,000.00
Contract Amount		\$396,183.00
C-2055600-01 Microsoft Laptops		
Microsoft Laptops	128	\$206,462.00
Contract Amount		\$206,462.00
C-2051412-01 Staff Augmentation		
Servicers for Cleaning of Buses	30	\$172,896.00
Servicers for Cleaning of Rail	20	\$350,000.00
Contract Amount		\$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



Fiscal Year 2022 - Third Quarter

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		
Inistaliation of Mask Dispensers, Mask Dispenser Brackets, and Hand Samitzer Dispensers with Hardware	2 256	¢126 649 00
Combined Amount	2,356	\$136,648.00 \$136,648.00
Contract Amount		\$130,048.00
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	\$39,327.90
	915	
16" Tall Guard (62" Cubicle Height) 48" W, 1/4" thick CL PC Plastic		\$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	75	\$1,980.00
36" Tall Guard w/slot (42" Desktop) 48" W, 1/4" thick CL PC Plastic		\$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 Exhbiit D	1	\$2,175,000.00
Contract Amount		\$5,192,360.00



Fiscal Year 2022 - Third Quarter

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 Exhitbit H, Statement of Work	48	\$14,400.00
Line 6: GOA (Gone on Arrival)	8	\$1,200.00
Line 7: Extensive Labor	20	\$1,500.00
Line 8: Extenuating Vehicle REcovery Circumstances	120	\$24,000.00
Contract Amount		\$98,700.00
C-2040659-01 (5005731-328)		
Line 3: WIPE, DISPOSABLE, BLEACHED WHITE;	647	\$51,125.94
Contract Amount		\$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)		
C-2040659-01 (5005731-112) Line 1: Disinfectant Cleaner, 1 Gal	144	\$3,412.51
	144	
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



Fiscal Year 2022 - Third Quarter

C-2040659-01 (S005731-380)	DESCRIPTION		QUANTITY	AMOUNT
Line 1: Disinfectant Cleaner, 1 Gal S1,635.1	CONTRACTS (continued)			
C. 2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (\$005731-428) Line 1: Wipe Disposable. Dieach C. 2060548-01 Thermal Imaging Scanners for DART Facilitities Line 1: Thermal Imaging Scanners for DART Facilitites Line 1: Thermal Imaging Scanners for DART Facilitites C. 2040659-01 (\$005731-187) Line 1: Wipe Disposable. Dieach C. 2040659-01 (\$005731-246) Line 1: Wipe Disposable. Dieach C. 2040659-01 (\$005731-246) Line 1: Wipe Disposable. Dieach C. 2040659-01 (\$005731-245) Line 1: Wipe Disposable. Dieach C. 2040659-01 (\$005731-125) Line 1: Wipe Disposable. Dieach C. 2040659-01 (\$005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-104) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-117) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-117) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C. 2040659-01 (\$005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount S. 11,497.6 C. 2040659-01 (\$005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount S. 12,46.4 Contract Amount S. 12,46.4 Contract Amount S. 22,440.0 S. 23,744.0 Contract Amount S. 24,432.4 Contract Amount S. 26,32.2 C. 2040659-01 (\$005731-151) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount S. 24,432.4 Contract Amount S. 26,32.2 C. 2040659-01 (\$005731-151) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount S. 26,32.2 C. 2040659-01 (\$005731-151) Gloves, Safety, X Large	C-2040659-01 (5005731-336)			
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (\$005731-428) Line 1: Wipe Disposable. bleach C-2060548-01 Thermal Imaging Scanners for DART Facilities Line 1: Thermal Imaging Scanners for DART Facilities Line 1: Thermal Imaging Scanners for DART Facilities Contract Amount S126,750.00 C-2040659-01 (\$005731-187) Line 1: Wipe Disposable. bleach C-2040659-01 (\$005731-246) Line 1: Wipe Disposable. bleach C-2040659-01 (\$005731-246) Line 1: Wipe Disposable. bleach C-2040659-01 (\$005731-245) Line 1: Wipe Disposable. bleach Contract Amount S33,510.00 C-2040659-01 (\$005731-125) Line 1: Wipe Disposable. bleach Contract Amount C-2040659-01 (\$005731-104) Gioves, Safety, Med, 5 Mili, Powder Free, 50 PR C-2040659-01 (\$005731-104) Gioves, Safety, Med, 5 Mili, Powder Free, 50 PR Contract Amount C-2040659-01 (\$005731-104) Gioves, Safety, Med, 5 Mili, Powder Free, 50 PR Contract Amount C-2040659-01 (\$005731-104) Gioves, Safety, Med, 5 Mili, Powder Free, 50 PR Contract Amount C-2040659-01 (\$005731-104) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount C-2040659-01 (\$005731-117) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount C-2040659-01 (\$005731-117) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount C-2040659-01 (\$005731-117) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount C-2040659-01 (\$005731-117) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount C-2040659-01 (\$005731-117) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount C-2040659-01 (\$005731-117) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount S11,497.60 C-2040659-01 (\$005731-118) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount S12,246.40 C-2040659-01 (\$005731-118) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount S28,744.00 C-2040659-01 (\$005731-118) Gioves, Safety, X Large, 5 Mili, Powder Free, 50 PR Contract Amount S28,744.00	Line 1: Disinfectant Cleaner, 1 Gal		69	\$1,635.16
Line 1: Wipe Disposable: bleach 260 \$20,545,20		Contract Amount		\$1,635.16
Line 1: Wipe Disposable: bleach 260 \$20,545,20	C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-428)			
C.2060548-01 Thermal Imaging Scanners for DART Facilitites Line 1: Thermal Imaging Scanners for DART Facilitites C.2040659-01 (5005731-187) Line 1: Wipe Disposable. bleach C.2040659-01 (5005731-246) Line 1: Wipe Disposable. bleach C.2040659-01 (5005731-246) Line 1: Wipe Disposable. bleach C.2040659-01 (5005731-246) Line 1: Wipe Disposable. bleach C.2040659-01 (5005731-245) Line 1: Wipe Disposable. bleach C.2040659-01 (5005731-04) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-134) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-134) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-134) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-134) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C.2040659-01 (5005731-134)	Line 1: Wipe Disposable. bleach		260	\$20,545.20
Line 1: Thermal Imaging Scanners for DART Facilitities S126,750.0		Contract Amount		\$20,545.20
Line 1: Thermal Imaging Scanners for DART Facilitities S126,750.0	C 2060E49 01 Thormal Imaging Scanners for DART Escilititos			
C-2040659-01 (5005731-187) 400 531,608.0			30	\$126.750.00
C.2040659-01 [5005731-1246] C.2040659-01 [5005731-246] Line 1: Wipe Disposable. bleach C.2040659-01 [5005731-246] C.2040659-01 [5005731-246] C.2040659-01 [5005731-245] Line 1: Wipe Disposable. bleach Contract Amount Contract Amount C.2040659-01 [5005731-245] Line 1: Wipe Disposable. bleach C.2040659-01 [5005731-125] Line 1: Wipe Disposable. bleach C.2040659-01 [5005731-104] Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-104] Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-104] Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-104] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-117] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-131] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-131] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-131] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-131] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-131] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-131] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C.2040659-01 [5005731-134] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount S.22,744.0	Line 1. Thermal imaging Scanners for DANT Facilities	Contract Amount	39	
Line 1: Wipe Disposable. bleach A00 \$31,608.00				Ψ==0,700.00
C-2040659-01 (5005731-246) S00	C-2040659-01 (5005731-187)			
C-2040659-01 (5005731-246) Line 1: Wipe Disposable, bleach C-2040659-01 (5005731-425) Line 1: Wipe Disposable, bleach C-2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-104) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-117) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-134) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-134) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-134) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-134) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-1261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-1261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-1261)	Line 1: Wipe Disposable. bleach		400	\$31,608.00
Line 1: Wije Disposable. bleach		Contract Amount		\$31,608.00
Line 1: Wije Disposable. bleach	C-2040659-01 (5005731-246)			
Contract Amount \$39,510.00	· · · · · ·		500	\$39,510.00
C-2040659-01 (5005731-104) S49,782.6i Contract Amount S49,782.6i S49,782.		Contract Amount		\$39,510.00
C-2040659-01 (5005731-104) S49,782.6i Contract Amount S49,782.6i S49,782.				
Contract Amount \$49,782.66	C-2040659-01 (5005731-425)			
C-2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-104) Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-81) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-81) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-117) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-194) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-194) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount Contract Amount Contract Amount C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Soloos (524,442.4) C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Soloos (524,432.4) C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Soloos (524,432.4)	Line 1: Wipe Disposable. bleach		630	\$49,782.60
C-2040659-01 (5005731-104) Contract Amount S7,060.01		Contract Amount		\$49,782.60
C-2040659-01 [5005731-104] Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-81] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-117] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-117] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-117] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-131] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-131] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-131] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-194] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-194] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 [5005731-261] Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR Sagety, X Large, 5 Mil, Powder Free, 50 PR	C-2040659-01 (5005731-104)			
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Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR 30,000 \$8,623.2		Contract Amount	· ·	\$11,296.00
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C-2040659-01 (5005731-117) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-194) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-194) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Solotion Safety, X Large, 5 Mil, Powder Free, 50 PR Solotion Safety, X Large, 5 Mil, Powder Free, 50 PR Solotion Safety, X Large, 5 Mil, Powder Free, 50 PR Solotion Safety, X Large, 5 Mil, Powder Free, 50 PR Solotion Safety, X Large, 5 Mil, Powder Free, 50 PR Solotion Safety, X Large, 5 Mil, Powder Free, 50 PR Solotion Safety, X Large, 5 Mil, Powder Free, 50 PR	Gloves, Sujety, A Large, 3 Mill, 1 Gwael 11ee, 30 Th	Contract Amount	30,000	
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C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-194) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-194) C-2040659-01 (5005731-261) C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR S5,000 \$24,432.44	C-2040659-01 (5005731-117)			
C-2040659-01 (5005731-131) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-194) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR C-2040659-01 (5005731-261) C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Sometimes of the same of t	Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR		40,000	\$11,497.60
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-194) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Sometimes of the same of		Contract Amount		\$11,497.60
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-194) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Sometimes of the same of	C-2040659-01 (5005731-131)			
C-2040659-01 (5005731-194) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR 85,000 \$24,432.44	Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR		60,000	\$17,246.40
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR 85,000 \$28,744.00		Contract Amount		\$17,246.40
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR Contract Amount C-2040659-01 (5005731-261) Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR 85,000 \$28,744.00	C-2040659-01 (5005731-194)			
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	, ,		85.000	424 422 12
	Gioves, Sajety, X Large, S IVIII, Powaer Free, 50 PK	Contract Amount	85,000	\$24,432.40 \$24,432.40



Fiscal Year 2022 - Third Quarter

DESCRIPTION	QUANT	ITY	AMOUNT
CONTRACTS (continued)			
C-2060924-01			
Light Cleaning & Disinfecting Tasks -LRV	36,4	100	\$728,000.00
Enhanced Light Cleaning - LRV	1,1	196	\$20,989.80
Blood-borne Pathogens/Bio-Hazard Cleaning LRV	Ţ	520	\$9,126.00
Exterior Cleaning - LRV	2,4	144	\$171,080.00
Mainline Cleaning - LRV	119,6	500	\$897,000.00
Halosil Fogging and/or Electrostatic Hand-Held Spraying - LRV	10,4	100	\$140,400.00
Daily Cleaning - Bus	164,1	L64	\$1,132,731.60
Detail Cleaning -Bus	33,8	300	\$522,210.00
Deep Cleaning - Bus	11,7	700	\$336,375.00
	Contract Amount		\$3,957,912.40
TOTAL COVID-19 RELATED PROCUREMENTS TO DATE: 356 TOTAL	13,581,0	060	\$24,077,384.51



\$250,000+ Only and Expiring between 07/01/2022 and 12/30/2023

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts	Expiring Within 6 Months			
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	\$1,114,280
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	\$2,791,105
2048072-03	Gilbert May, Inc.	On Call Construction Services	08/15/2022	\$686,848
2048072-04	Alvand Construction Inc	On Call Construction Services	08/15/2022	\$1,027,384
2048072-06	FS 360, LLC	On Call Construction Services	08/15/2022	\$1,454,666
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 Itd	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
2068972-01	State of Maryland	2017 Harsco Mark VI Tamper	09/01/2022	\$1,500,000
2031580-01	Crowe LLP	Financial Auditing Services	09/14/2022	\$2,141,200
2046257-01	Wabtec	Three Year Friction Brake Overhaul	09/25/2022	\$3,635,000
2029444-01	Van Scoyoc Associates, Inc.	Washington DC Representation	09/30/2022	\$1,210,000
2040434-01	AlphaVu	Data Mining	09/30/2022	\$513,600
2044267-01	MV transportation	Mobility Management Transportaiton Services	09/30/2022	\$105,906,319
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	\$13,000,000
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	10/27/2022	\$1,908,448
2056362-01	INIT Innovations in Transport	TRE COPILOTpc3 Upgrade	10/31/2022	\$401,007
2062944-01	INIT Innovations in Transport	LRV & 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
2057495-01	Repeat Consultants	Fiber Installation	12/29/2022	\$935,620
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



\$250,000+ Only and Expiring between 07/01/2022 and 12/30/2023

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts	Expiring Within 6 Months (cor	ntinued)		_
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
2051712-01	Dikita Enterprises, Inc.	Data Collection Services	12/31/2022	\$1,069,648
2053265-01	UnitedHealthcare	Retiree Medical Coverage	12/31/2022	\$3,068,472
47 Contracts				\$288,566,674



\$250,000+ Only and Expiring between 07/01/2022 and 12/30/2023

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts	Expiring Over 6 Months To 12 M	onths		
2033020-01	New Flyer of America, Inc.	2019 CNG Powered Transit Buses	01/16/2023	\$22,502,582
2045217-01	Merak North America LLC	FLEET 53 HVAC UPGRADE	01/19/2023	\$7,201,332
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	\$1,094,849
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
2067145-01	Reeder Distributors, Inc.	Replace Heavy Duty Bus Lifts	03/24/2023	\$2,424,349
2050338-01	Oracle Elevator Holdco, Inc.	Lift Equipment Maintenance	03/29/2023	\$3,387,526
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
2054964-01	Critical Start Inc	Info and Network Security Provider	05/31/2023	\$4,031,377
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
2067351-01	American Material Handling	Heavy Duty Forklift	06/27/2023	\$315,969
2036711-01	DISYS Solutions, Inc.	NETWORK UPGRADE	06/28/2023	\$3,129,177
23 Contracts				\$85,236,552



\$250,000+ Only and Expiring between 07/01/2022 and 12/30/2023

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts	Expiring Over 12 Months To 18 M	lonths		
2051625-01	Halff Associates, Inc	Environmental Services	07/16/2023	\$470,344
2051625-02	Wood Environment & Infrastruct	Environmental Services	07/16/2023	\$383,372
2051625-03	EA Engineering, Science, and T	Environmental Services	07/16/2023	\$360,272
2051625-04	LCA Environmental Inc	Environmental Services	07/16/2023	\$373,301
2051625-05	DART Environmental Svcs Master	Environmental Services Master Contract	07/16/2023	\$2,150,000
2067862-01	CALDWELL COUNTRY CHEVROLET	Police Tahoes	08/05/2023	\$1,583,250
2044244-01	Inquiries Acquisition LLC	Background Investigations	08/08/2023	\$281,774
2051654-01	Alstom Signaling Operation LLC	SCADA Control System Upgrade	08/16/2023	\$7,144,697
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
2023166-01	Michelin North America	Michelin Tire Lease	08/30/2023	\$250,000
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
2053808-01	Trapeze Software Group, Inc.	Trapeze Software and Maintenance	09/30/2023	\$4,448,032
2048823-01	DH Pace Company Inc	Roll Up Door Replacement	10/07/2023	\$466,900
2052817-01	AC Printing	Customer Timetable Printing	10/18/2023	\$479,235
2054364-01	Best Press, Inc.	Large Format Offset Print	10/18/2023	\$635,649
2054542-01	AC Printing	Small Format Offset	10/18/2023	\$265,812
2054542-02	Best Press, Inc.	Small Format Offset	10/18/2023	\$343,200
2042162-01	DeAngelo Brothers Inc.	Right-of-Way (ROW) Landscaping	10/31/2023	\$1,770,975
2064183-01	Carahsoft Technology Corp	ServiceNow License	10/31/2023	\$999,880
2065854-01	Unwire ApS	Trip Planner Website Development	12/07/2023	\$253,064
2047923-01	Cintas	Uniform Rental and Laundering	12/17/2023	\$1,067,334
2039481-01	Axon Enterprise, Inc.	Tasers and Related Accessories for DART Police	12/20/2023	\$404,200
2055065-01	Mackenzie Laboratories, Inc	TRE Automatic Train Announcement System (ATAS)	12/30/2023	\$1,201,944
29 Contracts				\$132,173,312

Total Value of All Contracts Above:



Total Contracts = 99

\$505,976,538

As of July 1, 2022

Photography Services

Upcoming Item: P-2071484

Type of Posting: Request for Proposal (RFP)

Description:

The Authority has a requirement to obtain photography services.

The NIGP code associated with this event is:

655 Photographic Equipment, Film, and Supplies (Not Graphic Arts)

Drug Test Laboratory Services

Upcoming Item: P-2070707

Type of Posting: Request for Proposal (RFP)

Description:

The Authority has a requirement to obtain laboratory-based drug testing through HHS-approved laboratories.

The NIGP code associated with this event is:

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

Staff Augmentation

Upcoming Item: P-2071988

Type of Posting: Request for Proposal (RFP)

Description:

DART seeks administrative support staff augmentation.

The NIGP code associated with this event is:

952 Human Resources

NABI Miscellaneous Module Ignition Part

Upcoming Item: B-2071202

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for NABI Miscellaneous Module Ignition Part.

The NIGP code associated with this event is:

557 Mass Transportation Transit Bus Accessories and Parts



As of July 1, 2022

Federal Consulting Services
Upcoming Item: P-2072068

Type of Posting: Request for Proposal (RFP)

Description:

The Authority has a requirement for Federal Consulting Services.

The NIGP code associated with this event is:

918 Federal Consulting Services

NABI CNG Wheelchair Ramp Parts

Upcoming Item: B-2071162

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for NABI CNG Wheelchair Ramp Parts.

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

HVAC Parts - Inverter

Upcoming Item: B-2070501

Type of Posting: Invitation for Bid (IFB)

Description:

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

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Miscellaneous NABI Parts for DARTs CNG Bus Fleet

Upcoming Item: B-2070661

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Miscellaneous NABI Parts for DARTs CNG Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts



As of July 1, 2022

Miscellaneous NABI CNG Exhaust Parts

Upcoming Item: B-2070451

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Miscellaneous NABI CNG Exhaust Parts.

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

Sierra MG90 Gateway

Upcoming Item: B-2070682

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Sierra MG90 Gateway for DARTs Bus Fleets.

The NIGP code associated with this event is:

557 Mass Transportation- Transit Bus Accessories and Parts

Semi-Synthetic Engine Lubricating Oil

Upcoming Item: B-2071007

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Semi-Synthetic Engine Lubricating Oil.

The NIGP code associated with this event is:

557 Mass Transportation Transit Bus Accessories and Parts

One (1) fifty (50)- foot heavy duty truck frame machine and components

Upcoming Item: B-2071321

Type of Posting: Invitation for Bid (IFB)

Description:

DART is looking to purchase one (1) fifty (50)- foot heavy duty truck frame machine and components with delivery, and installation.

The NIGP code associated with this event is:

075 Automotive Shop and Related Equipment and Supplies



As of July 1, 2022

Rawhide Creek Bridge Painting

Upcoming Item: P-2071123

Type of Posting: Request for Proposal (RFP)

Description:

DART seeks a contractor to remove rust , prime the metal surfaces of Rawhide Creek Bridge, and paint the entire . . .

The NIGP code associated with this event is: 635 Painting Equipment And Accessories

Fire Protection and Safety

Upcoming Item: P-2070532

Type of Posting: Request for Proposal (RFP)

Description:

DART seeks a contractor for Inspecting, Testing and Maintenance of Fire Protection and Life Safety Systems.

The NIGP code associated with this event is: 340 Fire Protection Equipment and Supplies

DC Breaker Conversion and/or Retrofitment

Upcoming Item: P-2070814

Type of Posting: Request for Proposal (RFP)

Description:

DART seeks a qualified contractor that has experience in manufacturing, supplying, servicing, modifying and upgrading system components required to keep an existing TPSS operational.

The NIGP codes associated with this event are:

914 - 38 Electrical

936 - 77 Substation High Voltage, Electrical Maintenance and Repair

285 - 14 Circuit Breakers, Load Centers, Boxes, and Panel Boards

285 - 86 Transformers, Power Distribution, Including Fluid Filled, Pad and Pole Mount

941 - 34 Circuit Breaker Services, Air

285 - 00 Electrical Equipment and Supplies, except cable and wire



As of July 1, 2022

East Dallas and CROF Maintenance Assessment Planning and Training Services

Upcoming Item: Q-2070869

Type of Posting: not specified

Description:

DART requests qualifications from professional services firms for facilities maintenance program. The expected goal is to maintain facility condition standards and a work order system that develops scope, time, material and scheduling processes, along with day-to-day routine work, PMIs, and manage projects in a simpler, more user-friendly way that is intuitive to the customer and is repeatable, scalable, efficient and reportable is desired. Qualified facilities, construction, architectural and engineering professionals will focus on utilizing best in class methodologies and resources for the efficient and effective operation of the agency's dedicated facilities. The Contractor shall provide services for a one-year base period, and two option years.

The NIGP codes associated with this event are:

909-61 Maintenance and Repair, Non-Residential Buildings

910-52 Maintenance and Repair Services (Not otherwise classified)

909-63 Maintenance and Repair, Commercial & Institutional Building

Harwood Street Bridge Repairs

Upcoming Item: B-2070383

Type of Posting: Invitation for Bid (IFB)

Description:

The Contractor shall perform a physical and visual inspection of the bridge. The Contractor will remove loose and deteriorated (spalling) concrete at the abutments and piers. The Contractor will repair concrete abutments and piers where deficiencies are identified. There will be a single award for this procurement.

The NIGP codes associated with this event are:

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

913 Construction Services, Trade (New Construction)

DART Clocks Repair & Replacement

Upcoming Item: B-2071009

Type of Posting: Invitation for Bid (IFB)

Description:

DART is looking for a firm to Repair & Replace DART Clocks at specifies Transit Platforms.

The NIGP code associated with this event is:

052 Art Objects



As of July 1, 2022

Miscellaneous Windows and Door Parts for DARTs CNG Bus Fleet

Upcoming Item: B-2070663

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Miscellaneous Windows and Door Parts for DARTs CNG Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts

NABI Front & Rear Air Spring Bus Parts

Upcoming Item: B-2070754

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase NABI Front & Rear Air Spring Bus Parts.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

NABI Steering System Parts Low Floor CNG Bus Fleet

Upcoming Item: B-2070454

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for NABI Steering System Parts Low Floor CNG Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation Transit Bus Accessories & Parts

Electrical Parts Low-Floor CNG Bus Fleets

Upcoming Item: B-2070662

Type of Posting: Invitation for Bid (IFB)

Description:

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

The NIGP code associated with this event is:

557 Mass Transportation-Rail Vehicle Parts and Accessories



As of July 1, 2022

Radiator Assembly and E-Fan Parts for Low-Floor CNG Bus Fleets

Upcoming Item: B-2070579

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Radiator Assembly and E-Fan Parts for CNG Bus Fleets.

The NIGP code associated with this event is:

557 Mass Transportation and Transit Bus Accessories and Parts

Finance Writer/Content Developer

Upcoming Item: P-2070958

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit (DART), is seeking individuals or firms to provide consulting services as a finance writer/content developer to assist in updating the Authority's business plan.

The NIGP codes associated with this event are:

918 CONSULTING SERVICES

956 LIBRARY AND SUBSCRIPTION SERVICES, INCLUDING RESEARCH SERVICES, INTERNET, AND

PERIODICAL SUBSCRIPTIONS

958 MANAGEMENT AND OPERATION SERVICES

Same Day Courier Services

Upcoming Item: B-2069769

Type of Posting: Invitation for Bid (IFB)

Description:

DART (Dallas Area Rapid Transit) seeks a 36-month contract with courier service provider. The contractor shall provide all labor materials, equipment, transportation, and supervision necessary to perform courier services for the Agency.

The NIGP code associated with this event is:

961 Miscellaneous Services, No 1 (Not Otherwise Classified)



As of July 1, 2022

Large Format Digital Printing
Upcoming Item: P-2070114

Type of Posting: Request for Proposal (RFP)

Description:

DART seeks services of a professional printing firm who can fulfill printing needs for Large Format Digital Printing on various substrates requirements. The selected firm will provide services which will include but not limited to account management, estimating, quality control standards, material and specification consulting, installation/shipping/delivery and tracking capabilities.

The NIGP code associated with this event is:

966 Printing and Typesetting Services

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 Farm Computers

Consulting Services

Upcoming Item: P-2070086

Type of Posting: Request for Proposal (RFP)

Description:

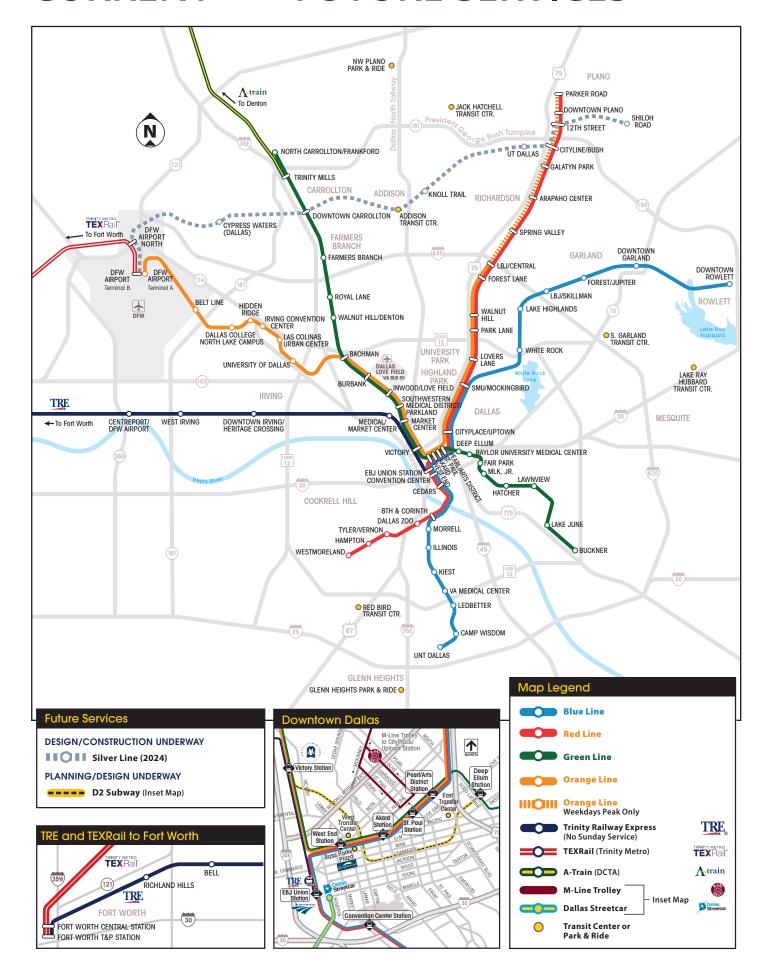
Dallas Area Rapid Transit (DART), is seeking firms to provide consulting services for a comprehensive review and analysis of its current fare policy structure and recommendations for future fare policy strategies.

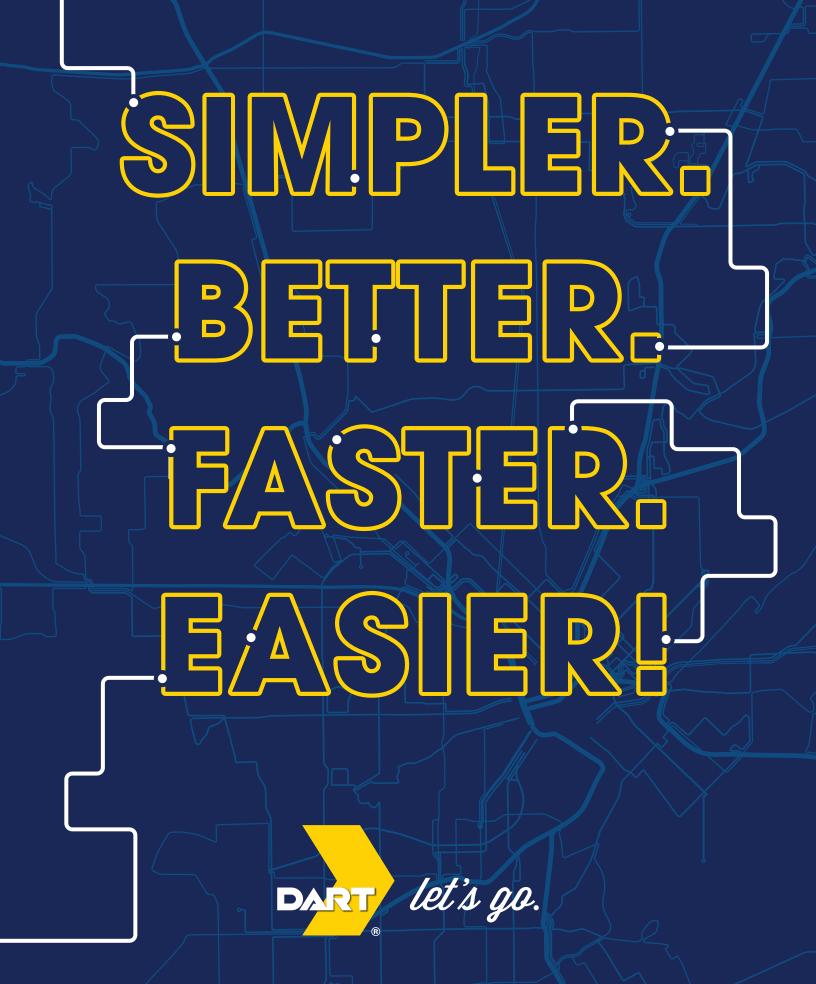
The NIGP code associated with this event is:

918 CONSULTING SERVICES



CURRENT AND FUTURE SERVICES





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