

Dallas Area Rapid Transit

QUARTERLY OPERATING, FINANCIAL PERFORMANCE, AND COMPLIANCE REPORTS

Fourth Quarter FY 2018
July – September 2018





DART BOARD MEMBERS

Sue S. Bauman
Dallas

Catherine S. Cuellar
Dallas and Cockrell Hill

Mark C. Enoch
Garland, Rowlett and
Glenn Heights

Timothy A. Hayden
Carrollton and Irving

Ray Jackson
Dallas

Jonathan R. Kelly
Garland

Patrick J. Kennedy
Dallas

Jon-Bertrell Killen
Dallas

Michele Wong Krause
Dallas

Amanda Moreno
Dallas

Gary Slagel
Richardson, University Park,
Addison and Highland Park

Lissa Smith
Plano and Farmers Branch

Rick Stopfer
Irving

Dominique P. Torres
Dallas

Paul N. Wageman
Plano

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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.

Discover more

DART is far more than just "the thing you ride." It is your "trusted guide" to discovering all that North Texas has to offer.

Our extensive network of light rail, Trinity Railway Express commuter rail, bus routes, paratransit services, and vanpools enables more than 220,000 passengers per day get to where they need to go across our 700-square-mile service area.

Explore North Texas and discover something new on DART. From off-the-beaten-path venues to the trendiest spots in town, every trip can be an adventure. Many of these “DARTable” places are a leisurely walk from a DART rail station or bus stop, and the GoPassSM app makes discovering them easy.

If your journey begins or ends in places not easily served by DART, you now can take the train or bus for the longest portion of the trip and use Uber or Lyft for the short leg. Customers can access the Uber, Lyft, and Zipcar apps through GoPass by selecting “Connect 2 Car” in the Travel Tools section.

Visit DART.org/DARTable for a list of possibilities that span arts, culture, sports, recreation, dining, shopping, and special events.

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 a 1% sale and use tax on certain transactions.

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



Since then, DART has worked to expand light rail considerably. DART currently operates a total of 93 miles of light rail, including an extension to UNT-Dallas that opened October 24, 2016. DART operates commuter rail service, which also opened in 1996, jointly with Trinity Metro (formerly known as Fort Worth Transportation Authority) along a 34-mile rail corridor between the cities of Dallas and Fort Worth. Exhibit 5 on page 10 is the DART System Map.

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

The mission of Dallas Area Rapid Transit is to build, establish, and operate a safe, efficient, and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life, and stimulates economic development through the implementation of the DART Service Plan as adopted by the voters on August 13, 1983, and as amended from time to time.

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

DART: Your preferred choice of transportation for now and in the future.

Board Strategic Priorities – To achieve this mission and ensure Agency alignment, in April 2015 the Board adopted the following six Strategic Priorities:

1. Continually improve service and safety experiences and perceptions for customers and the public
2. Optimize and preserve (state of good repair) the existing transit system
3. Optimize DART’s influence in regional transportation planning
4. Expand DART’s transportation system to serve cities inside and outside the current service area
5. Pursue excellence through employee engagement, development, and well-being
6. Innovate to improve levels of service, business processes, and funding

DART Organizational Values – DART’s Five-Year 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. Exhibit 1 sets forth information regarding our current Board of Directors.

Exhibit 1
Members of the Board of Directors
As of September 30, 2018

Name	Represents
Sue Bauman, Chair	Dallas
Catherine S. Cuellar	Dallas, Cockrell Hill
Mark C. Enoch	Garland, Rowlett, and Glenn Heights
Tim A. Hayden	Carrollton and Irving
Ray Jackson	Dallas
Johnathan R. Kelley, Assistant Secretary	Garland
Patrick J. Kennedy	Dallas
Jon-Bertrell Killen	Dallas
Michele Wong Krause, Secretary	Dallas
Amanda Moreno	Dallas
Gary Slagel	Addison, Highland Park, Richardson, and University Park
Rick Stopfer	Irving
Dominique Torres	Dallas
Paul N. Wageman, Vice Chair	Plano
Lissa Smith	Plano and Farmers Branch

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

DART BOARD MEMBERS



Sue S. Bauman
Dallas



Catherine S. Cuellar
Dallas and
Cockrell Hill



Mark C. Enoch
Garland,
Rowlett and
Glenn Heights



Timothy A. Hayden
Carrollton and
Irving



Ray Jackson
Dallas



Jonathan R. Kelly
Garland



Patrick J. Kennedy
Dallas



Jon-Bertrell Killen
Dallas



Michele Wong Krause
Dallas



Amanda Moreno
Dallas



Gary Slagel
Richardson,
University Park,
Addison and
Highland Park



Lissa Smith
Plano and
Farmers Branch



Rick Stopfer
Irving



Dominique P. Torres
Dallas



Paul N. Wageman
Plano

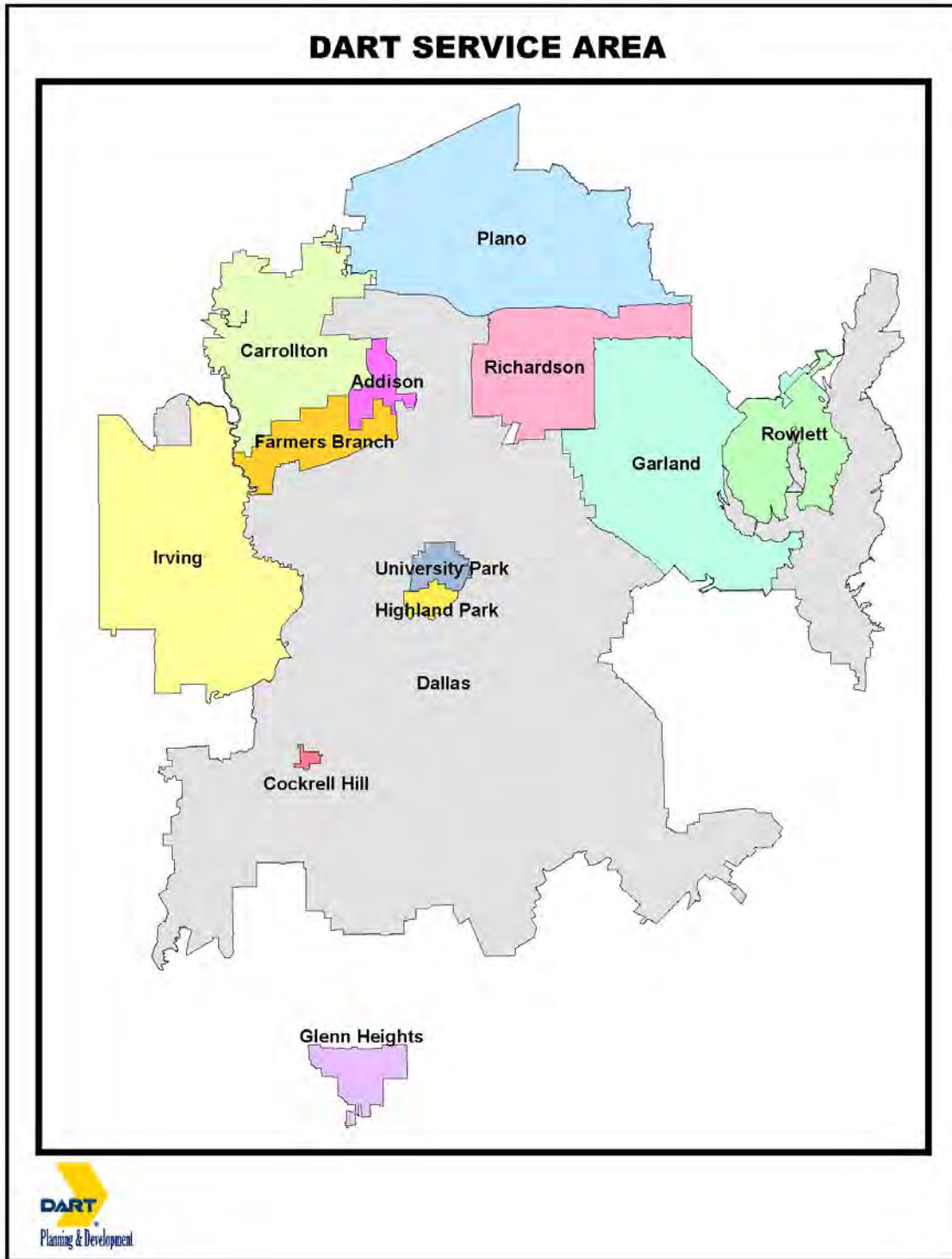
REV 10/2018

DART's Financial Information is located online at: DART.org/financialinformation

As of September 30, 2018.

Exhibit 2 is a map of the DART Service Area.

Exhibit 2



DART's Management

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

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

Exhibit 3, on the following page, is a summary of our executive management team as of September 30, 2018..

Exhibit 3
DART'S Executive Management

NAME	POSITION	JOINED DART
Gary C. Thomas	President/Executive Director	1998
Jesse Oliver	Deputy Executive Director	2012
Nicole Fontayne-Bárdowell	Executive Vice President, Chief Administrative Officer	2014
Timothy H. McKay	Executive Vice President, Growth/ Regional Development	2001
Carol Wise	Executive Vice President, Chief Operations Officer	2012
John Adler	Vice President, Procurement	2006
Albert Bazis	Director of Internal Audit	2001
Joseph G. Costello	Senior Vice President, Finance	2014
Doug Douglas	Vice President, Mobility Management Services	1990
Gene Gamez	Interim, General Counsel	2019
Nevin Grinnell	Vice President, Chief Marketing Officer	2011
Michael Holbrook	Vice President, Rail Operations	2008
Herold Humphrey	Vice President, Bus Operations	2017
Donna Johnson	Interim, Vice President, Chief Safety Officer	2004
Nancy Johnson	Director of the Office of Board Support	1999
Morgan Lyons	Vice President, External Relations	1996
Bonnie Murphy	Vice President, Commuter Rail	2017
Michael Muhammad	Vice President, Diversity/Innovative Services	2004
Cheryl D. Orr	Vice President, Human Capital	2015
Todd Plesko	Vice President, Service Planning and Scheduling	2009
John Rhone	Vice President, Capital Design & Construction	2002
Stephen Salin	Vice President, Capital Planning	2000
David Schulze	Vice President, Policy and Strategy	2004
Julius Smith	Interim, Vice President, Chief Information Officer	2016
James Spiller	Vice President, DART Chief of Police and Emergency Management	2001
Robert W. Strauss	Vice President, Real Property and Transit Oriented Development	2016
Vacant	Vice President, Government Relations	-

As of September 30, 2018

Employees and Employee Relations

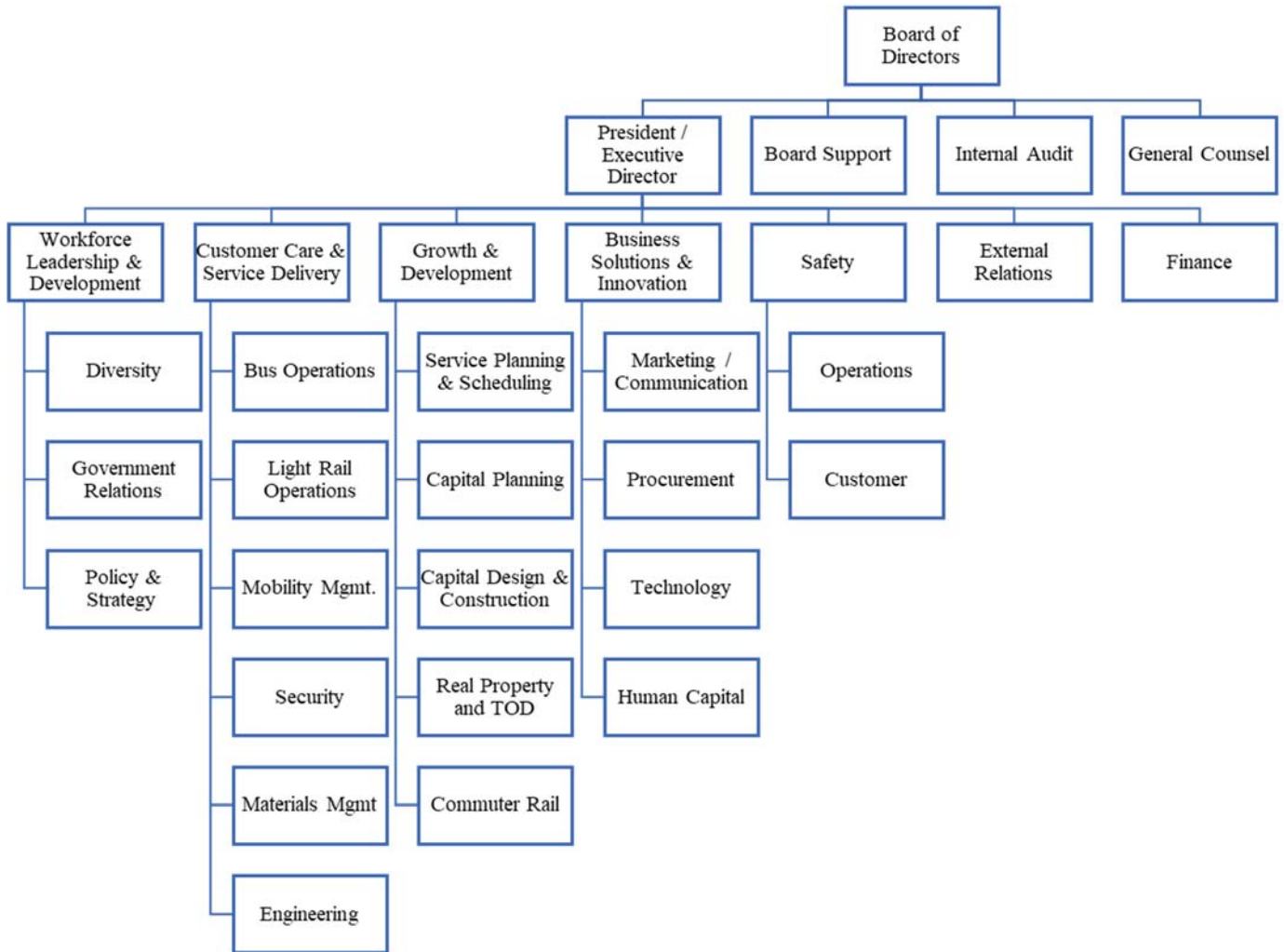
There are 3,816 salaried and hourly positions included in the FY 2018 Annual Budget.

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

- ***Customer Care and Service Delivery*** is charged with providing effective, efficient, safe, secure transportation service.
- ***Workforce Leadership and Development*** develops and provides effective leadership.
- ***DART Safety Office*** ensures a safe environment for customers, employees, and people on DART property and construction sites.
- ***Growth and Development*** oversees the planning and development of the overall system.
- ***Business Solutions and Innovation*** looks to maximize Agency resources through innovative technology, dynamic marketing, effective procurement, and engaging talent management.
- ***External Relations*** serves as the voice of the agency. This includes media relations, social and digital media, and community relations, including transit education.
- ***Workforce Leadership and Development*** develops and provides effective leadership.
- ***Finance*** provides astute fiscal management.

Exhibit 4 also illustrates that the staff positions Board Support, Director of Internal Audit, and General Counsel report directly to the Board of Directors.

Exhibit 4
 Dallas Area Rapid Transit
 Functional Organization Chart



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 served as the Chair of the American Public Transportation Association (APTA) during 2011 and 2012 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 RailVolution and the South West Transit Association.
- DART earned many industry awards during 2016-2017, including:
 - APTA's - First place AdWheel, *Best Marketing and Communications to Highlight Transit Needs / Funding, Social Media* (D2) 2017
 - APTA's - First Place, AdWheel, *Best Marketing and Communications Educational Effort, Special Event* (DART Honors Civil Rights Icon Rosa Parks) 2017
 - APTA's Outstanding Public Transportation Manager of the Year for 2016
 - Award for Distinguished Budget Presentation and Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association (premier professional organization in governmental finance)
 - Greater Dallas Planning Council – Built Project Award, Orange Line to DFW Airport
 - National Purchasing Institute – 2017 Achievement in Excellence for Procurement
 - National Association of Government Communicators – Award of Excellence, Mobile (GoPass/State Fair ticket bundle)
 - Regional Hispanic Contractor's Association - "Pillar Award," DART Union Station Streetcar Oak Cliff Southern Extension
 - Rowlett Chamber of Commerce – Business of the Year
 - Southwest Transit Association – Social Media, DART Daily
 - Telly Award – Bronze Award for police memorial video
 - Texas Comptroller Leadership Circle – Silver Designation
 - Tramways and Urban Transit Global Light Rail Awards – Outstanding Engineering Achievement – DFW Airport Station

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Operating and Financial Performance

The Quarterly Operating and Financial Performance report provides the reader with DART's progress in meeting the Key Performance Indicators (KPIs) and goals as outlined in the Fiscal Year (FY) 2018 annual budget. This report is for the fourth quarter of FY 2018 ending September 30, 2018.

KPI Summary

- **Ridership:** Both Total Agency and Fixed Route Ridership have lower performance in comparison to the previous year.
- **Subsidy Per Passenger:** With revenues and expenses below target, resulting in lower Net Subsidy spread over fewer passengers, both Total Agency and Fixed Route Subsidy Per Passenger are above (worse than) target.
- **Fixed Route On-Time Performance:** Slight improvement from the previous year.
- **Fixed Route Complaints Per 100,000 Passengers:** Complaints have risen slightly from the previous year; however, are less (better) than the stated goal.
- **Fixed Route Accidents Per 100,000 Miles:** Slight improvement from the previous year.

General Information

DART's fiscal year begins on October 1. The Quarterly Report includes actual values for fiscal years 2015 through 2017 and a comparison of the FY 2018 target to results for FY 2018.

Management continually strives to improve the reporting of KPIs. Accordingly, prior period KPIs are shown as previously reported and may not reflect the most current methodology. Therefore, there may be significant fluctuations from year to year which will be explained in the relevant sections. Furthermore, data displayed in the charts, at single or double decimal precision, represents whole number values; therefore, variances discussed in the text may or may not be recalculable based on chart presentations due to rounding.

This report includes DART's KPIs in scorecard format with a Green or Red status for each measurement:



Green – The FY 2018 target was met or exceeded.



Red – The FY 2018 target was not met.

Agency-Wide Operating Performance

Exhibit 1 is the Agency Scorecard for Key Performance Indicators.

Exhibit 1 Agency Scorecard

FY15A	FY16A	FY17A	Indicators	FY 2018			Status / % To Target
				Current Quarter	FY Actuals	Target	
Customer/Quality Indicators							
70.2	67.2	65.8	Total Agency Ridership (M) ^{[1][2]}	15.7	62.7	67.8	✗ 92.50%
68.6	65.6	64.3	Fixed-Route Ridership (M) ^[2]	15.3	61.3	66.2	✗ 92.65%
\$5.28	\$5.90	\$6.36	Total System Subsidy Per Passenger ^[1]	\$7.99	\$6.93	\$6.50	✗ 106.64%
\$4.95	\$5.53	\$5.98	Fixed-Route Subsidy Per Passenger	\$7.56	\$6.51	\$6.10	✗ 106.69%
90.4%	89.9%	90.4%	Fixed-Route On-Time Performance	90.0%	90.7%	90.5%	✓ 100.25%
37.2	41.3	34.1	Fixed-Route Complaints Per 100,000 Passengers	35.1	34.6	36.8	✓ 94.02%
2.07	1.95	1.92	Fixed-Route Accidents Per 100,000 Miles	1.86	1.89	1.93	✓ 98.23%
70.6%	75.5%	72.6%	Sales Taxes for Operating Expense	84.3%	71.2%	72.9%	✓ 97.64%
Financial/Efficiency Indicators							
16.0%	15.3%	13.3%	Fixed-Route Farebox Recovery Ratio	10.9%	13.0%	13.6%	✗ 95.40%
8.6%	9.5%	9.2%	Administrative Ratio	11.9%	10.3%	8.9%	✗ 115.62%

^[1] Total System Ridership and Subsidy Per Passenger have been restated to reflect the fact that DART no longer operates the HOV lanes in the Dallas area.

^[2] FY16 Ridership has been restated to include Streetcar in LRT Ridership.

Detailed information is available in the separate modal sections of this report.

Ridership

To increase ridership, DART has undertaken several initiatives to improve customer communications, customer service, and service delivery. Among these initiatives are the customer communications program, a Comprehensive Payments System, expansion of mobility on demand services, and the 5 Star Service Program. In FY 2019 DART will be adding 41 new vehicles to further enhance bus service.

Exhibit 2 shows DART ridership trends.

**Exhibit 2
Ridership Scorecard**

FY15A	FY16A	FY17A	Mode	FY 2018			Status / % To Target
				Current Quarter	FY Actuals	Target	
Ridership							
70.2	67.2	65.8	Total Agency(M) ^{[1][2]}	15.7	62.7	67.8	✘ 92.50%
68.6	65.6	64.2	Fixed-Route (M) ^[2]	15.3	61.3	66.2	✘ 92.65%
36.5	33.7	32.1	Bus (M)	7.5	30.3	33.0	✘ 91.62%
29.9	29.8	30.1	LRT (M) ^[2]	7.3	29.0	31.0	✘ 93.54%
2.2	2.1	2.1	TRE (M)	0.5	2.0	2.1	✘ 95.55%
781.8	810.3	795.7	Paratransit (000s)	196.2	771.0	863.4	✘ 89.30%
871.4	792.0	674.6	Vanpool (000s)	149.2	596.0	720.4	✘ 82.74%

^[1] Total System Ridership has been restated to reflect the fact that DART no longer operates the HOV lanes in the Dallas area.

^[2] FY16 Ridership has been restated to include Streetcar in LRT Ridership.

Total Agency Ridership for the year ended September 30, 2018 was 62.7 million, 3.1 million lower than FY 2017 actual and 5.1 million below the target of 67.8 million.

Fixed-Route Ridership for the year ended September 30, 2018 was 61.3 million, 2.9 million lower than FY 2017 actual and 4.9 million below the target of 66.2 million.

Overall system ridership is trending below last year's levels and is below this year's targets. Further discussion of Ridership will be provided in each modal section.

Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard.

Exhibit 3 Subsidy Per Passenger Scorecard

FY15A	FY16A	FY17A	Mode	FY 2018			Status / % To Target
				Current Quarter	FY Actuals	Target	
Financial Efficiency Indicator - Subsidy Per Passenger							
\$5.28	\$5.90	\$6.36	Total System ^[1]	\$7.99	\$6.93	\$6.50	✗ 106.64%
\$4.95	\$5.53	\$5.98	Fixed-Route	\$7.56	\$6.51	\$6.10	✗ 106.69%
\$5.47	\$6.19	\$6.90	Bus	\$8.88	\$7.48	\$7.12	✗ 105.10%
\$4.24	\$4.54	\$4.68	LRT	\$5.75	\$5.13	\$4.89	✗ 104.92%
\$6.11	\$9.00	\$10.63	TRE	\$14.53	\$11.75	\$7.97	✗ 147.43%
\$40.02	\$41.15	\$41.47	Paratransit	\$47.49	\$44.90	\$42.54	✗ 105.54%
\$0.09	\$0.36	\$0.54	Vanpool	\$0.61	\$0.61	(\$0.21)	✗ 290.58%

^[1] Total System Ridership and Subsidy Per Passenger have been restated to reflect the fact that DART no longer operates the HOV lanes in the Dallas area.

Total System Subsidy Per Passenger for the year ended September 30, 2018 is \$6.93, \$0.43 (6.64%) above (worse than) the target of \$6.50.

Although Expenses were below target by \$16.2 million (3.08%), which drove Net Subsidy below target by \$6.2 Million (1.95%); the greater decline in Ridership, below target by 5.1 million (7.5%), resulted in Subsidy Per Passenger being \$0.43 (6.64%) above (worse than) target.

Exhibit 4 details the calculation of Total System Subsidy Per Passenger.

Exhibit 4 Total System Subsidy Per Passenger Calculation

	Modally Allocated						= Net Subsidy	/ Ridership	= Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²					
	DART	Trinity Metro	Total		DART	Trinity Metro				Total
Actual	\$506,130,262	\$2,876,649	\$509,006,911		\$72,010,867	\$2,707,464	\$74,718,331	\$434,288,580	62,693,331	\$6.93
Budget	\$522,691,572	\$2,500,807	\$525,192,379		\$82,520,663	\$2,197,125	\$84,717,788	\$440,474,591	67,778,635	\$6.50
Variance	(\$16,561,310)	\$375,842	(\$16,185,468)		(\$10,509,796)	\$510,339	(\$9,999,457)	(\$6,186,011)	(5,085,304)	\$0.43
% to Target	96.83%	115.03%	96.92%		87.26%	123.23%	88.20%	98.60%	92.50%	106.64%

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

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

Under the current budget model, each \$1 million fluctuation in Net Subsidy will result in a \$0.0148 fluctuation in Total System Subsidy Per Passenger. Likewise, each 100,000-passenger fluctuation in ridership will result in a \$0.0096 fluctuation in Total System Subsidy Per Passenger.

Fixed-Route Subsidy Per Passenger for the year ended September 30, 2018 is \$6.51, \$0.41 (6.69%) above (worse than) the target of \$6.10.

The primary factor contributing to the increase of Total System Subsidy Per Passenger is Ridership. Expenses were below target by \$13.6 million (2.80%), coupled with Revenues below target by \$8.9 million (11.23%), left Net Subsidy below target by \$4.6 million (1.14%). Fixed-Route ridership was below target by 4.9 million passengers (7.36%), greater than the decline in Net Subsidy, which resulted in higher Subsidy Per Passenger.

Exhibit 5 details the calculation of Fixed Route Subsidy Per Passenger.

Exhibit 5 Fixed-Route Subsidy Per Passenger Calculation

	Modally Allocated						= Net Subsidy	/ Ridership	= Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²					
	DART	Trinity Metro	Total		DART	Trinity Metro				Total
Actual	\$467,500,310	\$2,876,649	\$470,376,959		\$68,364,475	\$2,707,464	\$71,071,939	\$399,305,020	61,326,319	\$6.51
Budget	\$481,458,540	\$2,500,807	\$483,959,347		\$77,864,636	\$2,197,125	\$80,061,761	\$403,897,586	66,194,900	\$6.10
Variance	(\$13,958,230)	\$375,842	(\$13,582,388)		(\$9,500,161)	\$510,339	(\$8,989,823)	(\$4,592,565)	(4,868,581)	\$0.41
% to Target	97.10%	115.03%	97.19%		87.80%	123.23%	88.77%	98.86%	92.65%	106.69%

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

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

Under the current budget model, each \$1 million fluctuation in Net Subsidy will result in a \$0.0151 fluctuation in Fixed Route Subsidy Per Passenger. Likewise, each 100,000 passenger fluctuation in ridership will result in a \$0.0092 fluctuation in Fixed Route Subsidy Per Passenger.

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

Modal Update Bus

(48.3% of total system ridership in Fiscal Year 2018)



Our bus system provides local, express, crosstown, on-call, flex, feeder bus routes, site-specific shuttles, and GoLink Mobility on Demand service. Local routes are focused on the Dallas Central Business District and serve the largest and densest concentration of employment in the service area. Express service connects the Dallas Central Business District to regionally located park-and-ride facilities that serve as focal points for commuters to make high speed trips. Crosstown routes traverse the service area facilitating intra- and inter-community travel while linking a variety of activity centers. DART On-Call provides our customers personalized demand-responsive weekday neighborhood service within specifically defined areas. Flex Service, a variation of the On-Call approach, provides customers the advantages of a conventional fixed route plus the convenience of curbside service in eight Flex Service Areas. Feeder routes connect residential and employment centers to the light rail system and other bus routes at stations and Transit Centers accommodating transfer connections that expand travel opportunities. Site-specific shuttles are operated and funded with partner organizations that offer direct connections for their employees, students, or customers to the DART Rail network. GoLink Mobility on Demand provides service in five pilot zones in Plano and Dallas. A sixth pilot zone began operation in August.

Exhibit 6 is DART’s Bus Scorecard for Key Performance Indicators.

Exhibit 6 Bus Scorecard

FY15A	FY16A	FY17A	Indicators	FY 2018			Status
				Current Quarter	FY Actuals	Target	
Customer/Quality Indicators							
36.5	33.7	32.1	Ridership (M)	7.5	30.3	33.0	✘ 91.6%
79.2%	79.3%	80.4%	On-Time Performance	82.9%	82.5%	80.5%	✔ 102.5%
57.1	60.2	52.5	Complaints Per 100,000 Passengers	56.4	54.0	57.0	✔ 94.7%
9,977	10,325	9,898	Mean Distance Between Service Calls	7,991	9,696	12,220	✘ 79.3%
2.51	2.32	2.26	Accidents Per 100,000 Miles	2.23	2.23	2.25	✔ 99.1%
13.4%	12.3%	12.1%	Farebox Recovery Ratio	9.6%	11.5%	10.5%	✔ 109.5%
Financial/Efficiency Indicators							
\$5.47	\$6.19	\$6.90	Subsidy Per Passenger	\$8.88	\$7.48	\$7.12	✘ 105.1%

Bus Ridership was 30.3 million for the year ended September 30, 2018, 1.85 million lower than FY 2017 actual and 2.77 million below the target of 33.0 million.

Bus system ridership continues to trend below targeted levels. Total bus ridership (including special-events ridership) in the fourth quarter of FY 2018 was 7.5 million riders, down by 6.99% from the fourth quarter of FY 2017 (total ridership of 8.1 million). Targeted off-peak service improvements on select routes were inaugurated in late March 2018, and some of the changes have resulted in ridership gains on individual routes (most prominently the conversion of Route 400 to Routes 402 and 403). Several factors have combined to cause lower reported ridership. Undercounting ridership is a significant contributor to the magnitude of ridership decrease. We have now replaced aging fareboxes, which contributed to issues with ridership undercounts, but many riders do not directly interact with fareboxes (e.g. using passes), and we believe undercounts remain an issue for this reason. The expansion of the number of automatic passenger counters will help address remaining issues. Service improvement initiatives directed toward ridership development are continuing to produce positive results as are efforts to improve on-time performance. Peer agencies in Texas continue to report declining ridership, indicating factors in the overall economy and competition from other modes as contributing factors to the ridership shortfall.

Mean Distance Between Service Calls was 9,696 miles for the year ended September 30, 2018 – 2,524 miles below (worse than) the target of 12,220 miles.

The ARBOC bus fleet is the primary driver for the current level of performance. ARBOC bus reliability improvement efforts continue in collaboration with DART Engineering and the vehicle OEM. The groups are focusing on the vehicle systems contributing the most to customer service interruptions.

Subsidy Per Passenger for the year ended September 30, 2018 is \$7.48, \$0.36 (5.10%) above (worse than) the target of \$7.12.

The primary factor contributing to the increase of Bus Subsidy Per Passenger is ridership. Bus ridership was below target by \$2.8 million (8.38%). With expenses down and revenues up, net subsidy was down by \$8.7 million (3.71%); the decrease in net subsidy was outweighed by the decrease in ridership.

Exhibit 7 details the calculation of Bus Subsidy Per Passenger.

**Exhibit 7
Bus Subsidy Per Passenger Calculation**

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$261,486,604	\$35,011,104		\$226,475,500		30,261,160		\$7.48
Budget	\$269,013,548	\$33,809,596		\$235,203,952		33,029,600		\$7.12
Variance	(\$7,526,944)	\$1,201,508		(\$8,728,452)		(2,768,440)		\$0.36
% to Target	97.20%	103.55%		96.29%		91.62%	✘	105.10%

Modal Update

Light Rail Transit (LRT)

(46.3% of total system ridership in Fiscal Year 2018)



Light Rail Transit is an electrically-powered rail system that generally operates at street level. A 20-mile “Starter System” opened in phases from September 1996 through May 1997, with lines from South and West Oak Cliff through downtown Dallas, and along the North Central Expressway corridor to Park Lane in Dallas. In 2001-2002, DART’s light rail was extended to North Dallas, Garland, Richardson, and Plano. In 2009, the first phase of the Green Line opened southeast of downtown Dallas with the remainder opening in 2010. DART also opened its first infill station, Lake Highlands Station, in December 2010 on the Blue Line. The first 5-mile segment of the Orange Line to Irving opened for service in July 2012. The second phase of the Orange Line and the Blue Line extension to Rowlett opened for service in December 2012. Rail service opened to the DFW International Airport in August 2014. The extension of the Blue Line to UNT-Dallas opened in October 2016. We currently operate a 93-mile light rail system.

Exhibit 8 is DART’s LRT Scorecard for Key Performance Indicators.

Exhibit 8 Light Rail Transit Scorecard

FY15A	FY16A	FY17A	Indicators	FY 2018			Status
				Current Quarter	FY Actuals	Target	
Customer/Quality Indicators							
29.9	29.8	30.1	Ridership (M) ^[1]	7.3	29.0	31.0	✘ 93.54%
93.6%	92.5%	92.1%	On-Time Performance	92.8%	92.3%	94.0%	✘ 98.17%
15.3	22.4	16.6	Complaints Per 100,000 Passengers	15.1	16.6	17.5	✔ 94.80%
40,891	30,011	19,836	Mean Distance Between Service Calls	21,592	20,776	26,500	✘ 78.40%
0.32	0.45	0.52	Accidents Per 100,000 Train Miles ^[2]	0.57	0.82	0.35	✘ 233.88%
18.2%	16.6%	16.2%	Farebox Recovery Ratio	13.1%	14.9%	15.4%	✘ 96.75%
Financial/Efficiency Indicators							
\$4.24	\$4.54	\$4.68	Subsidy Per Passenger	\$5.75	\$5.13	\$4.89	✘ 104.92%

^[1] FY16 Ridership has been restated to include Street Car in LRT Ridership.

^[2] This KPI was previously reported as Car Miles and was revised based on DART’s Safety Committee decision to report Accidents Per Train Miles.

LRT Ridership for the year ended September 30, 2018 was 29 million, 1.1 million lower than FY 2017 actual and 2.0 million below the target of 31.0 million.

Service quality issues, including service interruptions and on-time performance issues have contributed to the decrease. Specific efforts have been launched to correct those issues and on-time performance is improving. It is expected that improved service quality will result in improving ridership levels. The same negative state-wide trends affecting bus ridership may also be playing a role in the decreases in light rail ridership.

On-Time Performance was 92.3% for the year ended September 30, 2018, 0.16% above (better than) the previous year; however, it was 1.72% below (worse than) target of 94.0%.

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

- Rail Field Supervisors will prioritize and increase efficiency testing associated with On-Time departures;
- Rail Operations has a new initiative of identifying hot spots on a weekly basis where trains are shown to be off the schedule time per the Vehicle Business System (VBS). The Field Supervisor will monitor to ensure schedule compliance. Rail Operators will be counseled and receive corrective action, if warranted;
- Regarding Light Rail, software modifications have been implemented for the VBS equipment in the cab that provide the Rail Operator with feedback on schedule adherence, which should make this a more effective tool for operators in gauging their station departure times; and
- Monitoring process at end-of-line/junction approach stations utilizing camera and vehicle location technology to assure on-time departures will be reinstated.

For FY 2018 Rail Operations has instituted a new initiative where top performers are recognized monthly. Hand in hand with this initiative is an increase in monitoring those who fall below OTP targets to address and mitigate issues which may contribute to a degradation in service. The current Rail OTP goal is 94 percent and is being further reinforced with a new “Strive to 95” campaign.

Mean Distance Between Service Calls was 20,776 miles for the year ended September 30, 2018, 940 above (better than) the previous year; and 5,724 miles below (worse than) the target of 26,500 miles.

Reliability improvement efforts continue for LRT with primary focus being on those vehicle systems contributing the most to customer service disruptions. The major contributors to the substantial underrun in this metric are door and propulsion systems as well as the Auxiliary Power Supply Equipment (APSE). In FY 2018, DART has completed the Toyo Propulsion retrofit on one fleet of vehicles, replacing the obsolete propulsion system on 21 of our oldest light rail vehicles. Working collaboratively with Engineering, modifications are being made to LRV Door preventive maintenance procedures, a corrective action campaign is being

implemented to address APSE failures, and the Agency is working through the air compressor OEM on part reliability.

Accidents Per 100,000 Miles was 0.82 for the year ended September 30, 2018, 0.47 above (worse than) target of 0.35.

Accidents are reviewed for trends and actions that can be identified for operational improvement. Any Rail employee who receives a preventable accident rating receives additional retraining and corrective action, in reference to the accident.

Subsidy Per Passenger for the year ended September 30, 2018 is \$5.13, \$0.24 (4.98%) above (worse than) the target of \$4.89.

The primary factor contributing to the increase of Light Rail Subsidy Per Passenger is ridership. Light Rail ridership is below target by 2 million (6.46%). With expenses down by \$4.8 million (2.65%) and revenues down by \$2.0 million (6.59%), net subsidy was driven down by \$2.8 million (1.86%); the decrease in net subsidy was outpaced by the decrease in ridership.

Exhibit 9 details the calculation of Light Rail Subsidy Per Passenger.

**Exhibit 9
Light Rail Subsidy Per Passenger Calculation**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$177,562,625		\$28,695,456		\$148,867,169		29,026,212		\$5.13
Budget	\$182,401,703		\$30,719,024		\$151,682,679		31,031,300		\$4.89
Variance	(\$4,839,078)		(\$2,023,568)		(\$2,815,510)		(2,005,088)		\$0.24
% to Target	97.35%		93.41%		98.14%		93.54%	✘	104.92%

Modal Update Commuter Rail

(3.3% of total system ridership in Fiscal Year 2018)



Our commuter rail system, referred to as Trinity Railway Express (the “TRE”), provides diesel powered passenger railroad services on the TRE Corridor between Dallas and Fort Worth, in mixed traffic with freight railroad operations. The 34-mile corridor is jointly owned by DART and the Fort Worth Transportation Authority, which recently rebranded itself as Trinity Metro. TRE service is provided pursuant to an interlocal agreement between DART and Trinity Metro. This agreement was originally entered into in 1994 and was restated and adopted by both Boards in 2003. Pursuant to Trackage Rights Agreements, the Burlington Northern Santa Fe, the Dallas Garland and Northeastern, and the Union Pacific railroads pay a fee for the right to operate freight services on the TRE corridor. TRE, through its contractor, Herzog Transit Services, Inc., provides dispatching, maintains the corridor, operates the service, and maintains the rolling stock used in the service.

Exhibit 10 is DART’s Commuter Rail Scorecard for Key Performance Indicators.

Exhibit 10 Commuter Rail Scorecard

FY15A	FY16A	FY17A	Indicators	FY 2018			Status
				Current Quarter	FY Actuals	Target	
Customer/Quality Indicators							
2.2	2.1	2.1	Ridership (M)	0.5	2.0	2.1	✘ 95.55%
98.3%	97.9%	98.5%	On-Time Performance	94.4%	97.4%	97.0%	✔ 100.40%
3.08	5.16	4.4	Complaints Per 100,000 Passengers	5.4	3.7	5.5	✔ 66.87%
0.27	0.37	0.66	Accidents Per 100,000 Miles	0.18	0.09	1.00	✔ 8.90%
33.0%	27.6%	14.0%	Farebox Recovery Ratio	9.6%	14.8%	29.5%	✘ 50.09%
Financial/Efficiency Indicators							
\$6.11	\$9.00	\$10.63	Subsidy Per Passenger	\$14.53	\$11.75	\$7.97	✘ 147.43%

Commuter Rail Ridership for the year ended September 30, 2018 was 2.04 million, 0.06 below FY 2017 actuals and 0.09 million below the target of 2.13 million.

TRE service improvements were inaugurated in October 2016, and initially showed modest Weekday and significant Saturday gains. Both trends moderated in the last couple of quarters.

Subsidy Per Passenger for the year ended September 30, 2018 is \$11.75, \$3.78 (47.43%) above (worse than) the target of \$7.97.

The primary factor contributing to the increase of TRE Subsidy Per Passenger is revenues. TRE revenues were below target by \$8.2 million (52.58%). With both expenses and revenues down, net subsidy was driven up. The combination of increased net subsidy and lower ridership, 95,053 (4.45%), resulted in a higher subsidy per passenger.

Exhibit 11 details the calculation of Commuter Rail Subsidy Per Passenger.

Exhibit 11 Commuter Rail Subsidy Per Passenger

	Modally Allocated						= Net Subsidy	/ Ridership	= Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total				
Actual	\$28,451,080	\$2,876,649	\$31,327,729	\$4,657,914	\$2,707,464	\$7,365,378	\$23,962,351	2,038,947	\$11.75	
Budget	\$30,043,289	\$2,500,807	\$32,544,096	\$13,336,016	\$2,197,125	\$15,533,141	\$17,010,955	2,134,000	\$7.97	
Variance	(\$1,592,209)	\$375,842	(\$1,216,367)	(\$8,678,102)	\$510,339	(\$8,167,763)	\$6,951,396	(95,053)	\$3.78	
% to Target	94.70%	115.03%	96.26%	34.93%	123.23%	47.42%	140.86%	95.55%	147.43%	

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

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

Modal Update Paratransit

Paratransit (1.2% of total system ridership in Fiscal Year 2018)



DART is responsible for providing complementary paratransit service in accordance with the Americans with Disabilities Act of 1990 (the “ADA”). In Fiscal Year 2013, we transitioned to a new service delivery model and a new contractor, MV Transportation, Inc. (MV), for providing paratransit service. MV provides, operates, and maintains a fleet of 80 Starcraft vehicles in dedicated service. MV also oversees and manages a fleet of 116 Dodge Entervans outfitted by Braun, which are taxi vehicles provided and operated by Irving Holdings.

Mobility Management Services continues to work at improving the service received by our customers while striving to provide the most cost-efficient service for the agency and to be good stewards of public funds. The department is focused on providing the highest freedom of mobility to each one of our customers. The department offers several options for customers to learn what options are available to them and to assist them in learning to use each of these options. The Travel Ambassador Program offers free training to any DART customer, regardless of mobility status, in order to promote additional fixed-route ridership in the system. In the second quarter of FY 2018, the Travel Ambassadors provided training to 603 individuals.

The department’s current contract for Paratransit service will expire at the end of September 2019. As this date approaches, Mobility Management Services is preparing to issue a Request for Proposals in the fourth quarter of FY 2018 and will be searching for new and innovative ideas to connect our customers to their destinations more quickly and efficiently, through the use of new technology. A pilot program with a Transportation Network Company (TNC) (e.g., Uber, Lyft, etc.) began in mid-2017 and is providing valuable information and feedback that will be used as part of the forthcoming contract. During the fourth quarter of FY 2018, 14,513 trips were provided as part of the Lyft pilot.

Exhibit 12, on the following page, is DART’s Paratransit Scorecard for Key Performance Indicators.

Exhibit 12 Paratransit Scorecard

FY15A	FY16A	FY17A	Indicators	FY 2018			Status
				Current Quarter	FY Actuals	Target	
Customer/Quality Indicators							
781.8	810.3	795.7	Ridership (000s)	196.2	771.0	863.4	✘ 89.30%
687.2	748.9	731.7	Actual Trips	194.4	762.3	774.0	✔ 98.49%
90.8%	89.2%	89.1%	On-Time Performance	87.8%	88.7%	95.0%	✘ 93.36%
0.7	0.5	0.4	Accidents per 100,000 miles	0.5	0.5	2.0	✔ 22.55%
4.34	4.14	3.9	Complaints Per 1,000 Trips [1]	3.4	3.4	3.0	✘ 112.50%
2.7%	2.7%	3.0%	Passenger No Show Ratio	3.7%	3.3%	3.0%	✔ 100.00%
Financial/Efficiency Indicators							
\$45.53	\$44.52	\$45.10	Subsidy Per Trip	\$47.94	\$45.42	\$47.45	✔ 95.72%
\$40.02	\$41.15	\$41.47	Subsidy Per Passenger	\$47.49	\$44.90	\$42.54	✘ 105.54%

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

Paratransit Ridership for the year ended September 30, 2018 was 771,008, 24,708 lower than FY 2017 actual and 92,377 below target.

Long-term trends indicate that Paratransit ridership will increase as the overall population ages; however, ridership continues to trend lower in the near-term. One contributing factor is that Paratransit certified customers are given the ability to ride fixed route services for free to encourage transitioning trips to fixed route, when practical, versus every trip on Paratransit vehicles. Reported Ridership is higher than Actual Trip counts due to the inclusion of Personal Care Attendants (PCAs), guests, and children in the Paratransit Ridership count.

On-Time Performance was 88.69% for the year ended September 30, 2018, 6.31% below (worse than) the target of 95.0%.

On-Time Performance has trended lower for FY 2018 vs. the previous year. Improvement to this area is being undertaken, and service delivery monitoring is occurring to improve efficiencies where possible. Overall on-time performance with the current contract has been better than prior Paratransit contracts.

Complaints per 1,000 Trips was 3.4 for the year ended September 30, 2018, 0.4 above (worse than) the target of 3.0.

This KPI will not match Paratransit's reporting as this report utilizes all complaints, and Paratransit utilizes a subset specific to the MV Contract for contract performance reporting. Complaints have trended downward since the current contract startup and Mobility Management Services is committed to continually improving service levels to maximize customer satisfaction.

Subsidy Per Passenger for the year ended September 30, 2018 is \$44.90, \$2.36 (5.55%) above (worse than) the target of \$42.54.

The primary factors contributing to the increase of Paratransit Subsidy Per Passenger are revenues and ridership. With both expenses, \$2.4 million (6.10%) and revenues, \$0.28 million (11.45%) below budget net subsidy was down, \$2.1 million (5.74%). With net subsidy below target, the decline in ridership, 92,377 (10.7%) further enhancing the increase in subsidy per passenger.

Exhibit 13 details the calculation of Paratransit Subsidy Per Passenger.

Exhibit 13
Paratransit Subsidy Per Passenger

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$36,785,382		\$2,166,271		\$34,619,112		771,008		\$44.90
Budget	\$39,175,101		\$2,446,509		\$36,728,592		863,385		\$42.54
Variance	(\$2,389,719)		(\$280,238)		(\$2,109,481)		(92,377)		\$2.36
% to Target	93.90%		88.55%		94.26%		89.30%	✘	105.54%

Modal Update Vanpool

(Vanpool is 1.0% of total system ridership in Fiscal Year 2018)



DART collaborates with area employers to develop strategies for reducing employee vehicle trips through such programs as carpools, vanpools, and flexible work schedules. We provide funding for up to 183 vans for our vanpool program, which is operated through a third-party contractor. We also assist customers in forming vanpools. Prospective vanpoolers can call in and provide us with information for our Rideshare database while we work to link-up customers with common trip origins and destinations.

Exhibit 14 is DART’s Vanpool Scorecard for Key Performance Indicators.

Exhibit 14 Vanpool Scorecard

FY15A	FY16A	FY17A	Indicators	Current Quarter	FY 2018		Status
					FY Actuals	Target	
871.4	792.0	674.6	Ridership - Vanpool (000s)	149.2	596.0	720.4	✘ 82.74%
\$0.09	\$0.36	\$0.54	Subsidy Per Passenger - Vanpool	\$0.61	\$0.61	(\$0.21)	✘ N/A*

* Unable to calculate "% to Target" due to the denominator being negative (Actual/Budget).

Vanpool Ridership for the year ended September 30, 2018 was 596,004, 78,574 lower than FY 2017 actual and 124,346 below target.

Consistent with current trends, fuel prices remain consistently below \$3.00, which is considered a main motivational driver behind the vanpool program. DART's Inland Port campaign to introduce vanpooling via a Job Access Reverse Commute (JARC) Grant in coordination with Workforce Solutions which was projected to launch the first quarter of FY 2019 and been pushed to the second quarter due to a change of recipients. A 50% subsidy will be offered to southern sector commuters. DART has amended its vanpool service contract that will include the Toyota Sienna and Ford Transit. The Toyota Sienna vans will have a primary role in supporting the Toyota main corporate campus. The larger Ford Transits will be an additional option to riders requiring more space.

Subsidy Per Passenger for the year ended September 30, 2018 is \$0.61, \$0.82 above (worse than) the target of (\$0.21).

Although expenses were below target by \$213,361 (10.37%), revenues were down \$729,396 (33.01%). The slight decline in expenses and substantial decline in revenues led to an increase in net subsidy of \$516,035. Higher net subsidy coupled with the decline in ridership, 124,346 (17.26%) below target, resulted in a higher subsidy per passenger.

Exhibit 15 details the calculation of Vanpool Subsidy Per Passenger.

**Exhibit 15
Vanpool Subsidy Per Passenger**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$1,844,570		\$1,480,122		\$364,448		596,004		\$0.61
Budget	\$2,057,931		\$2,209,518		(\$151,587)		720,350		(\$0.21)
Variance	(\$213,361)		(\$729,396)		\$516,035		(124,346)		\$0.82
% to Target	89.63%		66.99%		N/A*		82.74%	✘	N/A*

* Unable to calculate "% to Target" due to the denominator being negative (Actual/Budget).

Capital and Non-Operating Budget Summary

Exhibit 16 provides a summary of the capital and non-operating expenditures for the fourth quarter of FY 2018.

Exhibit 16

Capital and Non-Operating Costs Actuals vs. Budget/Projections (In Thousands)						
Mode	FY18 YTD Actuals	FY18 YTD Projection	YTD \$ Variance	Projected Year-End	FY18 Total Budget	Projected Variance
Agency-Wide	\$9,991	\$24,819	\$563	\$24,819	\$35,768	\$10,949
Bus	26,297	34,803	5,884	34,803	43,541	8,738
Light Rail Transit	35,265	29,784	5,162	29,784	68,013	38,229
Streetcar	1,323	3,051	5,389	3,051	9,593	6,542
Commuter Rail/RR Management	44,878	62,514	8,112	62,514	80,039	17,525
Paratransit	49	309	42	309	361	51
P&D/Startup/Non-Ops	10,848	13,602	4,488	13,602	12,415	(1,187)
Road Improvements/ITS	2,696	3,861	1,945	3,861	15,537	11,676
Total Capital	\$131,347	\$172,743	\$31,586	\$172,743	\$265,266	\$92,523

Differences between actual and projected capital expenditures were generally due to completion of some project phases later. These include delays on the following large projects:

- Fare Payment System, Zero Emission Electric buses, Positive Train Control, Cotton Belt Design/Construction, Streetcar Northern Extension, and Road Improvement projects.
- Two major LRT projects (Platform Extensions and CCTV Installation) moved ahead more quickly than projected, and thus had expenditures exceeding projections.

APPENDIX

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION
AS OF SEPTEMBER 30, 2018 AND 2017**

	(In thousands)	
	<u>09/30/2018</u>	<u>9/30/2017</u>
	<u>Unaudited</u>	
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$98,361	\$39,938
Investments	390,208	498,204
Sales tax receivable	97,949	95,344
Transit Revenue Receivable, Net	7,001	8,528
Due from Other Governments	21,840	19,959
Materials and supplies inventory	35,915	34,856
Prepaid transit expenses and other	4,107	4,176
Restricted investments held by trustee for debt service	113,533	111,734
Restricted investments held for advance funding agreements	64,860	67,868
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
TOTAL CURRENT ASSETS	<u>840,148</u>	<u>886,981</u>
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	6,796	7,751
Investments in joint venture	10,497	12,030
Investments in managed HOV lane agreements		11,100
Capital assets		
Land and rights of way	619,043	619,026
Depreciable capital assets, net of depreciation	3,524,818	3,705,322
Projects in progress	93,435	66,867
Restricted investments held to pay capital lease/leaseback liabilities	107,492	105,342
Unamortized debt issuance costs and other	687	633
TOTAL NONCURRENT ASSETS	<u>4,362,768</u>	<u>4,528,071</u>
TOTAL ASSETS	<u>5,202,916</u>	<u>5,415,052</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	89,210	86,293
TOTAL ASSETS DEFERRED OUTFLOWS OF RESOURCES	<u>\$5,292,126</u>	<u>\$5,501,345</u>

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION - CONT'D
AS OF SEPTEMBER 30, 2018 AND 2017**

	(In thousands)	
	<u>09/30/2018</u>	<u>9/30/2017</u>
	<u>Unaudited</u>	
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$61,742	\$60,806
Commercial paper notes payable	125,000	140,000
Current portion of Capital lease/leaseback liabilities	6,374	6,374
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	1,531	685
Retainage Payable	7,002	6,968
Unearned revenue and other liabilities	111,309	112,840
Interest payable	54,507	55,329
Current portion of senior lien sales tax revenue bonds payable	58,291	55,936
TOTAL CURRENT LIABILITIES	426,580	439,762
NON-CURRENT LIABILITIES		
Accrued liabilities	39,748	37,113
Net pension liability	44,898	\$52,127
Net other post-employment benefits (OPEB) liability	22,667	
Repayment due to State Comptroller	6,103	6,927
Senior lien sales tax revenue bonds payable	3,236,871	3,311,980
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	98,726	100,878
Capital lease/leaseback liabilities	107,492	105,342
TOTAL NON-CURRENT LIABILITIES	3,556,505	3,614,367
TOTAL LIABILITIES	3,983,085	4,054,129
Deferred Inflows of resources	4,663	2,178
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	3,987,748	4,056,307
NET POSITION		
Net investment in capital assets	764,341	837,067
Restricted for debt service	59,026	56,405
Restricted as security for capital lease/leaseback liabilities	6,796	7,751
Unrestricted	474,215	543,815
TOTAL NET POSITION	\$1,304,378	\$1,445,038

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED SEPTEMBER 30, 2018 AND 2017 (UNAUDITED)

	(In thousands)	
	For the six months ended	
	<u>9/30/2018</u>	<u>9/30/2017</u>
OPERATING REVENUES:		
Passenger	\$62,845	\$65,412
Advertising, rent and other	13,241	14,175
Total Operating Revenues	<u>76,086</u>	<u>79,587</u>
OPERATING EXPENSES:		
Labor	249,894	239,382
Benefits	98,581	103,288
Services	48,331	40,883
Materials and Supplies	47,531	43,203
Purchased Transportation	55,978	52,531
Depreciation and amortization	250,210	239,381
Utilities	19,673	18,830
Taxes, Leases, and Other	4,029	4,778
Casualty and liability	4,925	3,238
TOTAL OPERATING EXPENSES	<u>779,152</u>	<u>745,514</u>
NET OPERATING LOSS	<u>(703,066)</u>	<u>(665,927)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	596,400	567,418
Investment income	6,286	5,450
Interest income from investments held to pay capital lease	8,524	8,365
Interest expense on capital leases	(8,524)	(8,365)
Gain (loss) on in HOV lane investments	(11,100)	600
Street improvements for member cities	(3,644)	(20)
Interest and financing expenses	(154,044)	(155,255)
Build America Bonds tax credit	28,443	28,381
Other federal grants	69,445	68,564
Other non-operating revenues	19,375	17,552
Other non-operating expenses	(1,969)	(3,151)
TOTAL NET NON-OPERATING REVENUES	<u>549,192</u>	<u>529,539</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>(153,874)</u>	<u>(136,388)</u>
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	24,122	9,957
State capital contributions	129	886
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>24,251</u>	<u>10,843</u>
CHANGE IN NET POSITION	<u>(129,623)</u>	<u>(125,545)</u>
TOTAL NET POSITION - Beginning of the year	1,445,038	1,570,583
Cummulative effect of change in accounting principle	(11,037)	
TOTAL NET POSITION - End of the reporting period	<u>\$1,304,378</u>	<u>\$1,445,038</u>

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

Calculation = [Modal Farebox Revenue / Modal Operating Expense]

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

Off-Peak – Non-rush hour time periods.

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

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

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

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

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

Passenger Mile – A single passenger traveling one mile.

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

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

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

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

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

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

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

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

Peak Period – Morning or evening rush hour.

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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Introduction

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

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

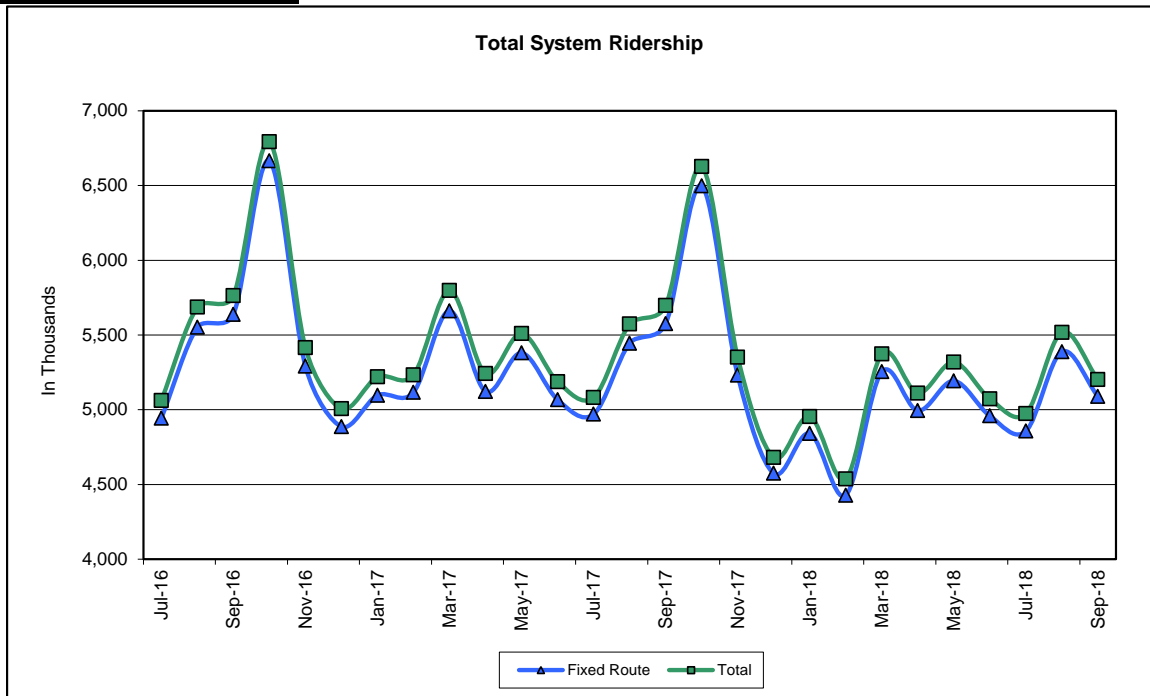
Bus ridership is derived daily from the on-board revenue collection system. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample data collected monthly. Trinity Railway Express (TRE) ridership is manually counted daily. Paratransit ridership is compiled from daily trip manifests. Dallas Streetcar ridership has been developed from Automated Passenger Counter (APC) data collected daily and aggregated monthly.

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were adopted in 1995 and have been updated periodically to define the performance metrics and to establish benchmarks against which to measure individual routes' performance. These statistics are compiled into a Route Performance Index that identifies those routes that are performing above, at or below standard. In 2003, the Service Standards Policy was amended to include Site-specific Shuttles and DART-on-Call zones in the services monitored. In 2009, the policy was further amended to include Flex Routes in the evaluation process.

The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003 and 2009. The performance metrics employed in this report are those adopted for FY 2010. During FY 2018 a comprehensive review of DART's Service Standards was undertaken. That review resulted in changes to the performance monitoring process being adopted. Those changes will be incorporated into the Service Standards Monitoring Report during FY 2019. For consistency's sake, this report follows the same reporting process as has been employed for the first three quarters of FY 2018.

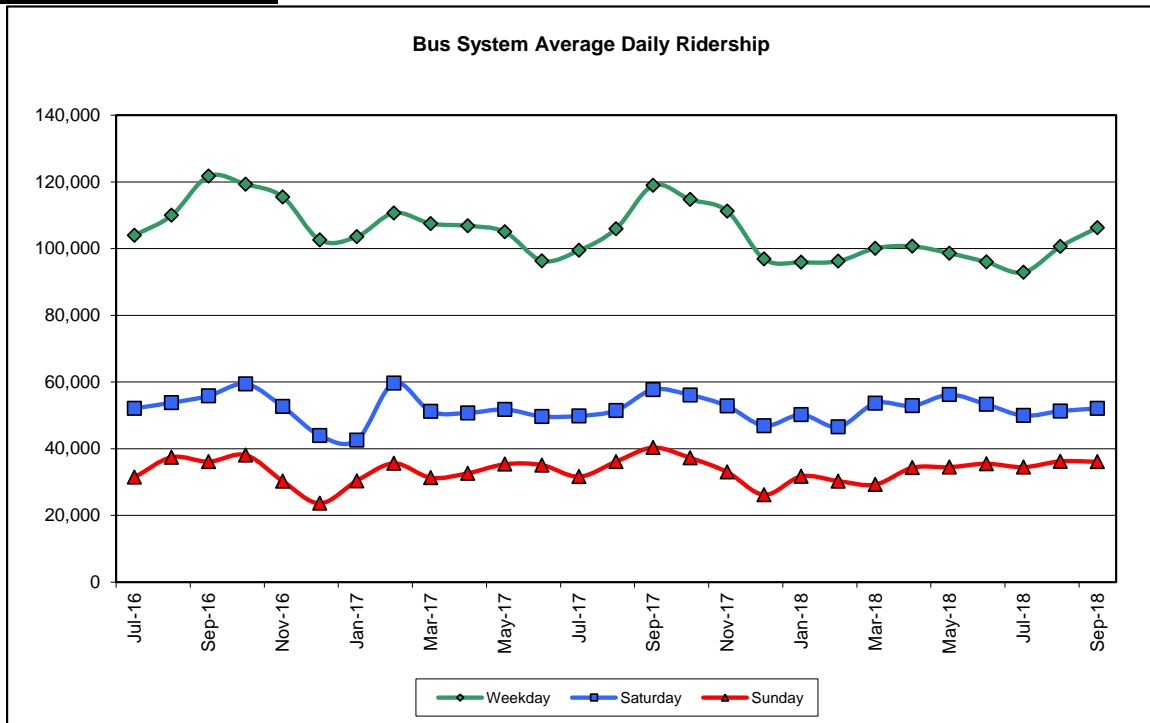
Each element of this report is accompanied by a series of charts or tables summarizing ridership during the quarter.

Total System Ridership



- Total system ridership includes fixed route (bus, light rail and commuter rail), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported
- Total system ridership in the fourth quarter of FY 2018 was 15.7 million riders, a decrease of 4.0 percent from the fourth quarter of FY 2017.
- Fixed route ridership totaled 15.3 million passengers in the fourth quarter of FY 2018, a decrease of 4.0 percent from the fourth quarter of FY 2017. Recent downward trends continued across most fixed-route modes. The Dallas Streetcar was a notable exception.
- Bus System ridership totaled 7.5 million riders, 7.4 percent below the fourth quarter of FY 2017. Additional ridership development initiatives on select routes were inaugurated in late March 2018. Some of those initiatives are showing ridership increases
- Trinity Railway Express ridership was 477,158 passengers in the fourth quarter, a decrease of 4.5 percent from last year. Saturday ridership continues to trend upward.
- Light rail ridership was 7.3 million riders in the fourth quarter of FY 2018, a decrease of 0.6 percent from the fourth quarter of FY 2017. Service quality issues, including service interruptions and on-time performance issues have contributed to the decrease.
- Dallas Streetcar ridership in the fourth quarter increased significantly over last year as equipment reliability issues appear to have been resolved resulting in more consistent operation. Over 49,100 rides were taken on the Streetcar in the fourth quarter.
- Paratransit ridership increased to 210,476 passenger trips in the fourth quarter of FY 2018, an increase of 6.5 percent over the FY 2017 levels. Paratransit ridership includes trips made by clients using Lyft service.

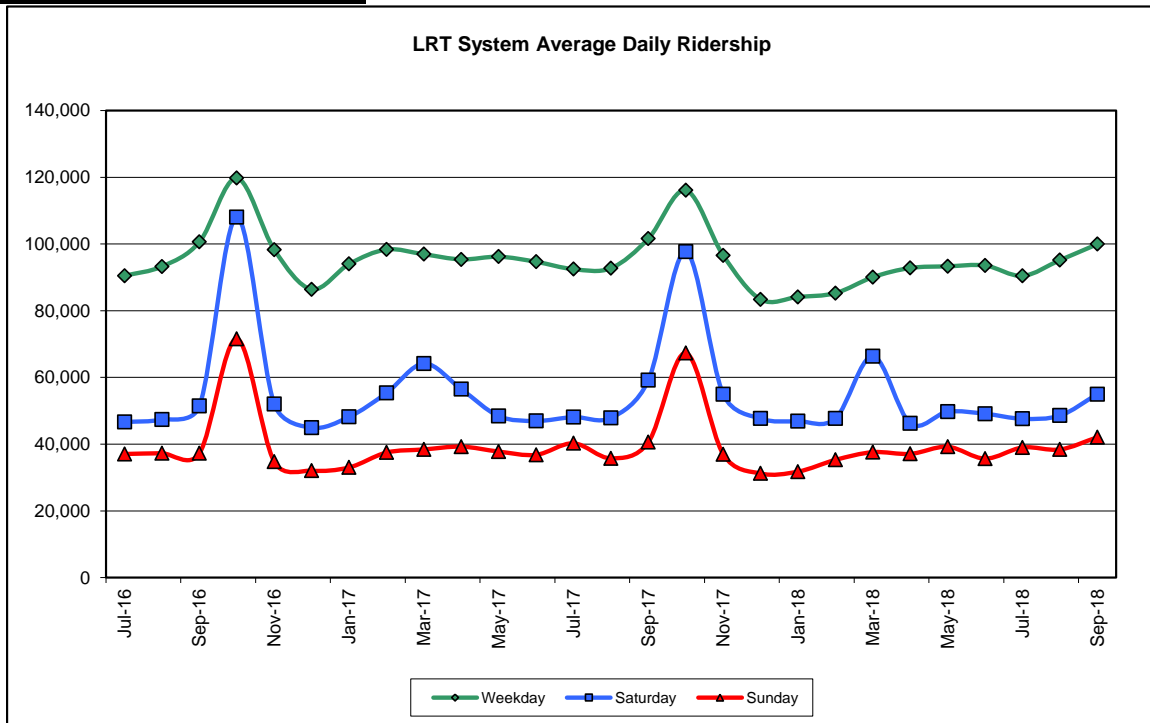
Bus System Ridership



- Total bus ridership (including special-events ridership) in the fourth quarter of FY 2018 was 7.5 million riders, down 7.4 percent from the fourth quarter of FY 2017.
- Average weekday ridership in the fourth quarter was 99,927 daily riders, a 8.0 percent decrease from last year's average. Saturday bus system ridership averaged 51,085 daily riders, down 4.0 percent from last year. Sunday bus system ridership averaged 35,579 daily riders, a decrease of 1.5 percent from last year.
- While overall bus system ridership continues its downward trend, targeted off-peak service improvements on select routes are showing ridership increases. Additional improvements were implemented in late March. Efforts to improve on-time performance are also resulting in positive changes.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

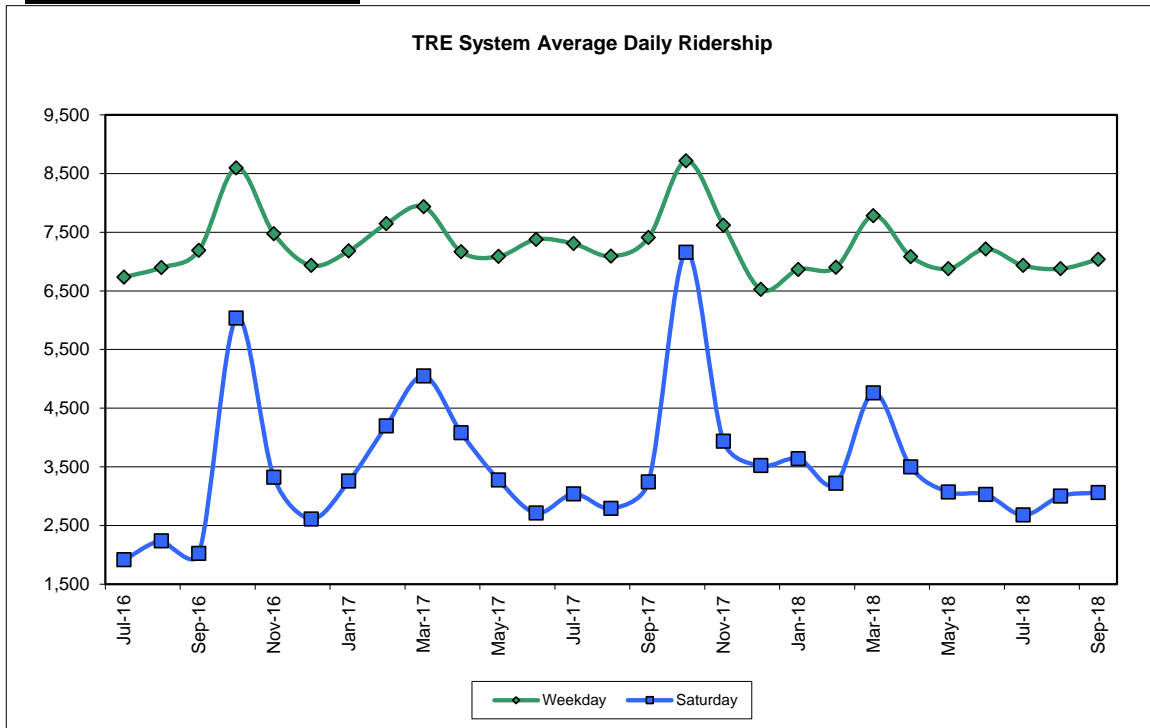
Route Type	Route	Weekday Average
Crosstown	466	2,560
Express	208	813
Rail Feeder	583	1,703
TC Feeder	378	1,092
Local	11	4,016
Shuttle	UTD	4,668
Flex	870	180
DART-on-Call	North Dallas	42
GoLink	Legacy West	141

Light Rail System Ridership



- LRT ridership in the fourth quarter totaled 7.3 million riders, a decrease of 0.6 percent from the fourth quarter of FY 2018.
- Weekday ridership in the fourth quarter averaged 95,195 passengers, a decrease of 0.4 percent from the fourth quarter of FY 2017.
- Saturday ridership in the fourth quarter averaged 50,386 passengers, a decrease of 2.6 percent from the FY 2017 level.
- Sunday ridership in the fourth quarter averaged 39,825 passengers, an increase of 2.4 percent from the FY 2017 level.
- Ridership at the Downtown Rowlett station continues to grow gradually and is causing issues with the availability of parking. Recently a program of preferred parking for registered Rowlett residents was initiated to address some of these limitations. A new GoLink service, inaugurated in late June may help contain demand for parking at Downtown Rowlett.
- Growth in ridership is, however, limited by factors that include limited resources for bus service delivery that constrains the provision of the “first-mile” and “last-mile” connections to residential areas and employment centers that are located beyond walking distance of light rail stations.
- The stations on the South Oak Cliff line segment to the University of North Texas continue to experience ridership growth. In September, the UNT Dallas station had its highest average weekday ridership since the station opened, serving 818 daily riders. The Camp Wisdom station’s 440 average weekday riders was the second highest average since the station opened.

Trinity Railway Express



- Trinity Railway Express ridership decreased in the fourth quarter. The TRE served a total of 477,158 passengers, a decrease of 4.5 percent below the fourth quarter of FY 2017.
- Weekday ridership on the TRE averaged 6,947 daily riders (a 4.4 percent decrease from last year) in the fourth quarter.
- Saturday ridership in the fourth quarter averaged 2,913 daily riders, a decrease of 3.6 percent from the fourth quarter of FY 2017. Hourly Saturday service was inaugurated in October 2016 and the span of service was expanded. These improvements have resulted in increased ridership despite this most recent decrease.

Dallas Streetcar

- Ridership on the Dallas Streetcar was 49,181 riders in the fourth quarter, 20.0 percent higher than last year.
- Weekday ridership averaged 561 daily riders in the quarter, an increase of 17.8 percent.
- Saturday ridership averaged 519 daily riders an increase of 22.2 percent from last year.
- Sunday ridership averaged 420 daily riders, an increase of 30.4 percent from last year.

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

**Table 1 – Total Fixed-Route Ridership
25-Month Trending**

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Streetcar Monthly	Fixed Route Total
2016	September	2,960.00	2,505.00	159.00	14.10	5,638.00
2017	October	2,992.00	3,413.00	223.00	10.30	6,638.00
	November	2,724.00	2,399.00	167.00	9.60	5,300.00
	December	2,512.00	2,213.00	161.00	7.10	4,893.00
	January	2,539.00	2,380.00	167.00	9.50	5,095.00
	February	2,594.00	2,314.00	170.00	13.00	5,091.00
	March	2,805.00	2,640.00	203.00	17.50	5,666.00
	April	2,596.00	2,386.00	166.00	16.80	5,165.00
	May	2,723.00	2,499.00	169.00	17.10	5,408.00
	June	2,483.00	2,418.00	174.00	14.00	5,089.00
	July	2,461.00	2,331.00	161.00	15.40	4,968.00
	August	2,787.00	2,468.00	174.00	14.50	5,444.00
	September	2,868.00	2,531.00	164.00	11.10	5,574.00
2018	October	2,934.00	3,282.00	229.00	14.20	6,459.00
	November	2,654.00	2,391.00	173.00	13.00	5,231.00
	December	2,329.00	2,094.00	153.00	6.30	4,582.00
	January	2,469.00	2,198.00	166.00	8.40	4,841.00
	February	2,231.00	2,038.00	151.00	6.30	4,426.00
	March	2,587.00	2,464.00	195.00	11.10	5,257.00
	April	2,497.00	2,320.00	164.00	15.30	4,996.00
	May	2,566.00	2,448.00	164.00	13.90	5,192.00
	June	2,423.00	2,353.00	167.00	15.20	4,958.00
	July	2,357.00	2,324.00	156.00	16.40	4,853.00
	August	2,664.00	2,537.00	170.00	16.70	5,388.00
	September	2,496.00	2,426.00	151.00	16.10	5,089.00

All figures are in thousands (000) of riders.

**Table 2 – Average Weekday Fixed-Route Ridership
25-Month Trending**

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Streetcar Weekday	Fixed Route Total
2016	September	121.7	100.6	7.2	0.5	230.0
2017	October	119.3	119.8	8.6	0.3	248.0
	November	115.5	98.3	7.5	0.3	221.6
	December	102.6	86.4	6.9	0.3	196.2
	January	103.6	94.0	7.2	0.3	205.1
	February	110.7	97.4	7.6	0.5	216.2
	March	107.6	96.9	7.9	0.6	213.0
	April	108.7	95.4	7.2	0.6	211.9
	May	106.0	96.2	7.1	0.6	209.9
	June	97.3	94.7	7.4	0.5	199.9
	July	100.8	92.5	7.3	0.5	201.1
	August	106.0	92.8	7.1	0.5	206.4
	September	118.9	101.6	7.4	0.5	228.4
2018	October	114.7	116.1	8.6	0.5	239.9
	November	111.2	96.6	7.6	0.5	215.9
	December	96.9	83.4	6.8	0.2	187.3
	January	95.9	84.1	6.9	0.3	187.2
	February	96.2	85.3	6.9	0.2	188.6
	March	100.1	90.1	7.8	0.4	198.4
	April	100.7	92.8	7.1	0.5	201.1
	May	98.6	93.3	6.9	0.5	199.3
	June	95.9	93.6	7.2	0.5	197.2
	July	92.9	90.5	6.9	0.6	190.9
	August	100.6	95.2	6.9	0.6	203.3
	September	106.3	100.0	7.0	0.6	213.9

All figures are in thousands (000) of riders.

Table 3 – Passengers Boarding by Service Area City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Service Area City
For the Fourth Quarter Fiscal Year 2018, Period Ending September 30, 2018
 In Thousands

Description	Qtr 4 2018	Qtr 4 2017	%% (2) Change	FYTD 2018	FYTD 2017	%% Change
Bus Ridership (1)						
Addison	141	155	-9.1%	554	594	-6.7%
Carrollton	67	74	-10.1%	271	293	-7.4%
Farmers Branch	101	99	2.5%	388	390	-0.3%
Garland	453	500	-9.4%	1,848	1,997	-7.5%
Glenn Heights	49	52	-5.5%	203	199	1.9%
Irving	484	539	-10.2%	1,996	2,115	-5.6%
Plano	221	227	-2.4%	866	863	0.4%
Richardson	445	456	-2.4%	1,725	1,791	-3.7%
Rowlett	8	5	74.3%	22	18	26.7%
Mesquite-Contracted	7	5	54.8%	27	20	32.3%
Arlington-Contracted	0	16	-100.0%	15	62	-76.1%
Suburban Total	1,977	2,112	-6.4%	7,915	8,341	-5.1%
Dallas Total (3)	5,540	5,989	-7.5%	22,292	23,744	-6.1%
Bus Total	7,517	8,100	-7.2%	30,207	32,085	-5.9%
Light Rail (APC)	7,287	7,331	-0.6%	28,873	29,994	-3.7%
Commuter Rail	477	500	-4.5%	2,039	2,098	-2.8%
Streetcar	49	41	19.8%	153	156	-1.8%
Total Passenger Boardings	15,331	15,972	-4.0%	61,272	64,333	-4.8%

Type of Day	Qtr 4 2018	Qtr 4 2017	Inc (Dec)	FYTD 2018	FYTD 2017	Inc (Dec)
Weekdays	63	63	0	253	253	0
Saturdays/Holiday	13	14	-1	53	56	-3
Sundays/Holiday	16	15	1	59	56	3
Total	92	92	0	365	365	0

(1) Effective March 1998, Ridership allocations between member cities are based on an on-board survey, performed during a 4 month period ending January 31, 1998.

(2) % Change includes impact of revision to route allocations. Percentage changes based on unrounded numbers

(3) Includes University Park, Highland Park, and Cockrell Hill.

Service Standards Monitoring Report

Purpose and Approach

DART's Service Standards Policy directs that a quarterly Service Standards Monitoring Report describing the performance of the DART bus system be provided to the Board of Directors. Bus route performance is measured using a Route Performance Index (RPI). The RPI is calculated for each DART bus route. The RPI is based on comparisons of each individual route's performance against the adopted target in each of three performance measures. Those measures are passengers per revenue hour, passengers per trip and subsidy per passenger. The targets for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service and for Flex routes. This latter index measures performance against targets for subsidy per passenger and passengers per revenue hour.

The Service Standards define an RPI (or SPI) of 0.6 or greater as satisfactory performance. Routes whose RPI (or SPI) values fall below 0.6 are targeted for corrective action up to and including elimination. Routes with an RPI (or SPI) value between 0.6 and 0.8 are targeted for review to take a proactive approach to both identify and correct downward trending performance and to improve overall performance.

The following report has been prepared using the adopted FY 2010 targets. New and revised routes are provided a 24-month introductory period as their ridership develops to its full potential and are only considered for modifications to improve ridership during the introductory period.

Service Standards Update – During FY 2018 the Board of Directors reviewed DART's Service Standards and adopted modifications to some standards. The RPI process will be replaced by and evaluation of routes, by route type, that uses three performance metrics, passengers per revenue hour; passenger miles per revenue mile; and subsidy per passenger. It is anticipated that the transition to the new performance monitoring process will occur in FY 2019.

Fourth Quarter Report

In the fourth quarter, 56 (38.4 percent) of 146 routes and services had RPI or SPI values of 0.6 or better. Ten routes (6.8 percent) had RPI values of less than 0.3, half of the acceptable level. An additional 21 routes (14.4 percent) had RPI values of 0.3.

Eight routes (5.5 percent) had RPI values of 1.0 or greater and an additional four routes (2.7 percent) had RPI values of 0.9.

Summaries of route performance by route type are presented on the following pages with detailed tables following the narrative. Charts of DART operated route performance are presented following the tables.

Crosstown Routes

- Thirteen of 21 crosstown routes failed to achieve an RPI of 0.6. Among these routes were routes 402 and 403 both of which are in their development period. The remaining eleven poorly performing routes include routes 401, 405, 409, 410, 415 428, 444, 445, 451, 452 and 475.
- Routes 402 and 403 began their service in the second quarter and have resulted in significantly increased ridership in the Belt Line Road corridor in Addison, Dallas, Garland, Irving and Richardson.
- The remaining crosstown routes performed at or above the 0.6 level during the fourth quarter.
- Two crosstown routes, 486 and 488 performed at an RPI level of 0.9.
- Route 466 performed at the 0.8 level while route 404 performed at the 0.7 level.
- Four routes performed at the 0.6 level.

Express Routes

- Only one of the seven Express routes had an RPI value of 0.6 or greater.
- Route 206 (Glenn Heights) had the highest RPI value among Express routes with an RPI of 0.7.
- Four routes were performing at the 0.5 RPI level.
- Routes 205 (Addison), 208 (Plano), 278 (Dallas) and 283 (Garland) were the four marginal performing routes.
- Route 210 (Plano) with an RPI of 0.3 serves the Jack Hatchell Transit Center has seen ridership decline as the Northwest Plano Park & Ride has drawn ridership.
- Route 211 (RPI 0.2) connecting the Legacy area to the light rail system at Parker Road station is in its development period and is gaining ridership as Legacy area employment increases.

Rail Station Feeder Routes

- The top performing Rail Station Feeder routes were 506 (Dallas) and 583 (Dallas) with RPI values of 1.0.
- Routes 501 (Irving), 534 (Addison, Carrollton), 549 (Cockrell Hill, Dallas, Irving) and 702 (Dallas) performed at the 0.8 RPI level.
- Three routes posted 0.7 RPI values.
- Fourteen of the Rail Feeder routes (25.5 percent) performed above the 0.6 RPI level.
- Forty-one rail feeder routes, 74.5 percent of the category, failed to reach the 0.6 RPI measure of acceptability.
- Six routes performed at the 0.5 level while 14 routes performed at the 0.4 level. Twenty-one routes performed below the 0.4 RPI level.

Transit Center Feeder Routes

- Five Transit Center Feeder routes fell below the 0.6 RPI level. Routes 333 (Addison, Carrollton, Dallas, 0.4), 361 (Addison, Dallas, Richardson) 376 (Cockrell Hill, Dallas, 0.4), 380 (Garland, 0.5), and 385 (Garland, 0.4) were the poor performers.
- Four routes had an RPI value of 0.7. These routes include 347 (Addison, Plano), 360 (Dallas, Richardson), 374, Dallas, Garland), 377 (Garland) and 378 (Garland).
- Three routes had an RPI values of 0.6.

Local Routes

- Six of the 28 Local routes (21.4 percent) posted RPI values of 0.6 or greater in the fourth quarter of FY 2017.
- Routes 11 (Dallas) and 110 (Dallas) were best performing Local routes, with RPIs of 1.0 and 0.8 respectively. Route 11 was the most heavily patronized route. Route 110 continues to be a strong performer, serving areas of eastern Dallas in the I 30 corridor.
- Routes 2 (Dallas), 24 (Dallas), 26 (Dallas), 164 (Dallas) and 183 (Addison, Dallas, Plano) were among the better performing routes at the 0.6 level.
- Twenty-two routes fell below the 0.6 RPI value. Six of these routes performed at the 0.5 RPI level, just below the acceptable level. An additional nine routes performed at the 0.4 RPI level.
- Two routes, 27 (Dallas) and 42 (Dallas) performed at the 0.2 level. Route 27 had recent schedule improvements in order to stimulate ridership increases.

Site-Specific Shuttles

- Site-specific Shuttles are operated in partnership with the sponsors that they serve. The performance reported here is based upon DART's share of the cost of operation.
- Four of ten Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas route had an RPI of 1.6 in the fourth quarter. The UT Southwestern route had a 1.0 RPI while the Baylor shuttle performed at a 0.8 RPI level.
- 768 (SMU) posted an RPI value of 0.7.
- The D-Link performed at an RPI value of 0.3 in the fourth quarter.
- Route 749 serves the Design District with improved service frequencies. Its performance was at the 0.4 level but is expected to improve as ridership develops.
- The Texas Instruments Main Campus shuttle performed at the 0.2 RPI level.

DART-on-Call

- The Rowlett DART-on-Call zone was converted to a GoLink zone and expanded. It will no longer be reported among the DART-on-Call zones. There are, as yet, no specific standards against which to measure GoLink performance.
- None of the remaining seven DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Dallas zone performed at 0.5 SPI level.
- The remaining zones performed below the 0.5 level as ridership in most zones has been decreasing.
- The Glenn Heights zone that had formerly been the best performing has been regaining ridership. Midday service added to this zone has resulted in a change in ridership patterns but has not resulted in significantly increased ridership.
- The Park Cities zone, with an SPI value of 0.1, continues to experience low ridership. A pilot project using Uber to provide trips to, from and within the zone is being conducted as a cost-effective and productive way to accommodate riders.

FLEX Routes

- The route 842 FLEX route serving the Rylie/Kleberg area of southeast Dallas was replaced by two GoLink zones. Route 842 will no longer be reported among the FLEX routes,
- One of the five FLEX routes met the 0.6 Service Performance Index level.
- Flex routes, 841 (Plano) with an SPI value of 0.7 and 843 (Plano, Richardson) with a 0.5 SPI value were the best performers.
- Route 870 (Plano) performed at the 0.4 level.
- The South Irving route, 840 performed at the 0.3 level.
- The Rowlett route (887) continues to perform at the bottom of the list of Flex routes. Its performance will continue to be assessed as the new GoLink service in Rowlett begins to develop ridership.

GoLink Zones

- During the fourth quarter a seventh GoLink zone was inaugurated (during the last week of August 2018). These zones are part of a grant-funded demonstration of the integration of Transportation Network Company (TNC) provided services with DART's fixed-route services.
- There have not yet been any standards adopted for measuring the performance of these GoLink zones. Their performance is being monitored and evaluated in the context of the on-going demonstrated project.
- As these services mature and the model for GoLink service delivery is refined, staff will develop recommendations for consideration of appropriate performance standards.

Table 4 – Crosstown Routes Performance

Crosstown Routes		Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2018											
		Avg Weekday Pass 4Q18	Avg Weekday Pass 4Q17	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev Hour	Index	3Q18 Route Performance Index	4Q18 Route Performance Index	RPI Point Change
				\$3.50		34.00		24.0					
488	1,889	1,868	1.1%	\$4.99	0.7	35.1	1.0	23.5	1.0	1.0	0.9	-0.1	
486	2,173	2,364	-8.1%	\$5.35	0.7	33.6	1.0	21.9	0.9	1.0	0.9	-0.1	
466	2,556	2,095	22.0%	\$5.12	0.7	25.7	0.8	20.0	0.8	0.8	0.8	0.0	
404	2,421	2,633	-8.0%	\$6.20	0.6	25.5	0.7	19.5	0.8	0.8	0.7	-0.1	
453	2,115	2,088	1.3%	\$6.95	0.5	22.3	0.7	17.6	0.7	0.7	0.6	-0.1	
408	1,370	1,459	-6.1%	\$7.57	0.5	24.2	0.7	16.5	0.7	0.7	0.6	-0.1	
463	1,403	1,457	-3.7%	\$6.91	0.5	21.1	0.6	18.0	0.7	0.7	0.6	-0.1	
467	1,688	2,231	-24.3%	\$8.46	0.4	17.3	0.5	17.7	0.7	0.6	0.6	0.0	
409	1,533	1,622	-5.5%	\$7.60	0.5	17.2	0.5	15.0	0.6	0.6	0.5	-0.1	
428	1,681	1,859	-9.6%	\$9.20	0.4	17.5	0.5	14.7	0.6	0.6	0.5	-0.1	
451	1,058	993	6.5%	\$8.89	0.4	18.8	0.6	16.4	0.7	0.6	0.5	-0.1	
401	778	832	-6.4%	\$9.07	0.4	14.1	0.4	14.3	0.6	0.5	0.5	0.0	
405	1,207	1,311	-7.9%	\$9.83	0.4	17.5	0.5	12.3	0.5	0.5	0.5	0.0	
410	845	927	-8.9%	\$9.12	0.4	14.8	0.4	15.4	0.6	0.5	0.5	0.0	
402	1,107	0	All	\$10.95	0.3	20.1	0.6	13.3	0.6	0.5	0.5	0.0	
445	645	718	-10.2%	\$9.52	0.4	9.3	0.3	12.6	0.5	0.4	0.4	0.0	
403	953	0	All	\$13.78	0.3	15.7	0.5	10.4	0.4	0.4	0.4	0.0	
415	534	588	-9.3%	\$12.50	0.3	10.7	0.3	10.7	0.4	0.4	0.3	-0.1	
444	759	763	-0.5%	\$12.74	0.3	11.3	0.3	10.3	0.4	0.4	0.3	-0.1	
475	789	966	-18.3%	\$13.11	0.3	11.4	0.3	9.9	0.4	0.4	0.3	-0.1	
452	548	711	-22.9%	\$15.18	0.2	9.3	0.3	11.2	0.5	0.4	0.3	-0.1	

Table 5 – Express Routes Performance

Express Routes

**Service Standards Monitoring Report
Dallas Area Rapid Transit
Fourth Quarter 2018**

LINE	Avg	Avg	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev	Hour	Index	3Q18	4Q18	RPI Point Change
	Weekday Pass	Weekday Pass									Route Performance	Route Performance	
4Q18	4Q17										Index	Index	
				\$5.50		18.00		31.0					
206	753	786	-4.2%	\$12.50	0.4	13.5	0.8	20.1	0.6	0.7	0.6	-0.1	
278	426	383	11.3%	\$10.67	0.5	8.6	0.5	19.1	0.6	0.6	0.5	-0.1	
208	813	686	18.5%	\$14.29	0.4	12.9	0.7	16.1	0.5	0.6	0.5	-0.1	
283	766	785	-2.5%	\$13.52	0.4	9.4	0.5	16.4	0.5	0.6	0.5	-0.1	
205	363	758	-52.1%	\$18.44	0.3	12.1	0.7	18.8	0.6	0.5	0.5	0.0	
210	169	212	-20.2%	\$35.85	0.2	6.8	0.4	7.9	0.3	0.3	0.3	0.0	
211	185	147	25.9%	\$50.29	0.1	3.5	0.2	4.8	0.2	0.2	0.2	0.0	

Table 6 – Rail Station Feeder Routes

Rail Station Feeder Routes

Service Standards Monitoring Report
Dallas Area Rapid Transit
Fourth Quarter 2018

LINE	Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev	Index	3Q18 Route Performance	4Q18 Route Performance	RPI Point Change
	4Q18	4Q17		\$4.00	13.00	22.0	Index	Index	Index	Index	Index	Change
506	1,231	1,194	3.1%	\$4.20	1.0	12.1	0.9	24.8	1.1	1.1	1.0	-0.1
583	1,699	1,824	-6.9%	\$6.12	0.7	18.1	1.4	19.8	0.9	1.1	1.0	-0.1
702	362	563	-35.7%	\$4.21	1.0	4.2	0.3	25.3	1.2	1.0	0.8	-0.2
549	1,058	1,114	-5.0%	\$7.58	0.5	15.4	1.2	15.6	0.7	0.9	0.8	-0.1
501	880	1,032	-14.8%	\$8.79	0.5	17.4	1.3	15.0	0.7	0.9	0.8	-0.1
534	990	1,101	-10.1%	\$8.47	0.5	15.8	1.2	16.3	0.7	0.9	0.8	-0.1
554	1,069	1,025	4.3%	\$6.03	0.7	9.2	0.7	19.3	0.9	0.8	0.7	-0.1
527	677	741	-8.7%	\$6.22	0.6	7.4	0.6	18.7	0.9	0.8	0.7	-0.1
502	764	752	1.6%	\$7.21	0.6	10.1	0.8	14.9	0.7	0.7	0.7	0.0
531	478	620	-23.0%	\$10.45	0.4	9.1	0.7	14.1	0.6	0.7	0.6	-0.1
535	967	1,016	-4.8%	\$9.88	0.4	11.5	0.9	13.6	0.6	0.7	0.6	-0.1
593	770	769	0.0%	\$7.87	0.5	7.8	0.6	14.4	0.7	0.7	0.6	-0.1
597	850	862	-1.3%	\$10.89	0.4	11.0	0.8	12.1	0.6	0.7	0.6	-0.1
551	399	373	6.9%	\$8.53	0.5	8.5	0.7	17.2	0.8	0.7	0.6	-0.1
592	865	979	-11.6%	\$9.08	0.4	6.2	0.5	13.3	0.6	0.6	0.5	-0.1
528	513	442	16.0%	\$8.74	0.5	7.0	0.5	14.0	0.6	0.6	0.5	-0.1
533	156	143	9.4%	\$8.15	0.5	4.3	0.3	18.0	0.8	0.6	0.5	-0.1
544	654	719	-9.1%	\$11.33	0.4	7.9	0.6	10.4	0.5	0.5	0.5	0.0
526	336	249	34.9%	\$10.55	0.4	5.5	0.4	15.2	0.7	0.5	0.5	0.0
574	269	351	-23.5%	\$11.83	0.3	6.9	0.5	11.6	0.5	0.5	0.5	0.0
504	285	343	-16.7%	\$12.28	0.3	5.8	0.4	11.0	0.5	0.6	0.4	-0.2
553	225	218	3.2%	\$12.90	0.3	4.4	0.3	12.5	0.6	0.5	0.4	-0.1
514	362	438	-17.4%	\$15.80	0.3	7.2	0.6	9.2	0.4	0.5	0.4	-0.1
524	385	415	-7.3%	\$9.29	0.4	3.2	0.2	11.2	0.5	0.5	0.4	-0.1
560	294	315	-6.4%	\$12.57	0.3	5.8	0.4	11.6	0.5	0.5	0.4	-0.1
568	591	468	26.2%	\$12.44	0.3	5.7	0.4	9.5	0.4	0.5	0.4	-0.1
582	357	533	-33.0%	\$15.14	0.3	5.9	0.5	9.3	0.4	0.4	0.4	0.0
538	557	632	-11.9%	\$12.29	0.3	3.7	0.3	10.6	0.5	0.4	0.4	0.0
541	431	514	-16.1%	\$14.99	0.3	6.7	0.5	9.2	0.4	0.4	0.4	0.0
571	387	381	1.6%	\$16.61	0.2	6.8	0.5	9.0	0.4	0.4	0.4	0.0
594	315	358	-12.1%	\$12.69	0.3	4.8	0.4	8.6	0.4	0.4	0.4	0.0
704	778	749	3.9%	\$8.21	0.5	2.0	0.2	12.2	0.6	0.4	0.4	0.0
509	283	330	-14.1%	\$13.96	0.3	5.0	0.4	10.2	0.5	0.4	0.4	0.0
529	301	384	-21.6%	\$12.16	0.3	5.1	0.4	8.1	0.4	0.4	0.4	0.0
522	399	493	-19.0%	\$15.45	0.3	4.9	0.4	8.9	0.4	0.4	0.3	-0.1
505	245	291	-15.8%	\$19.53	0.2	5.0	0.4	7.5	0.3	0.4	0.3	-0.1
525	237	184	29.0%	\$12.41	0.3	4.2	0.3	8.4	0.4	0.4	0.3	-0.1
542	301	329	-8.6%	\$18.54	0.2	4.4	0.3	7.1	0.3	0.4	0.3	-0.1
513	183	201	-9.3%	\$16.49	0.2	3.6	0.3	8.6	0.4	0.3	0.3	0.0
547	306	473	-35.4%	\$22.45	0.2	3.9	0.3	7.4	0.3	0.3	0.3	0.0
507	194	221	-12.2%	\$16.95	0.2	3.9	0.3	8.3	0.4	0.3	0.3	0.0
508	183	198	-7.6%	\$18.03	0.2	3.8	0.3	8.0	0.4	0.3	0.3	0.0
510	289	287	0.7%	\$22.43	0.2	5.6	0.4	6.2	0.3	0.3	0.3	0.0
515	333	334	-0.4%	\$18.02	0.2	3.8	0.3	7.0	0.3	0.3	0.3	0.0
532	194	198	-1.9%	\$18.03	0.2	3.7	0.3	7.4	0.3	0.3	0.3	0.0
536	191	200	-4.7%	\$21.67	0.2	6.0	0.5	8.2	0.4	0.3	0.3	0.0
555	113	104	8.0%	\$13.97	0.3	2.4	0.2	9.0	0.4	0.3	0.3	0.0
566	175	159	10.0%	\$19.06	0.2	3.7	0.3	7.6	0.3	0.3	0.3	0.0
591	251	307	-18.4%	\$16.65	0.2	3.9	0.3	9.6	0.4	0.3	0.3	0.0
595	367	431	-14.9%	\$22.84	0.2	5.7	0.4	5.9	0.3	0.3	0.3	0.0
585	258	0	All	\$21.31	0.2	4.5	0.3	7.1	0.3	0.2	0.3	0.1
521	237	276	-13.9%	\$21.21	0.2	3.4	0.3	6.0	0.3	0.3	0.2	-0.1
500	129	115	12.2%	\$29.52	0.1	2.5	0.2	5.1	0.2	0.2	0.2	0.0
516	164	197	-16.6%	\$18.12	0.2	2.0	0.2	6.8	0.3	0.2	0.2	0.0
705	191	210	-8.8%	\$24.00	0.2	0.8	0.1	4.6	0.2	0.2	0.1	-0.1

Table 7 – Transit Center Feeder Routes

Transit Center
Feeder Routes

Service Standards Monitoring Report
Dallas Area Rapid Transit
Fourth Quarter 2018

LINE	Avg	Avg	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev	Hour	Index	3Q18	4Q18	RPI
	Weekday	Weekday									Route Performance	Route Performance	Point Change
4Q18	4Q17										Index	Index	
				\$5.00		13.00		18.0					
378	1,092	1,228	-11.1%	\$10.14	0.5	13.0	1.0	13.3	0.7		0.8	0.7	-0.1
360	760	845	-10.0%	\$8.54	0.6	10.6	0.8	15.1	0.8		0.8	0.7	-0.1
377	361	284	27.0%	\$7.81	0.6	7.7	0.6	16.1	0.9		0.8	0.7	-0.1
347	620	564	9.8%	\$12.67	0.4	11.7	0.9	12.3	0.7		0.8	0.7	-0.1
374	675	668	1.0%	\$10.61	0.5	11.9	0.9	12.7	0.7		0.7	0.7	0.0
372	589	596	-1.2%	\$11.62	0.4	10.3	0.8	13.1	0.7		0.7	0.6	-0.1
350	601	611	-1.6%	\$12.48	0.4	10.8	0.8	10.6	0.6		0.7	0.6	-0.1
362	525	618	-15.1%	\$12.82	0.4	9.2	0.7	12.7	0.7		0.7	0.6	-0.1
361	381	393	-3.2%	\$11.93	0.4	6.6	0.5	12.8	0.7		0.6	0.5	-0.1
380	248	308	-19.2%	\$15.24	0.3	4.9	0.4	9.7	0.5		0.5	0.4	-0.1
333	207	258	-19.7%	\$18.86	0.3	4.1	0.3	8.3	0.5		0.4	0.3	-0.1
376	182	249	-26.8%	\$18.32	0.3	2.5	0.2	8.1	0.4		0.4	0.3	-0.1
385	214	233	-8.3%	\$22.14	0.2	4.9	0.4	7.5	0.4		0.4	0.3	-0.1

Table 8 – Local Routes

Local Routes

**Service Standards Monitoring Report
Dallas Area Rapid Transit
Fourth Quarter 2018**

LINE	Avg	Avg	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev	Index	3Q18	4Q18	RPI Point Change
	Weekday Pass	Weekday Pass								Route Performance	Route Performance	
4Q18	4Q17									Index	Index	
				\$3.25		24.50		23.5				
11	4,012	4,277	-6.2%	\$4.29	0.8	29.4	1.2	24.1	1.0	1.2	1.0	-0.2
110	1,382	1,495	-7.6%	\$5.29	0.6	18.0	0.7	24.3	1.0	0.9	0.8	-0.1
2	1,098	1,181	-7.0%	\$5.93	0.5	14.5	0.6	18.7	0.8	0.7	0.6	-0.1
164	2,277	2,593	-12.2%	\$7.72	0.4	15.1	0.6	17.4	0.7	0.7	0.6	-0.1
183	1,113	812	37.0%	\$6.08	0.5	12.7	0.5	18.0	0.8	0.7	0.6	-0.1
26	1,003	1,118	-10.2%	\$6.44	0.5	12.4	0.5	16.6	0.7	0.6	0.6	0.0
24	719	1,121	-35.8%	\$6.53	0.5	9.9	0.4	16.4	0.7	0.7	0.5	-0.2
19	1,680	1,850	-9.1%	\$9.03	0.4	13.0	0.5	13.7	0.6	0.5	0.5	0.0
36	978	1,056	-7.4%	\$10.30	0.3	14.5	0.6	11.9	0.5	0.5	0.5	0.0
39	651	801	-18.7%	\$7.85	0.4	9.4	0.4	14.6	0.6	0.5	0.5	0.0
63	713	757	-5.8%	\$9.44	0.3	10.2	0.4	15.8	0.7	0.5	0.5	0.0
76	714	764	-6.5%	\$8.10	0.4	10.3	0.4	14.0	0.6	0.5	0.5	0.0
35	692	779	-11.2%	\$11.20	0.3	11.4	0.5	11.3	0.5	0.5	0.4	-0.1
52	602	684	-12.0%	\$9.54	0.3	7.1	0.3	12.3	0.5	0.5	0.4	-0.1
161	1,308	1,456	-10.1%	\$10.85	0.3	9.7	0.4	13.4	0.6	0.5	0.4	-0.1
31	939	1,120	-16.1%	\$12.05	0.3	14.1	0.6	9.9	0.4	0.5	0.4	-0.1
60	656	770	-14.9%	\$11.67	0.3	11.7	0.5	11.6	0.5	0.5	0.4	-0.1
81	699	0	All	\$10.40	0.3	11.9	0.5	11.6	0.5	0.5	0.4	-0.1
12	979	1,132	-13.5%	\$11.93	0.3	11.2	0.5	10.6	0.5	0.4	0.4	0.0
29	682	865	-21.1%	\$12.06	0.3	8.5	0.3	10.8	0.5	0.4	0.4	0.0
59	521	574	-9.2%	\$11.02	0.3	8.4	0.3	11.3	0.5	0.4	0.4	0.0
111	489	674	-27.4%	\$11.92	0.3	7.1	0.3	10.5	0.4	0.4	0.3	-0.1
155	134	110	21.1%	\$17.04	0.2	5.4	0.2	12.2	0.5	0.4	0.3	-0.1
82	375	0	All	\$15.25	0.2	7.3	0.3	8.9	0.4	0.3	0.3	0.0
84	555	0	All	\$16.93	0.2	7.8	0.3	7.7	0.3	0.3	0.3	0.0
21	379	411	-7.8%	\$20.89	0.2	6.3	0.3	6.4	0.3	0.3	0.2	-0.1
42	318	521	-39.0%	\$18.99	0.2	4.7	0.2	6.8	0.3	0.2	0.2	0.0
27	124	106	17.4%	\$22.38	0.1	2.1	0.1	6.3	0.3	0.2	0.2	0.0

Site-Specific Shuttle
Routes

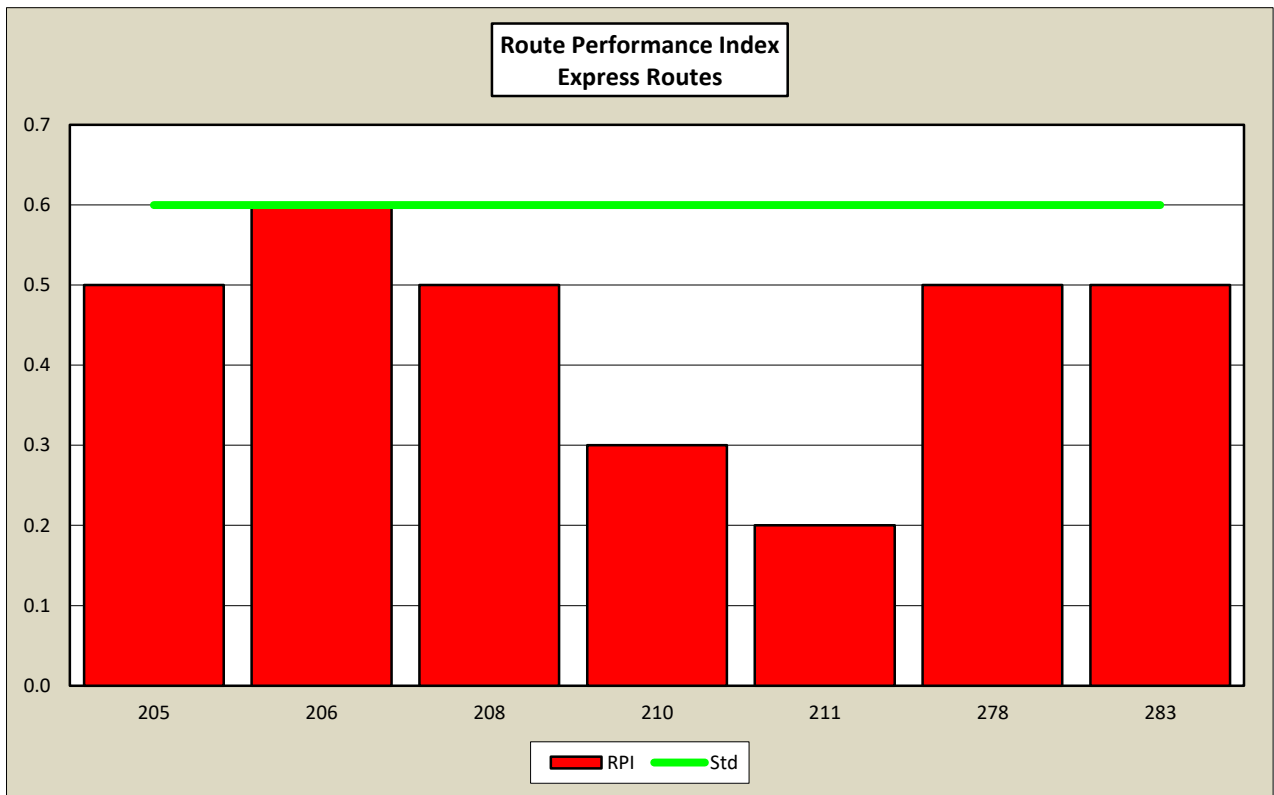
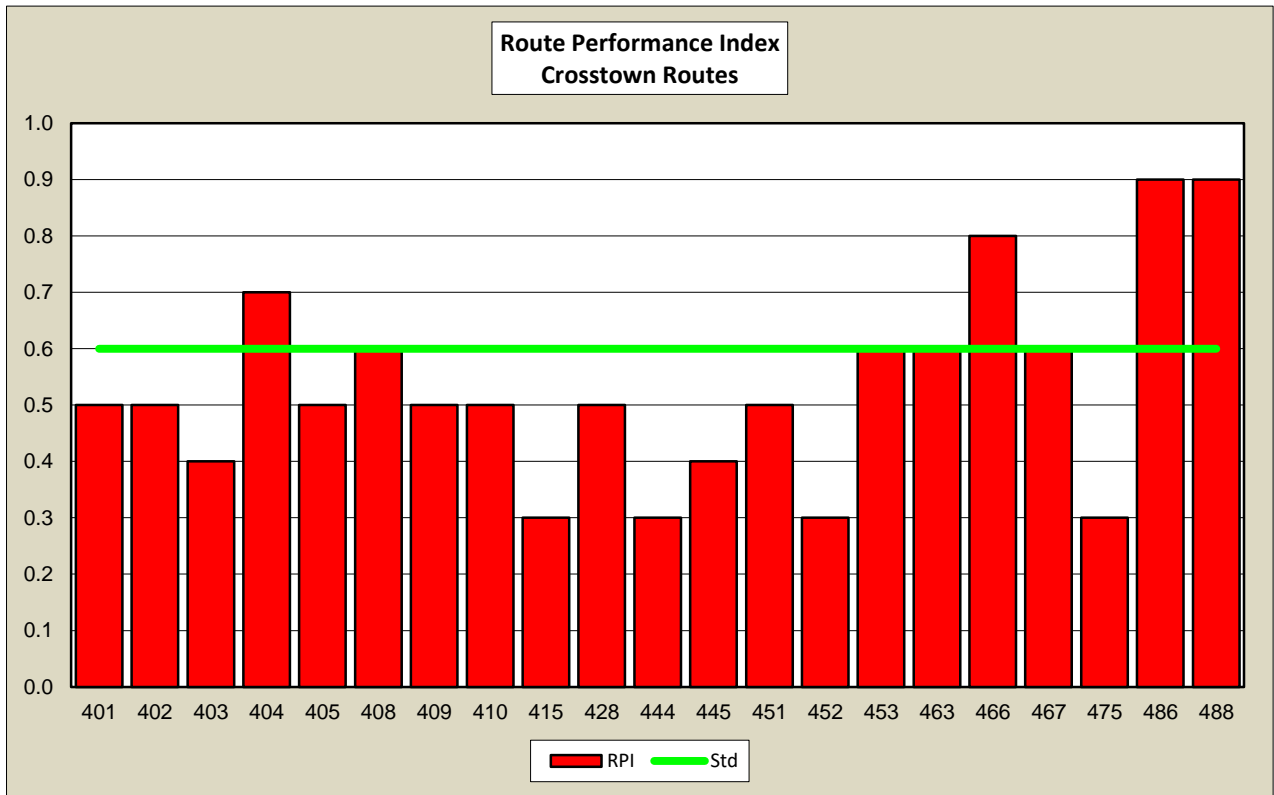
Table 9 – Site Specific Shuttles
Service Standards Monitoring Report
 Dallas Area Rapid Transit
 Fourth Quarter 2018

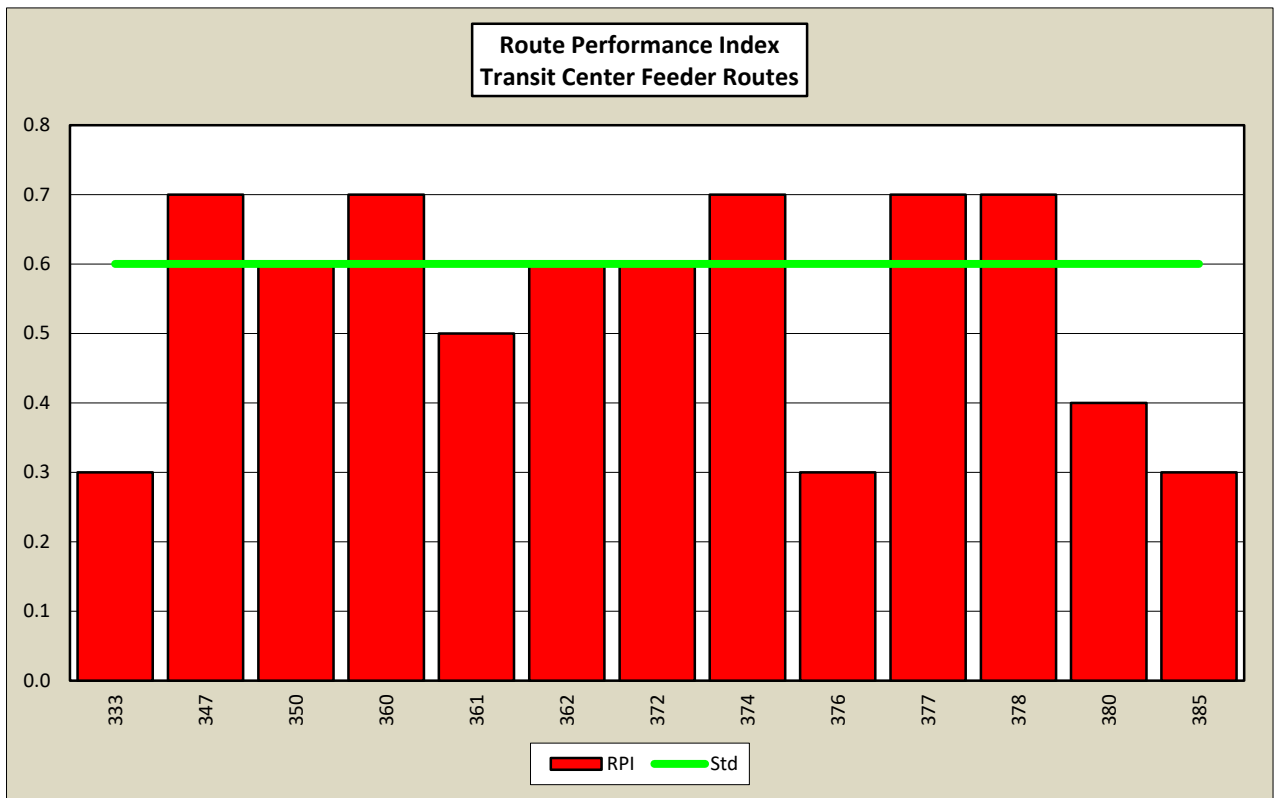
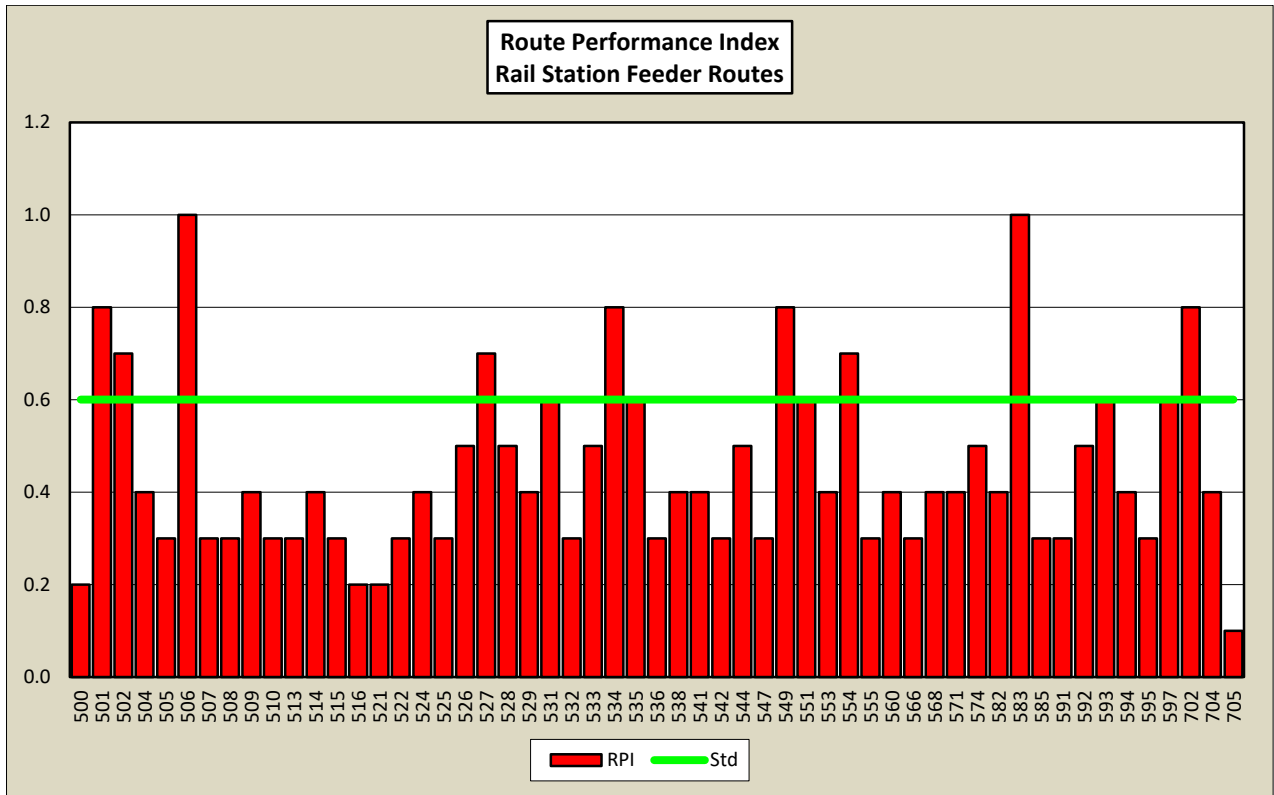
LINE	Avg	Avg	% Change	Sub/	Pass/	Pass/	Pass/	3Q18	4Q18	RPI		
	Weekday	Weekday		Pass	Pass	Rev	Rev	Route	Route			
	4Q18	4Q17		Pass	Index	Trip	Index	Hour	Index	Performance	Performance	Point
										Index	Index	Change
				\$0.90		7.50		21.0				
UTD	4,624	5,128	-9.8%	\$0.60	1.5	12.8	1.7	33.8	1.6	1.3	1.6	0.3
UTSW	296	342	-13.4%	\$1.33	0.7	8.7	1.2	22.2	1.1	1.0	1.0	0.0
BAY	247	235	4.9%	\$0.80	1.1	2.9	0.4	15.9	0.8	0.8	0.8	0.0
768	968	1,219	-20.5%	\$1.42	0.6	5.4	0.7	16.8	0.8	0.6	0.7	0.1
DFW	316	466	-32.2%	\$1.49	0.6	4.1	0.6	8.3	0.4	0.6	0.5	-0.1
RSON	111	104	6.1%	\$2.15	0.4	2.0	0.3	15.5	0.7	0.5	0.5	0.0
749	394	373	5.7%	\$11.13	0.1	5.0	0.7	10.2	0.5	0.4	0.4	0.0
MCE	93	100	-6.6%	\$1.17	0.8	1.1	0.1	8.3	0.4	0.5	0.4	-0.1
722	314	248	26.7%	\$15.72	0.1	3.8	0.5	7.5	0.4	0.2	0.3	0.1
TI	266	370	-28.1%	\$4.35	0.2	1.8	0.2	5.5	0.3	0.3	0.2	-0.1

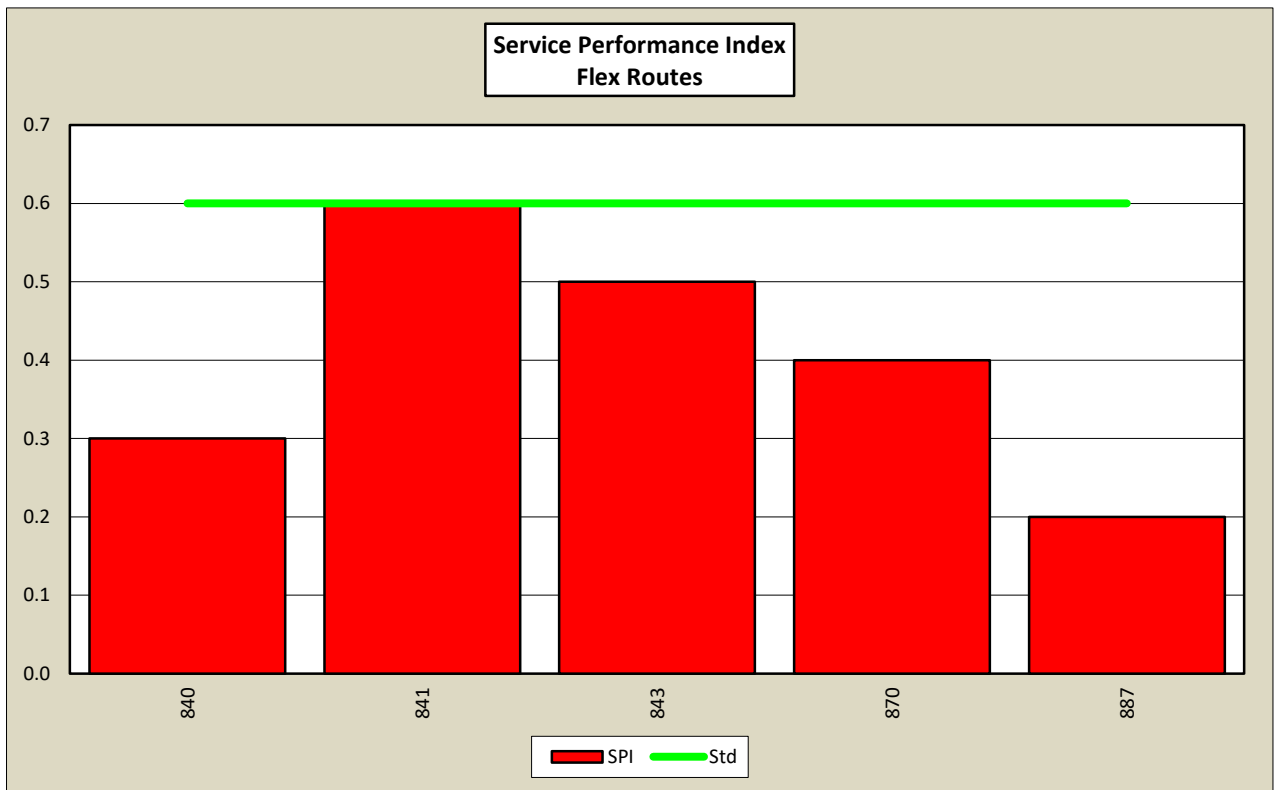
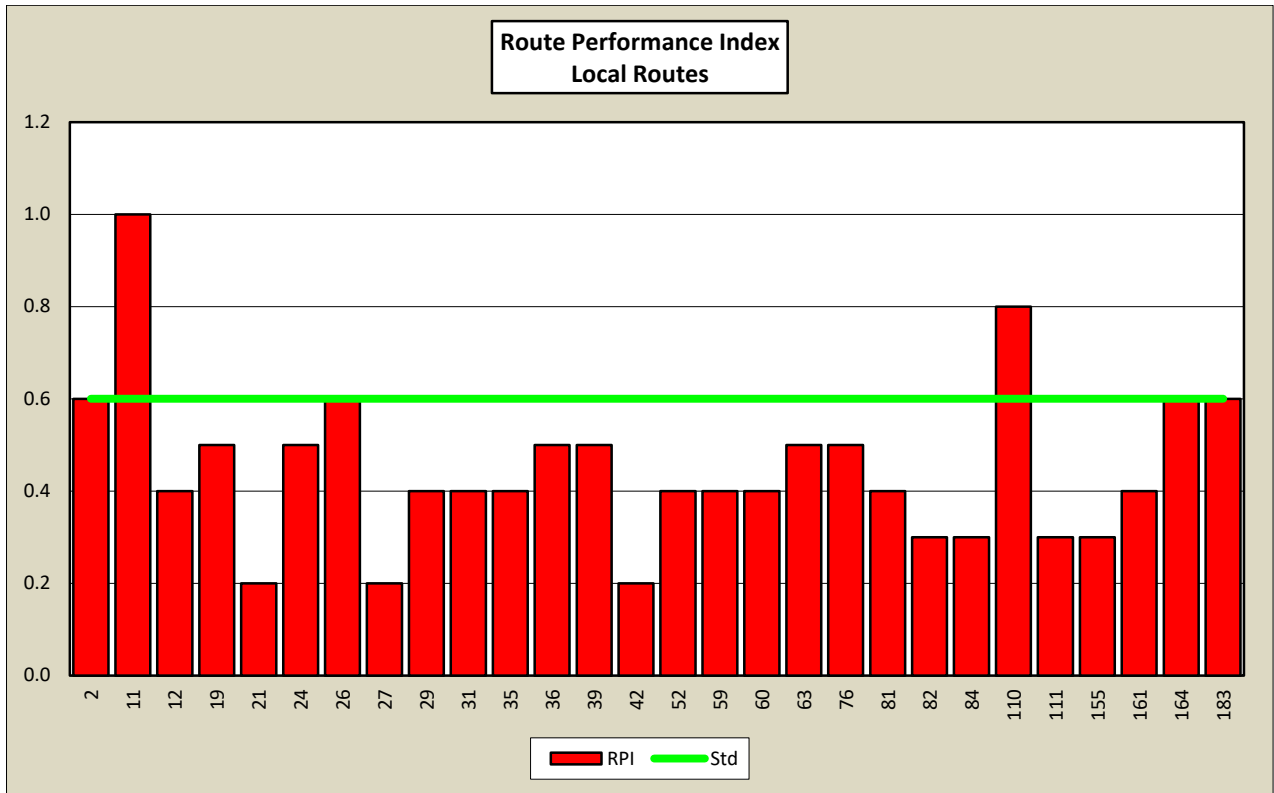
DART-on-Call Zones

Table 10 - DART-on-Call Zones
Service Standards Monitoring Report
 Dallas Area Rapid Transit
 Fourth Quarter 2018

LINE	Avg	Avg	% Change	Sub/	Pass/	Pass/	Pass/	3Q18	4Q18	SPI		
	Weekday	Weekday		Pass	Pass	Rev	Rev	Service	Service			
	4Q18	4Q17		Pass	Index	Hour	Index	Performance	Performance	Point		
								Index	Index	Change		
				\$8.40		6.50						
FBoC	40	33	21.6%	\$16.94	0.5			2.5	0.4	0.4	0.4	0.0
NDoC	42	45	-7.9%	\$17.76	0.5			2.4	0.4	0.5	0.4	-0.1
GH	26	38	-31.5%	\$23.35	0.4			1.8	0.3	0.4	0.3	-0.1
LHoC	23	29	-21.6%	\$27.89	0.3			1.5	0.2	0.3	0.3	0.0
LoC	23	25	-7.8%	\$26.78	0.3			1.6	0.2	0.3	0.3	0.0
PKCTY	10	9	11.2%	\$53.54	0.2			0.8	0.1	0.2	0.1	-0.1







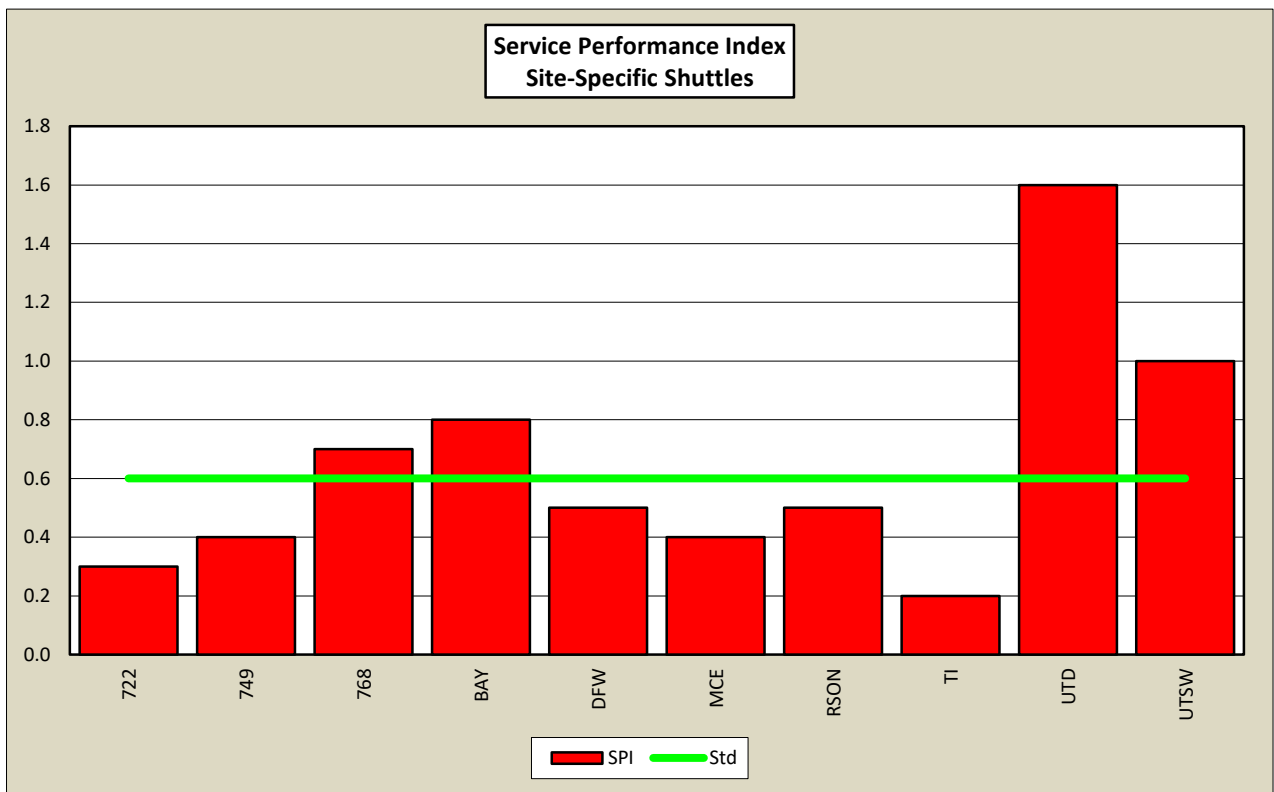
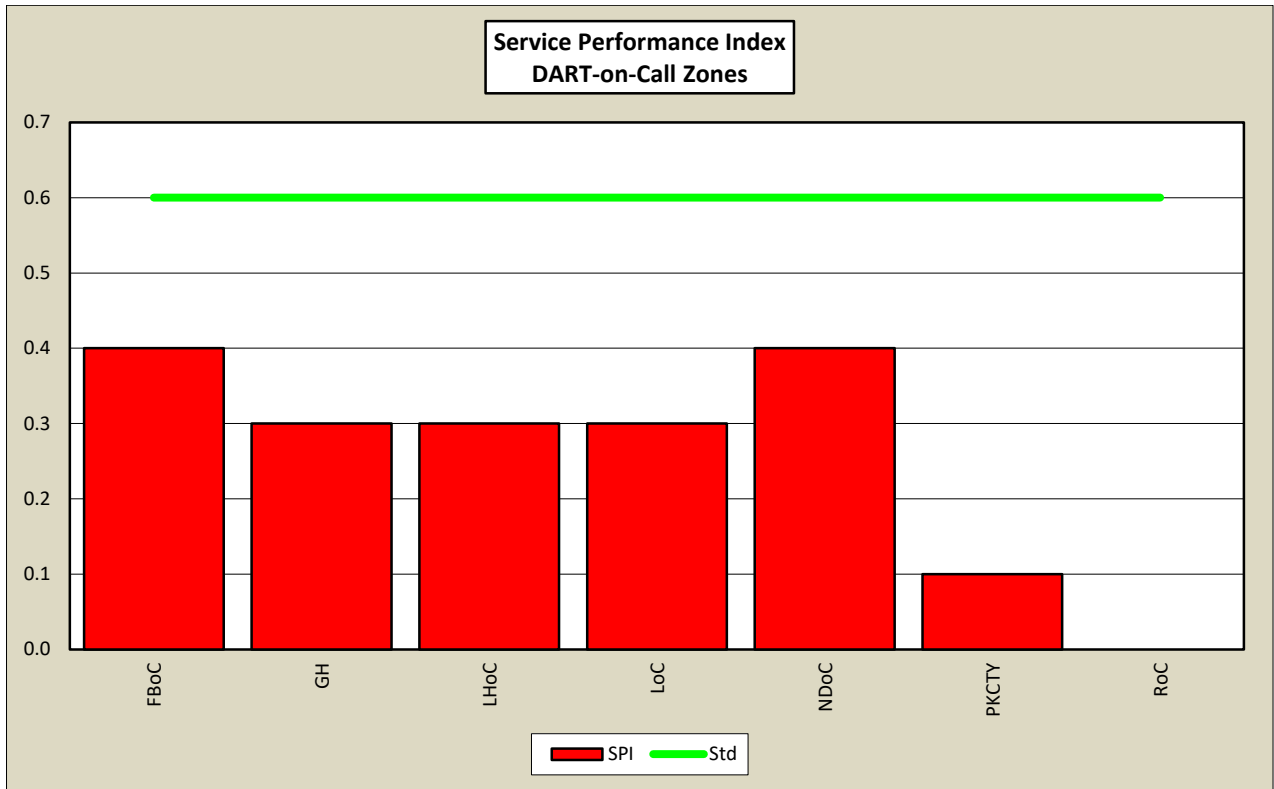


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FY 2018

Quarterly Marketing and Communications Department and External Relations Department Report

Fourth Quarter

New Fares – Service Change

August 18, 2018 • Location: DART Service Area

Project Overview:

DART implemented new fares, fare products and fare payment options in August. We created a comprehensive marketing and communications approach to:

- Proactively tell our story to riders, potential riders, service area cities and stakeholders.
- Increase awareness of DART’s new products, services and technology from a features and benefits perspective
- Support Community Engagement and Diversity departments in developing materials for Title VI fare equity outreach.



New products for August Service Change

- New fare structure and fare mediums
- New GoPass® app 2.0
- New GoPass® Tap card

Key audiences

- Current riders
- Dependent riders
- Students
- Current GoPass users
- Service area cities
- Stakeholders

Impressions	1,378
Media views	157
Total engagements	31



New Fares – Service Change (continued)

Project Elements:

- Developed and implemented the “We’ve Got a Lot of NEW” campaign.
- Created materials for customer outreach to satisfy Title VI fare equity requirements in three zip codes (75212, 75215 and 75237).
- Deployed a six-week media plan that began Aug. 1. Leveraged windscreens, social media, radio, TV, brochures and publications and disseminated information in English and Spanish.

Highlights:

- Because there was some organized public opposition against the fare change, it was imperative that DART focus on the positive features and benefits. The “We’ve Got a Lot of NEW” campaign allowed us to promote some unique attributes such as the \$3 PM passes, the return of the Single ride on buses, and fare capping.
- Registered 1,278 GoPass® Tap cards at the Title VI community outreach meetings. Locations for the meetings included: Hatcher Station Women's Health Center, Thurgood Marshall Recreation Center, Exline Recreation Center, Mattie Nash-Mrtyle Davis Recreation Center, Martin Luther King Jr. Recreation Center, Hampton Station, J.B. Jackson, Jr. Transit Center, Red Bird Transit Center and Cockrell Hill Transfer Location.
- “We’ve Got a Lot of NEW” was the theme of the summer issue of DART’s Inmotion newsletter. This issue covered new fares, new GoPass app features, GoPass Tap cards, GoLink and D-Link. We distribute 5,500 copies to stakeholders, including elected officials, business and community leaders, and others.
- Featured “We’ve Got a Lot of NEW” in the September/October issue of Rider Insider. We print 40,000 copies and distribute them on our trains and buses, as well as in nine area hotels.



New Fares – Service Change (continued)

Highlights: (continued)

- Assisted External Relations in developing a “DART’s Got a Lot of NEW” article, which published in the APTA Passenger Transport magazine’s September 2018 – Annual Meeting special edition.

By the Numbers:

- “New Fares” printed collateral
 - 120,000 brochures
 - 600 interior signs
 - 165 rail interior signs
 - 17 windscreen signs
 - 20 station banners
 - Infotainment monitor messages on 484 buses
- Hosted a “We’ve Got A Lot of NEW” Twitter Town Hall meeting Aug. 17
 - Panelists: Joe Costello, Tina Mörch-Pierre and Brandi Stringer
 - Moderator: Dawn Dorman
 - Topics: fare change, GoPass app, GoPass Tap and fare capping
 - 40 “tweets” on Twitter
 - Impressions: 47,000
 - Retweets: 38
 - Likes: 48
 - Clicks: 68
 - 10 Facebook posts
 - Impressions: 28,000
 - Social reach: 16,500



New Fares – Service Change (continued)

By the Numbers: (continued)

- Signage
 - Market value: \$189,852
 - Impressions: 13.5 million



- Media
 - Market value: \$104,331
 - Impressions: 8.7 million



GoPass® Tap Card Soft Launch

August 18, 2018 • Location: DART Service Area

Project Overview:

DART’s new GoPass® Tap reloadable transit card launched Aug. 18. A key component of launching was to ensure we had retail marketing and GoPass® Tap cards available. The communications, retail and marketing strategy included:

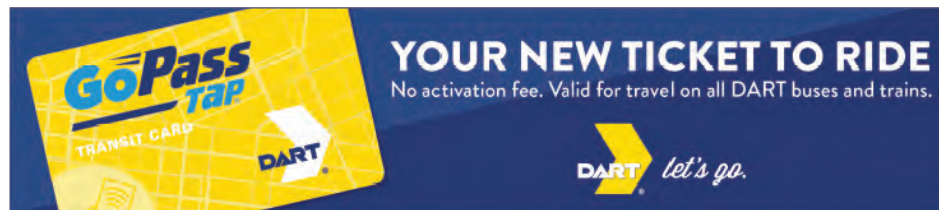
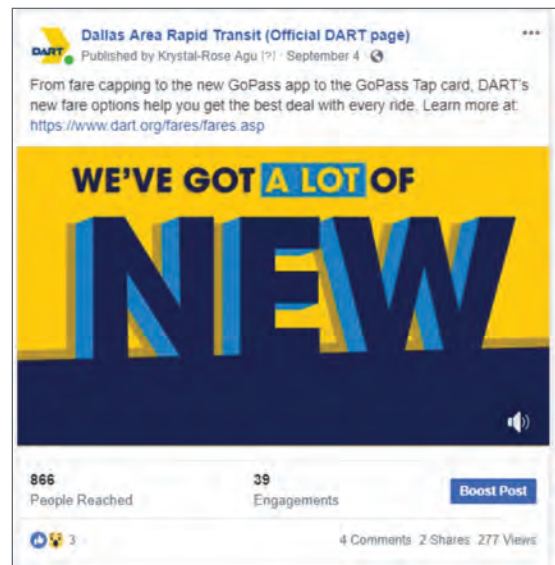
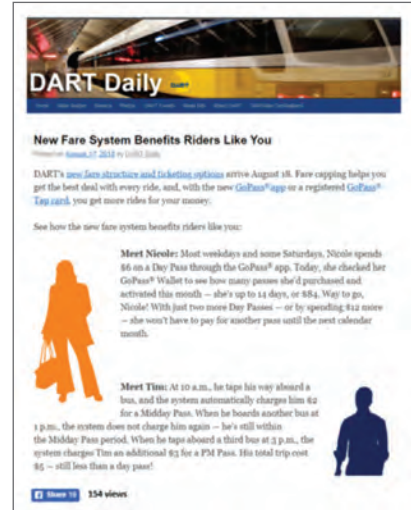
- Increasing awareness of the fare capping technology features to DART customers.
- Utilizing the “We’ve Got a Lot of NEW” campaign for marketing and communication materials.
- Conducting beta testing with current riders prior to launch.
- Distributing GoPass® Tap soft launch marketing materials for retail partners.
- Creating awareness of GoPass® Tap features and benefits with DART staff and stakeholders.

Retail distribution elements

- GoPass® Tap cards
- Merchandising racks
- Retailer promotional kits

Key audiences

- Current riders
- Dependent riders
- DART staff
- Service area cities
- Stakeholders



GoPass® Tap Card Soft Launch (continued)

Project Elements:

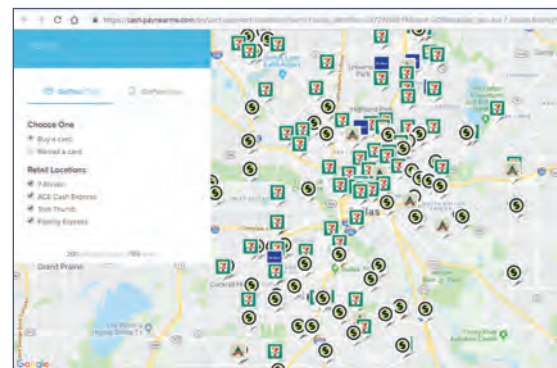
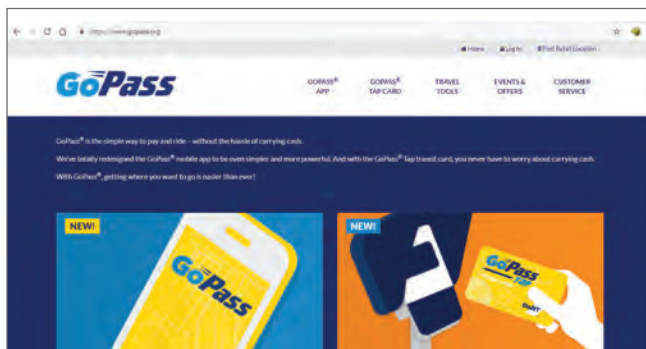
- Featured the tap card in the “We’ve Got a lot of NEW” campaign.
- Distributed retail store decals, register danglers, business hour kits and retail counter displays.
- Deployed cards at 400 retailers to kick off soft launch.
- Updated GoPass.org with new GoPass customer portal.

Highlights:

- Retail distribution continues to expand and as of the end of September, there are more than 500 participating retailers.
- More than 400 current riders participated in our GoPass® Tap beta testing.
- Provided front line staff with fare change FAQs, so they are well informed to assist customers.

By the Numbers:

- Distributed 2,500 GoPass® Tap cards
- Posted GoPass video on Facebook Sept. 4
 - Video covered app, tap card and new fare options
 - Social reach: 861
- 51 posts on Twitter and Facebook
 - Impressions: 53,800



GoLink Sandbox Update

August and September 2018 • Locations: GoLink Service Areas

Project Overview:

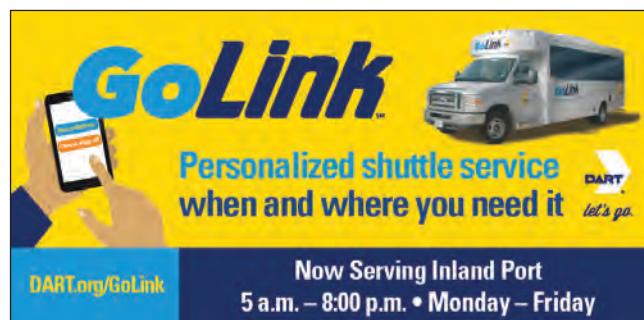
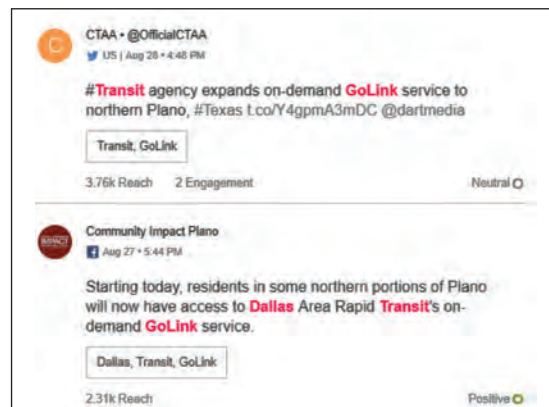
DART expanded GoLink service to Far North Plano and Rowlett on Aug. 27. Marketing and communications efforts focused on creating awareness through print ads and editorial content in publications targeting Plano and Rowlett residents. DART updated marketing collateral in conjunction with the fare change. In each of our service zones, we placed GoLink banners at base rail station and transportation centers.

Project Elements:

- Print advertising included in Rowlett Lakeshore Times and Plano Star Courier from July 19 to Sept. 16.
- Platform banners at each GoLink anchor station.
- Advertising on a junior billboard in the International Inland Port of Dallas GoLink service zone.

Highlights:

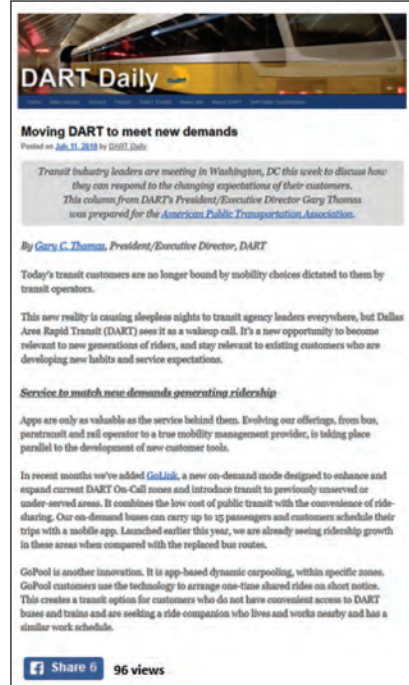
- With the expanded GoLink service, daily trips now average over 500 per day and are on track to reach over 600 trips per day in Q1 FY 2019.
- The city of Plano published a “Combat Ozone Alerts with GoLink” article in the summer issue of its Live Green in Plano newsletter.



GoLink Sandbox Update (continued)

By the Numbers:

- GoLink printed collateral
 - 120,000 brochures
 - 20 ads in Rowlett Lakeshore Times and Plano Star Courier
 - Six banners placed at anchor stations
 - 10,000 brochures
 - Two junior billboards
 - Three windscreen signs
- Signage
 - Market value: \$11,700
 - Impressions: 270,000
- Media
 - Market value: \$32,595
 - Impressions: 5.2 million
- Digital media coverage in Community Impact Newspaper, The Dallas Morning News and Culture Map
 - Reach: 2.2 million
- Nine posts on DART social media channels
 - Social reach: 38,000



DART Daily

Moving DART to meet new demands

Printed on July 21, 2018 by DART Daily

Transit industry leaders are meeting in Washington, DC this week to discuss how they can respond to the changing expectations of their customers. This column from DART's President/Executive Director Gary Thomas was prepared for the American Public Transportation Association.

By Gary C. Thomas, President/Executive Director, DART

Today's transit customers are no longer bound by mobility choices dictated to them by transit operators.

This new reality is causing sleepless nights to transit agency leaders everywhere, but Dallas Area Rapid Transit (DART) sees it as a wakeup call. It's a new opportunity to become relevant to new generations of riders, and stay relevant to existing customers who are developing new habits and service expectations.

Service to match new demands generating ridership

Apps are only as valuable as the service behind them. Evolving our offerings, from bus, paratransit and rail operator to a true mobility management provider, is taking place parallel to the development of new customer tools.

In recent months we've added **GoLink**, a new on-demand mode designed to enhance and expand current DART On-Call zones and introduce transit to previously unserved or under-served areas. It combines the low cost of public transit with the convenience of ride-sharing. Our on-demand buses can carry up to 12 passengers and customers schedule their trips with a mobile app. Launched earlier this year, we are already seeing ridership growth in these areas when compared with the replaced bus routes.

GoPool is another innovation. It is app-based dynamic carpooling, within specific zones. GoPool customers use the technology to arrange one-time shared rides on short notice. This creates a transit option for customers who do not have convenient access to DART buses and trains and are seeking a ride companion who lives and works nearby and has a similar work schedule.

Share 6 96 views



GoLink

Personalized shuttle service when and where you need it.

GoLink is the new on-demand shuttle now serving Legacy West, North Central Plano/Chase Oaks, and Far North Plano.

Take it to work, run errands or connect to other DART services.

5 a.m. – 8 p.m.
Monday – Friday

Learn more about **GoLink** at DART.org/GoLink

DART let's go.

D-Link Update

Project Overview:

The agency held a stakeholder event at Convention Center Station on July 10 to promote the D-Link service and highlight the new electric buses. This event was a “thank you” to our partners for bringing this project to fruition. Follow-up “roadshow” events were held at Pegasus Plaza (July 25) and Dallas Farmers Market (July 28) to promote the electric buses to customers.

Project Elements:

- Media
- Sweet treats distributed at “roadshow” events
- Marketing collateral included D-Link maps and brochures
- Bus onsite at promotional events

Highlights:

- Mar-Comm staff interacted with stakeholders and customers at promotional events to inform them about the new electric D-Link buses.
- A “D-Link - Plug in for a Greener Planet. Plug in to Something NEW” was strategically placed in the August issue of Concierge Connection, a newsletter that is distributed in 74 commercial office building across North Texas.
- A “We’ve Got a Lot of NEW” article, which highlighted D-Link as a new way to explore, published in the September issue of Concierge Connection.



D-Link Update (continued)

By the Numbers:

- More than 300 people reached at promotional events
- 21 ads published during Q4 FY 2018
- Media
 - Market value: \$42,050
 - Impressions: 850,000
- Six D-Link articles published on DART Daily in July
 - Views: 350
- 22 articles published on online news sites in July, including American Infrastructure Magazine, Government Technology, CW33 NewsFix, TheTransitWire, The Dallas Morning News and Fox4News
 - Potential reach: 3.6 million
- 46 posts on non-DART social media channels related to D-Link between July 1 and Sept. 30
 - Social reach: 631,600
- Seven Facebook posts
 - Organic impressions: 10,000
- Four Instagram posts
 - Likes: 171
- One “tweet” on Twitter July 17
 - Social reach: 22,000
 - Impressions: 1,824



Riverfront Jazz Festival

Project Overview:

The Riverfront Jazz Festival returned for the second year. Attendance at the festival this year was 12,000. As part of the partnership agreement, festival goers were encouraged to ride the Green Line to Lake June and then take Route 594 to the Festival.

Project Elements:

- Station banners
- Digital promotion
- Ads on buses

Highlights:

- Due to an unforeseen venue issue, the location for the Festival was moved from Texas Horse Park to Convention Center Auditorium one week prior to the event. This move may have impacted attendance.

By the Numbers:

- 12,000 attendees
- Issued a “tweet” on Twitter Aug. 27
 - Social reach: 15,047
 - Impressions: 1,600



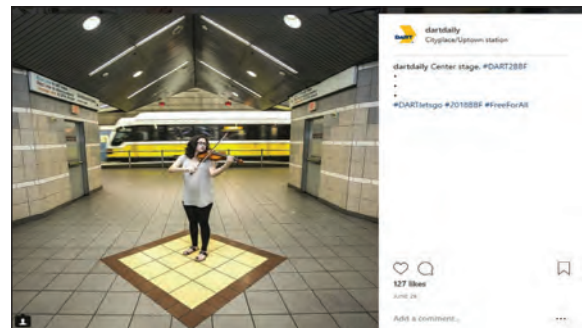
Beethoven Festival

Project Overview:

Collaborated with the Fine Arts Chamber Players (FACP) to promote the Basically Beethoven Festival at the Moody Performance Hall as a DARTable activity. This partnership presented an opportunity to increase DART's visibility with FACP's audience.

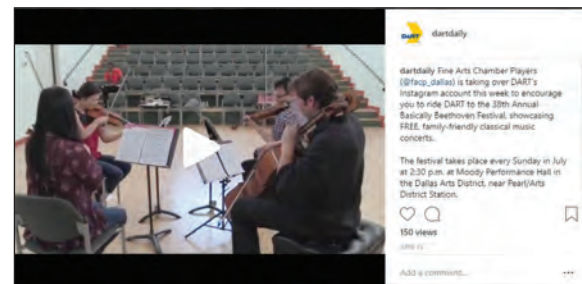
Project Elements:

- Instagram Takeover
 - We worked with FACP to produce a video and a series of photos featuring local musicians and their instruments on DART rail platforms, bus stops and transit centers.
- Social media contest
 - FACP hosted five performances. We asked our audience to tag, retweet, share and/or comment for a chance to win VIP seating and two DART Passes.
 - FACP displayed “Reserved Seating” signs with DART’s logo prominently displayed.
- Digital/mobile promotion
 - DART and FACP shared content, which was promoted on both organization’s digital and social media channels.



Highlights:

- Interim Executive Director Emily Guthrie said, “We are a small nonprofit with limited resources. DART provided beautiful, quality work. You’ve been so helpful and easy to work with.”
- FACP reported that because of the collaboration, they had a significant number of “first-time” attendees to the summer series



Beethoven Festival (continued)

By the Numbers:

- FACP promoted DART to Festival on their Facebook, Instagram and Twitter accounts
 - Over 675 interactions from nearly 300 people.
 - Interactions range from liking, commenting, sharing, and viewing shared videos and pictures from DART.
 - Photos shared from DART's Instagram created the most interactions (575), followed by Facebook, and then Twitter.
- 33 messages on DART's Facebook, Twitter and Instagram accounts.
 - Impressions: 33,700
 - Engagements: 692
 - Clicks: 45
- Eight DART Daily articles
 - Views: 138 times



dartmedia @dartmedia · Jun 29

The first concert in @fcp's free and DARTable 2018 Basically Beethoven Festival begins Sunday at @MPH_Dallas and features the world premiere of composer Quinn Mason's String Quartet No. 5. Here's a sneak peek at an interview with Mason: bit.ly/DARTdaily-21PZ... #DART28BF

Fine Arts Chamber

Impressions	1,898
Total engagements	20

× Offer Details

Basically Beethoven Festival
July 22

The Basically Beethoven Festival's fourth FREE concert is this Sunday, July 22! The concert begins at 2:30pm with a Rising Star Recital followed by the Feature Performance at 3:00pm. This Sunday, the Four Horns of the Apocalypse, a French horn quartet, will be bringing us an exciting and fun-filled afternoon. Bring your family! Doors open at 2:00pm at the Moody Performance Hall (2520 Flora Street).

Note: The Pearl/Arts District DART Station via the

[SHOW MORE](#)

DART Connects SMU Music Student with Big-City Dreams
Posted on July 13, 2018 by Crystal Rose Aguilar and Lorie Hernandez @

Southern Methodist University student, Jeff Tullis, stands on the steps of the Sammons Center for the Arts Tuesday, July 10. DART connects him to work, school and musical opportunities in Dallas.

When you grow up in a small town, moving to the big city can make you feel like a fish out of water. At least, [Southern Methodist University](#) student, Jeff Tullis, says so.

DART helps Jeff bridge the gap between what feels like a big city and the opportunities that lie at heart of Dallas.

Years ago, Jeff built a red road bike from parts because he couldn't afford a car while paying for school. Now, whether it's catching a bus on Southwestern Boulevard, hopping on the [SMU Express](#) or connecting to the [Orange Line](#) at [Lovers Lane Station](#), he combines his DART and bike trips to move about the city.

"Public transit isn't a luxury, it's a necessity for people who lack other means of transportation," Jeff said. "Having a DART student pass and bike accessibility is the reason I've been able to get into the music scene in Dallas."

Hispanic Heritage Month

Sept. 15 to Oct. 15

Project Overview:

National Hispanic Heritage Month is celebrated Sept. 15 to Oct. 15. In celebrating this cultural observance, DART:

- Demonstrates our awareness (and appreciation) of Hispanic influence in our community and society.
- Showcases DARTable experiences that embrace Hispanic culture.
- Positions ourselves favorably in the Hispanic community, which could influence ridership

Project Elements:

- DART Music Stations (3)
- Comic strip illustration
- Places, art and design photography series
- Influencers (2)
- Social media

Highlights:

- Engaged local Hispanic illustrator Gustavo Zapata to create a DART comic strip for National Comic Book Day, Sept. 25.
 - Comic strip theme: Mateo and the Rocket Train.
 - Zapata, a DART rider, was a judge in last year's Student Art Contest, and has an Instagram page where he showcases creative illustrations of people riding DART.
 - <https://www.instagram.com/zdezapata/>
 - His Instagram following is about 1,300
- Held a DART Music Station Sept. 25 featuring a local band, Cumbia Trio. The two-hour performance was at Rosa Parks Plaza. El Centro College participated in the event. They set up a table and had four representatives at the table sharing information about the college.



Hispanic Heritage Month (continued)

Highlights: (continued)

- The city of Rowlett held their first International Festival Oct. 6 in downtown – adjacent to the DART station. DART’s Music Station was going to be at the Downtown Rowlett Station the same day. Instead, the city offered us space at the festival.
 - A DART logo banner and signage provided positive exposure.
 - Approximately 450 people attended the festival.
 - Performers were El Grupo Cache.
- Engaged two Hispanic influencers: “Mexican Rupert” and Ana.
 - Combined, these two influencers have a following of nearly 135,000.
 - Their objective was to leverage their influence to spread awareness of how DART makes it easy to explore Hispanic art, culture and history in Dallas.
 - The ask of our influencers was to create a one-day itinerary that is accessible by DART bus/train and then share experiences through social video, photos and content.
 - Our influencers used these hashtag with their posts: #DARTable and #DARTCelebratesHispanicHeritageMonth



Hispanic Heritage Month (continued)

By the Numbers:

- Seven Facebook posts by Ana
 - Reactions: 494
 - Comments: 58
 - Video views: 2,050
- Six Instagram posts by Ana
 - Likes: 1,762
 - Comments: 40
- One blog post by Ana
 - Views: 51
- Four “tweets” on Twitter by Mexican Rupert
 - Retweets: 10
 - Likes: 26
- Four Instagram posts by Mexican Rupert
 - Likes: 544
 - Comments: 22
 - Video views: 522
- 11 DART social media posts for Mateo and the Rocket Train comic strip
 - Impressions: 12,000
 - Engagements: 218
 - Clicks: 43
- 38 total DART social media posts for Hispanic Heritage Month
 - Impressions: 46,400
 - Engagements: 532
 - Clicks: 96



DARTable Website

July 2018 • Website location: DART.org/DARTable

Project Overview:

The DART lifestyle website, DARTable/DART.org, was relaunched in June 2018 and social/digital promotion began in July and August. This website promotes exploring and discovering DARTable places in DART's 13 service area cities. The site offers newly incorporated podcasts for riders' listening enjoyment and enrichment, as well as sortable categories of things to do and places to go.

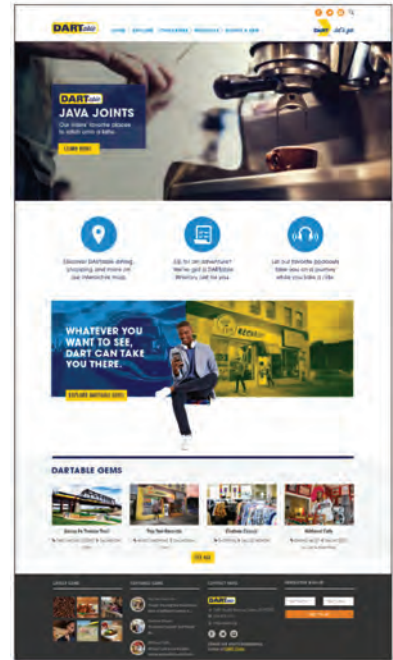
Project Elements:

- Website redesign by Belmont Icehouse
- Promotion on Facebook, Go2Mobi, YouTube, Pandora and Spotify
- Digital outdoor, radio, TV and print promotions in English and Spanish
- Corner markers and windscreens

Highlights:

The new website is experiencing phenomenal growth.

- 334 percent increase in weekly users (three times more than before relaunch)
- 999 average weekly users (up from 223 pre-launch)
- 145 average daily users (up from 40 pre-launch)



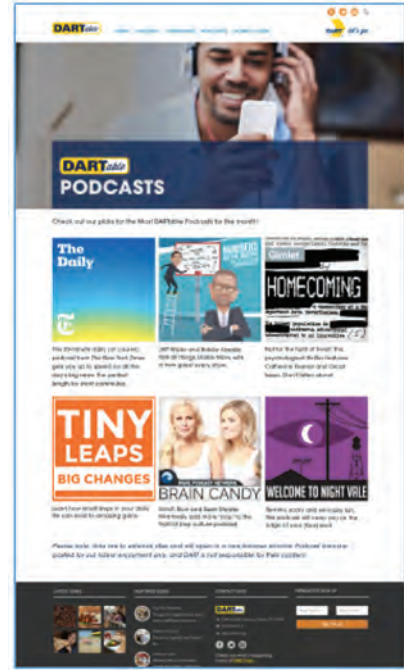
Campaign Delivery by Publisher

	Impressions	Clicks	CTR	CPC
Facebook	841,168	20,920	2.49%	\$0.84
Go2Mobi	1,288,303	11,754	0.91%	\$0.95
Pandora	741,674	219	0.06%	\$36.26
Spotify	334,736	129	0.04%	\$41.04
YouTube	750,215	801	0.11%	\$11.93
Total	3,956,096	33,823	0.85%	\$1.53

DARTable Website (continued)

By the Numbers:

- 3.9 million impressions (over two months)
- 33,823 clicks
- 0.85 percent CPR (click through rate)
- \$1.53 CPC (cost per click)
- Media
 - Market value: \$357,833
 - Impressions: 53.1 million
- Signage
 - Market value: \$68,250
 - Impressions: 1 million



Airport Marketing

Project Overview:

With the launch of the Summer Discover DARTable campaign, DART emphasized the use of the light rail to Dallas Love Field and Dallas/Fort Worth International Airport. The goal of the airport marketing campaign is to increase awareness by promoting benefits of DART service on high visibility platforms where travel decisions are made, and to increase ridership during peak travel times.

Key audiences:

- Inbound/outbound airport travelers to both airports
- College students (18 to 22 years of age) traveling for summer
- Family household decision makers/gate keepers related to trip planning
- Current GoPass users
- Business travelers

Project Elements:

- Print ads
- Online/mobile ads
- Digital outdoor
- Windscreens and corner markers

By the Numbers:

- Media
 - Market value: \$174,768
 - Impressions: 34 million
- Signage
 - Market value: \$20,250
 - Impressions: 468,500



Transit Education

Project Overview:

The fourth quarter for Transit Education/Community Outreach encompassed traditional programs and outreach, including Back to School Fairs, Community Festivals, New Teacher Orientations and Safety/How to Ride education. We conducted 77 total programs, reaching 56,172 people.

Additionally, the team launched the 2019 Student Art Contest with a comprehensive notification to schools, service area cities, non-profit organizations, and faith-based institutions.

Project Elements:

- Transit Education webpage and print materials
 - DART.org/transiteducation
 - Transit Education flyer
 - DART.org/artcontest
 - 2019 Student Art Contest flyer in English/Spanish
 - Agency print materials
 - Maps, schedules, fare restructure brochures in English/Spanish



Highlights:

- Participated in Back to School community events in Dallas, Garland, Irving, and Carrollton
- Launched 2019 Student Art Contest
- Participated in International Student Expos at Southern Methodist University and University of Texas at Dallas
- Hosted Texas Instruments/SMU STEM Teachers Academy (Group #2)
- Confirmed 2019 Student Art display locations:
 - Dallas Museum of Art
 - Dallas Love Field Airport
 - Courtyard Theater in Plano

Transit Education (continued)

Highlights: (continued)

- Won National Association of Government Communicators Award for the 2017 Student Art Contest – “The Adventure Starts Here.”

By the Numbers:

- 56,172 total Q4 FY 2018 face-to-face impressions
 - 39,944 students
 - 15,822 adults
 - 406 senior citizens
- 77 total Q4 FY 2018 programs
 - 46 safety/how to ride programs
 - 29 community events
 - Two career days

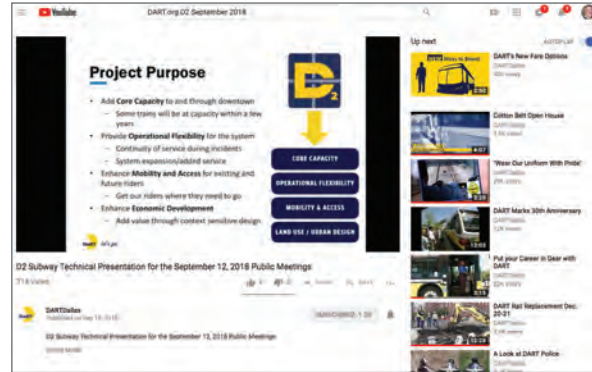


D-2 Subway

July, August, September 2018:

Project Overview:

Based on input received from the public, stakeholders and a recommendation by the Dallas City Council, DART Board approved the Commerce Alternative as the Locally Preferred Alternative. This alternative, which is primarily subway-running, is advancing through Project Development.

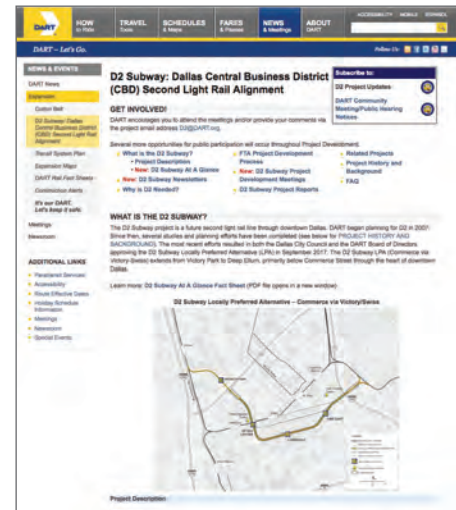


Project Elements:

- Five project-area focus group meetings conducted Aug. 8, 9, 21, 22 and 23.
- Two public meetings held in the DART Board Room Sept. 12.

Highlights:

- Select stakeholders participated in the five-area focus group meetings
- Approximately 150 meeting participants provided input on their vision for a subway in the Dallas Central Business District.



By the Numbers

- Approximately 65 people provided input during the project-area focus group sessions.
- Approximately 80 people attended the noon public meeting session.
- Approximately 60 people attended the evening public meeting session.

Cotton Belt Regional Rail

July, August, September 2018

Location: Preston Green Park, 7000 Duffield Dr

Project Overview:

To demonstrate the differences in height between a 12- and 15-foot sound mitigation wall, a mock structure was erected. Area residents had an opportunity to visit the structure and ask related questions pertinent to the demo wall and the project overall.

Project Elements:

- Demo wall erected for observation from July 30 to Aug. 4.
- Staff from Planning, External/Government Relations and other departments were on hand to meet with visitors, residents (including and elected officials) and other interested individuals.

Highlights:

- Individuals visited and received information about the demo wall. They also spoke with staff to receive clarifying project-related information or elements during the observation period.

By the Numbers:

- Approximately 200 people signed in, visited and/or spoke with staff.



Media Relations – Earned Media

DART in the News:

- A man who was upset with an office -involved shooting intentionally crashed his truck into the side of the studios of a local Dallas television station before being arrested. Dallas and DART police activity concerning an abandoned bag left outside by the agitated driver necessitated the closing of all DART rail lines and bus routes through downtown Dallas, the CBD West Transfer Center and the Rosa Parks Plaza. (9/5 - 431 million impressions)
- Planned transit-oriented-development (TOD) adjacent to DART property was mentioned as Cinopolis USA made its Dallas debut with the opening of an eight-screen luxury cinema at Victory Park near DART’s Victory Station (7/16 - 138 million), Hillwood Urban obtained approval from the Dallas Plan Commission on its plan for a 12-story office tower and seven-story parking garage also next t Victory Station (9/11 - 60 million), and Balfour Beatty Campus Solutions with Dallas-based developer Wynne/ Jackson announced the completion of their second phase of mixed-use student housing near the intersection of Synergy Park Boulevard and Floyd Road, adjacent to the proposed site of a future DART rail station. (8/17 - 21 million)
- DART started running a fleet of seven electric buses as par of a pilot program that the agency can expand if successful. The buses run on a 19-mile loop on the D-Link route, with scheduled stops to charge at the Dallas Convention Center. (7/13 - 110 million)
- When you budget out your big trip, it’s easy to forget about transportation to and from the airport. It can really cost you if you’re not careful. Fortunately, all the world’s busiest airports have affordable options, including Dallas/Fort Worth International Airport (DFW) with DART’s Orange Line. (7/5 - 94 million)
- A Trinity Railway Express (TRE) passenger train collided with a dump truck that went around the arms and was on the tracks, killing two people inside the truck. Approximately 11 people on the TRE were also injured. (8/25 - 20 million)



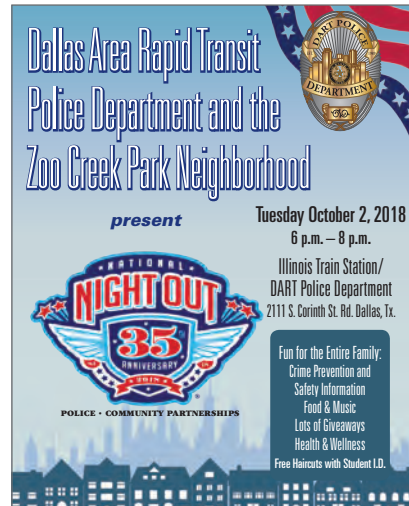
Media Relations – Earned Media (continued)

DART in the News: (continued)

- July 7, 2016 Dallas police ambush shooting survivors are pushing past two painful years of obstacles. (7/6 - 15 million)
- DART unveiled a new fare structure that adds more options, some with real benefits for riders like a Single Ride Pass, the all-new Far North Plano GoLink zone, fare capping and new A.M. and P.M. Passes, beginning August 18. (8/16 - 9 million)
- A man fired on another passenger when an Orange Lin train pulled into LBJ/Central Station and wounded him. (9/13 - 9 million)
- The State Fair of Texas began on September 28 with expanded schedules to accommodate workers, volunteers and visitors. (9/25 - 2 million)

Press Releases:

- Ditch Your Car (9/27)
- Downtown Bus Riders Should Prepare for Detours During Parade on Friday, September 28, 2018 (9/26)
- DART Police to host National Night Out Oct. 2 (9/24)
- DART's Game Day Survival Guide (9/19)
- DART to State Fair Fun and Games (9/19)
- DART and TRE American Airlines Center Service Update (9/13)
- Allow Extra Travel Time as Buses Replace TRE Trains on Specific Trips, Effective September 15-September 22, 2018 (9/13)
- Additional DART Rail Service for the State Fair of Texas begins Monday, September 24, 2018 (9/10)
- Dallas Streetcar Rider Alert (8/30)
- Notice of D2 Subway Public Meetings, Wednesday, September 12, 2018, 12:00 p.m. and 6:30 p.m. (8/28)



Media Relations – Earned Media (continued)

Press Releases: (continued)

- DART Schedule Announced for Labor Day (8/28)
- The D2 Subway: Your Official Guide to North Texas' Newest Subway (8/20)
- UTA/DART Transportation Leadership Academy celebrates successful inaugural year (8/10)
- New DART Fare Structure Gives Riders Cost Saving Options (8/13)
- New DART Fare Structure Gives Riders Cost Saving Options, Effective Sat, Aug 18 and Service Modification Planned for Mon, Aug 27 (8/13)
- Calling all Cotton Belt Aficionados (7/25)
- Top 5 Things You Need to Know about the Cotton Belt's DEIS (7/23)
- Construction Projects to Disrupt Orange Line Over Two-Week Period, Effective July 26-29, August 4-5, 2018 (7/16)
- Electric Buses Rolling in Dallas (7/10)
- DART Rolls Out D-Link All-Electric Buses (7/5)

Highlights:

- 'State Fair Safety' Press Conference with DART Police Chief James Spiller (9/29)
- D2 Subway Public Meetings (9/12)
- Labor Day Schedule Announced (9/3)
- New DART Fares Press Event at Union Station (8/16)
- UTA/DART Transportation Leadership Academy event at Dallas Tower Club (8/10)
- D-Link Rolls Out All-Electric Buses Press Event at Convention Center Station (7/10)



Media Relations – Earned Media (continued)

By the Numbers:

Impressions:

- Print-Online July:
 - 270.8 million Positive
 - 33.1 million Neutral
 - 791,899 Negative
 - 304.8 million Total Viewers/Impressions
- Broadcast July:
 - 432,153 Positive
 - 1.5 million Positive
 - 8.7 million Neutral
 - 856,018 Negative
 - 11.1 million Total Viewers/Impressions
- Print-Online August:
 - 130.8 million Positive
 - 27.5 million Neutral
 - 424.1 million Negative
 - 582.5 million Total Viewers/Impressions
- Broadcast August:
 - 923,121 Positive
 - 1.8 million Neutral
 - 4 million Negative
 - 6.8 million Total Viewers/Impressions
- Print-Online September:
 - 91.3 million Positive
 - 572,418 Neutral
 - 439.4 million Negative
 - 531.3 million Total Viewers/Impressions
- Broadcast September:
 - 2 million Positive
 - 188,038 Neutral
 - 3.3 million Negative
 - 5.6 million Total Viewers/Impressions



Print Media

Project Overview:

Campaigns we promoted during the third quarter include:

- Discover DARTable
- D-Link
- E-Pass
- GoLink
- GoPass
- NEW
- Ozone Alerts
- State Fair
- Staycation
- TRE Staycation
- Vanpool

Project Elements:

- Media: Digital Outdoor, Outdoor Posters, Social Media, Print, Online/Mobile, Cinema, Radio, TV, Bus Interiors, Rail Interiors, INFOtransit, Windscreens

Highlights:

- Supported the DARTable print media efforts with strategically placed articles in Natural Awakenings and Good Life Family. These publications have a combined readership of 139,000.
- Supported D-Link print media efforts with strategically placed article in Concierge Connection, a newsletter that is distributed in 74 commercial office buildings across North Texas.
- Supported GoLink print media efforts by working with the city of Plano on a “Combat Ozone Alerts with GoLink” article in the summer issue of its Live Green in Plano newsletter.



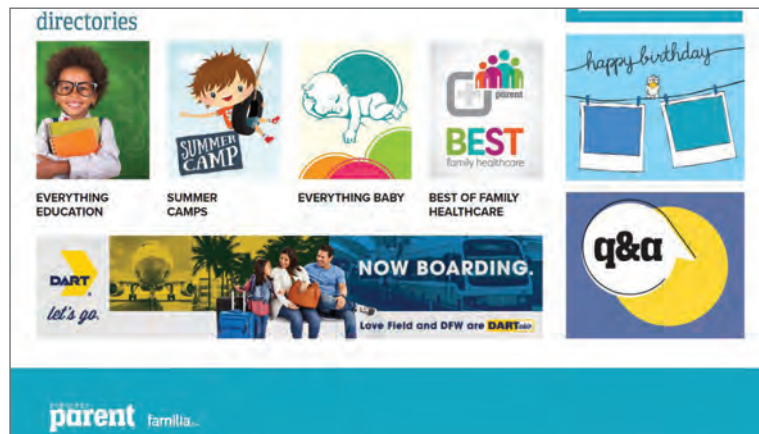
Print Media (continued)

Highlights: (continued)

- Supported State Fair print media efforts with a State Fair of Texas Game Day Survival Guide strategically placed in Good Life Family magazine and Addison Magazine. These publications have a combined readership of 44,000.

By the Numbers:

- 1.2 million ad placements
 - Market value: \$844,528
 - Impressions: 123.4 million



Customer Service

Project Overview:

- GoPass Launch
- Anniversary Millstones Celebration
- Customer Service Wins Q3 Division Level Measurement

Project Elements:

- Customer Service implemented pop quiz games for training on the GoPass Tap card and the new fare restructure.

Partnered with the Finance Department, who facilitated additional training classes to ensure Customer Service staff would be knowledgeable about the new tap card and fare structure before the launch date.

Highlights:

- Customer Service celebrated DART milestone anniversaries with over 85 years combined of service in the department. We recognized employees who achieved or will achieve milestone years of service during the 2018 calendar year. Those with milestones this year have 5, 10, and 15 years of service with the agency.
- Customer Service celebrated their Q3 Division Level Measurement win with lunch from Enchilada's. Customer Service employees were excited about placing first in the third quarter and are committed to continue to provide 5 Star service to our customers.



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P&D19	Five-Year Action Plan Score Card

Executive Summary

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

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 Planning and Development Department includes the following responsibilities and functions:

- ✓ *Service Planning & Scheduling performs specific functions to include short-range and midrange bus service planning, scheduling, and innovative services like vanpools and shuttles*
- ✓ *The Mobility Program Development Division performs planning, design and development of Capital Projects, ITS projects (ICM) and Passenger facility amenities*

Highlights This Quarter

Service Planning & Scheduling

- **Employer Services Program:** Site-specific shuttles or employer shuttle services incorporate bus services targeted at employers for services designed specifically for the employees of the employer. These services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson Galatyn Station Shuttle, McKinney Avenue Streetcar, UTD, Baylor Scott & White and Parkland Hospital.
 - ✓ The UTD Site-Specific Shuttle transitioned into a 10-year shuttle agreement (effective October 1, 2016) to correspond with the approval of a contract for operation of the UTD service. The new agreement is working well, UTD ridership continues to be steady. Planning staff is reviewing extending/modifying Sunday service hours. Planning staff also discussed with UTD the possibility of restructuring 883 West route, no final decisions have been made.
- **Shuttle Service & Ridership:**
 - ✓ **STAR Transit - Mesquite:** Average daily ridership during 4Q18 was 111 passengers in July, 114 in August, and 120 in September. This showed an increase over the same three months in FY 2017 (63, 88, 69). DART, City of Mesquite, and STAR Transit discussed proposed schedule adjustments for October 1, 2018, and midday service was discontinued on that date. Additional changes to the route – which would include additional stops at

Executive Summary

Walmart and Mesquite Rodeo – were also discussed as part of subsequent changes, but Mesquite chose not to implement them at this time.

- ✓ Parkland Shuttles: The Parkland Shuttles 704 and 705 initial routing were implemented on August 17, 2015 with the opening of the new Parkland Campus. Additional schedule adjustments were implemented in March 2017 to provide consistent daytime frequency on weekends. Route 704 average weekday ridership: May (599), June (734), July (774), August (686). Route 705 average weekday ridership: May (178), June (211), July (179), August (179).
- ✓ Park Cities: Average weekday ridership during fourth quarter FY 2018 was 11 passenger trips per day during July, 8 passenger trips during August, and 10 passenger trips during September. This showed a decrease compared to the same three months in FY 2017 (7, 9, 10).
- ✓ Amazon Shuttle: Inland Port GoLink ridership for Amazon weekend service continued to increase during 4Q18. Average daily ridership during 4Q18 was 27 passengers in July, 27 in August, and 29 in September. The Site-Specific Shuttle agreement to provide weekend GoLink service from UNT Station was fully executed on August 27, 2018. GoLink weekend service began on October 6, 2018 and will last through September 29, 2019.

- On-Time-Performance (OTP) Projects:

- ✓ March 2018 Service Changes: March 2018 service changes were implemented, including several schedule changes aimed at OTP improvement.
- ✓ August 2018 Service Changes: A small number of weekend schedule changes aimed at improving OTP will be included in the August package. These changes do not require Board action.
- ✓ Five-Year Plan for OTP improvement: Staff developed a plan for implementation of a series of schedule adjustments for FY16 – FY20. Funds for FY17 adjustments were included in the FY17 Operating Budget and were implemented as a part of FY17 service changes. Based upon the current Financial Plan, all changes should be completed early by the end of FY19. Bus OTP for FY18 year-to-date averaged 82.07%, is an improvement from previous years.

- Special Events:

- ✓ State Fair: The 2018 State Fair of Texas began on Friday, September 27, and extended through Sunday, October 20. DART staff signed up as volunteers to assist customers during the Fair. Extra service was provided on LRT, TRE, and bus, similar to that in previous years.
- ✓ Other Special Events: For the Riverfront Jazz Festival (Aug 31- Sept 3), DART provided additional bus service on Route 594, which connects Buckner and Lake June Stations with the Dallas Horse Park.

Executive Summary

- Enhanced Bus Corridor: Recommendation to install 9 additional Enhanced Bus Shelters was approved during 2Q18. These shelters will be purchased and installed as part of the new shelter contract that will be implemented in December 2018.
- Downtown Dallas Circulator: The current D-LINK route was implemented on January 29, 2018, with a goal for average boardings of 465 on weekdays and 535 on Saturdays. Since March, stakeholders have been encouraged to see average weekday ridership growth from 249 (March) to 284 (April) back down to 281 (May) then up to 323 (June), 345 in July, and 312 in August. By the end of 4Q18, ridership had not reached the desired levels. DART Staff coordinated with the stakeholder-entities to propose a transition to a mobility on-demand service as an alternative. The policy committees of the three funding agencies are currently considering this proposal for approval by the end of calendar-year 2018.
- Vanpool Program: An EPR was created this reporting period seek proposals for the Vanpool Program. Current contract expires March 2020. Enterprise Rent-A-Car has launched a landing page for commuters inquiring about DART vanpools to enter their information in a one-stop-shop for consultation. The completion Novation Agreement was amended to include five (5) new FTA-eligible vehicles including the Nissan Pathfinder, Chrysler Town and Country, Chrysler Pacifica, Toyota Sienna, and the Ford Transit. The contract modification would allow more sport utility vehicle (SUV's) brands that were formerly restricted eligible as legal vanpools under the Buy America waiver. DART is currently meeting with FWTA and DCTA on the finalization of the joint vanpool procurement to attract future competitive bids for vanpool service. DART is also extracting rideshare leads for both vanpool and new GoPool service.
- Service Improvement Activities: DART continues efforts to improve bus service in FY18. March 2018 service changes have been implemented, and include off-peak frequency improvements for 11 routes, route restructuring in Northeast Dallas aimed at making more direct service and improved coverage, and the introduction of new GoLink Mobility on Demand service in 5 of 6 pilot zones located in Plano and Dallas. Rowlett On Call service was converted to GoLink operation and expanded to cover the entire city in June. One remaining Plano GoLink zone began operation in August 2018.
- Service Standards: The Operations Committee continued to receive monthly briefings on different aspects of DART's adopted Service Standards, which are policy guidelines that direct the planning and evaluation of DART services. Briefings concluded in August, and the Board of Directors adopted the new standards at the October 9, 2018 meeting. The revised Standards included changes throughout; highlights include definition of a Core Frequent Route Network service category with more frequent service and wider service spans; revisions to the route performance measurement system; and a new point-based system for placement of amenities.

Mobility Program Development

- 511DFW: 511DFW: The 511DFW website had 2,260,174 hits in the past quarter (July-Sept 2018), and the Phone system received 29,789 calls during the same time. 15,835 Incident, Road closures, detour information and additional traveler assistance information events from TxDOT C2C and 511DFW's EcoTrafiX were posted on the 511DFW website and 196,334

Executive Summary

Waze events were posted on the 511DFW system during the same period. Special event information updates on the 511DFW system is also an on-going effort. North Central Texas Council of Governments (NCTCOG) approved a contract to operate 511DFW beginning mid-3Q17 for a period of three years. Enhancements/improvements to the 511DFW website and IVR systems went live on July 27, 2018, the enhancements include a new 511DFW website, 511DFW MobileApp and adding bilingual (English and Spanish) support for all the components of 511DFW system.

- **Rowlett Parking:** Rowlett video-based parking lot capacity monitoring project was 99% complete by June 2018. The technology will allow us to monitor lot capacity in real time and share that information through the Parker App and signs indicating which sections of the lot are full. During 3Q18, DART real-time parking data became available in the Parker App, field verification was conducted to make sure the real time availability is accurate in Parker App. Integration of parking data with ATS to get the data displayed on the signs and complete the project is underway. On March 28, 2018, DART began issuing parking permits to Rowlett residents in advance of a program that will restrict portions of the parking lot for residents only. The resident-only parking areas took effect in early May 2018, with full enforcement and the possibility of fines in early June. Residents of Rowlett and other parts of the Service Area as well as Rowlett officials have expressed satisfaction with the program after parking spaces were rebalanced this quarter. DART also implemented expanded GoLink service in Rowlett in June and now offers another mode of station access for Rowlett rail customers.
- **Transportation System Management (TSM):** The Street Repair Program for repair of member city streets heavily used by DART buses is an ongoing effort. DART is working closely with several member cities to address issues with bus turning movements at heavily used intersections. Project scope and cost estimate has been developed and shared with Dallas Public Works for repair and reconstruction of Kiest Blvd. from Illinois Avenue to Cedar Crest specially between the SOC Bus Facility and Southerland. DART is working with Dallas staff to process the long overdue approval of the ILA by Dallas City Council to transfer funds to the City of Dallas, to complete the PASS and Street Repair funding transaction. DART is awaiting Garland action regarding processing an ILA for use of their PASS and Street Repair funding.
- **TRIP Programs:** Invoices from Highland Park and Glenn Heights have been received, reviewed and processed for reimbursement for 4Q18 based on the TRIP Program agreements. To date, no requests for reimbursement have been received from Cockrell Hill.
- **Crewrooms Project:** The Board approved contract calls for building 13 Crewrooms to address the deficiencies regarding the number of crewrooms supporting DART's bus operation. At the end of 4Q18, DART has constructed nine (9) Crewrooms at various completion stages at Dallas Convention Center, Parkland, Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, and 8th & Corinth and Glenn Heights. Four locations are 100% complete and five locations needs electric meter by Oncor and water/sewer tie-ins to public mains by Dallas. which are underway. Permit applications for Forest and Park Lane are under review. Project will be completed by 2Q19.
- **Standard Shelter Installation:** During 4Q18, DART staff worked with contractors to improve sidewalk and ADA accessibility at six existing shelter locations within the City of Dallas and one existing location in the City of Garland. Two benches were installed within the City of

Executive Summary

Dallas. DART board approved the budget to purchase an additional 200 bus shelters, 10 smart shelters, and 200 free standing solar powered bus stop lights as part of the new 2018-2020 shelter contract. New amenities contract will be awarded in 1Q19.

- Collin County Rides: Ridership for the Collin County Rides (CCR) continued to experience the overall upward trend it has experienced since the taxi-operated Demand Response Service program began in October 2016, with overall ridership rising during 4Q18, month to month, and same month previous year. Ridership was up in all cities during the quarter with a high of 768 in overall ridership during the month of August.
- Mobility on Demand Pilot Test: DART's Mobility on Demand Sandbox project continued in 4Q18, with GoLink services operating in Rylie-Kleberg, Inland Port, North Central Plano, and Rowlett, and the expanded Legacy Mobility on Demand area. GoLink service was added in Far North Plano, an area previously unserved by transit, in August. GoLink ridership was up overall in 4Q18, while subsidy per passenger continued down in areas of established GoLink service. GoPool technology was completed and tested, with "Go Live" scheduled as soon as enough drivers are obtained to match riders.

Strategic Priorities

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
Priority 2: Optimize and preserve (state of good repair) the existing transit system

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, and Parkland Hospital.

Accomplishments

- 3Q18: DART has added two more shuttle vendors to the SAM system for contract bidding.
- 2Q18: The Board approved the McKinney Avenue Transit Authority (MATA) funding agreement for one-year. However, the board has requested a comprehensive study before any more funding is considered.
- 4Q17: Baylor Scott White Site-Specific Shuttle Agreement was approved by the board on August 8, 2017.
- 3Q17: Access Agreement with STAR Transit for UNT Dallas Station and Camp Wisdom Station approved in May 2017. (Resolution 170052)
- 2Q17: During the Planning Committee Board meeting an Access Agreement was presented to grant STAR Transit access to the UNT Dallas Station, Camp Wisdom Station and the Glenn Heights Park & Ride. This item is scheduled for presentation, final review and approval for the Committee of the Whole.

Issues

- 3Q18: UT Southwestern has requested a route change to their current shuttle. Service planning will need to collaborate with their impending changes.
- 1Q18: MATA has requested additional funding due to escalating operating costs of the streetcar service. Request is currently under review and will be discussed as a part of renewal of the MATA Site-Specific Shuttle Agreement in 2Q18/3Q18.
- 3Q17: Lincoln Properties who owns and manages various buildings adjacent to Medical City is requesting a joint shuttle partnership with Medical Cities existing shuttle. In exchange

for an additional stop(s), Medical City would be compensated to defray operating costs. Pending further disposition.

- 2Q17: McKinney Avenue Streetcar has related that their team is considering the possibility of introducing a passenger fare. This would impact the language of the current agreement and would require further discussion and/or amendment changes with MATA.
- 2Q17: The Director of Parking and Transportation at SMU is requesting discussion on possible options should Park Cities decide to withdraw as a member city.

Schedule

- 4Q18: DFW Airport is requesting to finalize discussions regarding the transition of shuttle service from the Airport to Trinity Metro. The Airport plans to discontinue service once TEXRail becomes operational. DART will continue to be an active partner of this service. Meetings slated for 1Q19.
- 3Q18: Children's Hospital, DFW Airport, and Mary Kay are exploring new options for shuttle vendors with DART's collaboration.
- 1Q18: BAYLOR and MEDICAL CITY is requesting a meeting for 2Q18 to discuss a request for an inflationary increase of DART site-specific shuttle contributions.
- 1Q18: The City of Arlington announced that the MAX Express Service agreement will end December 31, 2017. The service will be replaced by a new on demand pilot program and will be introduced December 11, 2017.
- 3Q17: NCTCOG Vanpool ILA scheduled for Board approval August/September.
- 3Q17: Baylor Site Specific Shuttle Agreement scheduled for Board approval July/August.
- 2Q17: Baylor Site Specific Shuttle Agreement is set to expire Sept. 2017.
- 2Q17: Currently working on a Draft Funding Agreement for SMU projected for board presentation in April.

Project Manager(s)

Rob Smith / Dan Dickerson

Strategic Priorities	Priority 1: Continually improve service and safety experiences and perceptions for customers and the public Priority 2: Optimize and preserve (state of good repair) the existing transit system
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	<ul style="list-style-type: none">• 4Q18: There are currently four (4) Bike/Ped trail connectivity projects that DART is an active participant of: 1) Trinity Forrest Spine Trail at Lawnview. 2) Katy Trail connection at Mockingbird. 3) Trinity Strand Trial/Katy Trail connection near Victory Station and, 4) Western Trail alignment at Famers Branch Station. These are long term projects and will be updated as they progress.• 4Q18: The evaluation for different type bike lids in the market was performed and shared with affected departments. The information and input were discussed regarding the existing and new technologies that are being used in other parts of the nation. These findings will lead to open another procurement process for a new bike lid generation in 1Q19.• 3Q18: Consulting engineering firm, Halff Associates submitted Five (5) Trinity Forest Spine Trail design concept to DART for consideration and comment. Project would impact Lawnview Station. Designs will be distributed to respective departments for formal review.• 2Q18: Funding approved to purchase and install 100 additional Bike Lids at rail stations and transit centers.• 2Q18: Feb 21, 2018 DART participated as a NCTCOG Bike/Ped panel member for open discussions on Bike Sharing.• 1Q18: Nov 16, 2018 DART hosted a Bikeshare Advisory Committee meeting consisting of all member cities. The purpose was to share information, ideas and policies as new bikeshare companies enter the DART service area.• 4Q17: Coordinated in review and potential agreement for bikeshare program with multiple vendors. Continued coordination with DART funding contribution for regional trail connections for Lewisville-Carrollton-Coppell trail. Prepared agenda report for board approval. Continued coordination with NCTCOG on plans for bicycle access to Cypress Waters

development. Drafted request for Miscellaneous Contractor to install parking bollards at UNT Station. Will need to go through procurement. Finalized Design Change Control request. It was determined DCB approval was not required for the request.

- 3Q17: Coordinated with Farmers Branch on design and implementation of trail connection to Farmers Branch Station. The trail runs along Denton Drive between Squire Place and Valwood Dr. Farmers Branch submitted draft plans to DART for review. Next step is for Farmers Branch to submit preliminary engineering drawings of the trail. Coordinated with Carrollton on Broadway Trail connection between Downtown Station and Trinity Mills Station. Carrollton is preparing draft plans to submit to DART for review. Coordinated with NCTCOG on plans for bicycle trail access to the Cypress Waters development to the potential Cotton Belt Station. Coordinated with NCTCOG on DART funding contribution for regional trail connections for Lewisville-Carrollton-Coppell trail. Funding has been budgeted for FY18 in the amount of \$17,857

Issues

- Capital Planning and Development continues to evaluate and assess all applicable DART facilities to accommodate bikeshare companies. This process is rather lengthy and may delay DART issuing License Agreements soon.
- Additional analysis of the *2014 On Board Survey* will be done using the trip data (lat/long info). This data will be evaluated for use in planning bike parking and the need for additional infrastructure connecting to the stations.

- Schedule**
- 4Q18: Initiate Bike Lid electronic procurement request
 - 4Q18: Finalize bikeshare rack locations for rail stations and transit centers.
 - 3Q18: Development and update of main Geo/Database for Bike Amenities within DART service area.
 - 3Q18: April 26, 2018 Update briefing on the Trinity Forest Spine Bike/Ped Trail which will have some DART interface.
 - 3Q18: DART Bike to Work Day events scheduled for May 18, 2018 (7AM-9AM). DART will have eight (8) energizer stations.
 - 4Q17: Coordinate with Farmers Branch for submittal of preliminary engineering design of bike/ped trail along Denton Dr. to connect to Farmers Branch Station.
 - 4Q17: Coordinate with Carrollton on submitting draft plans for bike/ped trail connecting Downtown Carrollton Station and Trinity Mills Station.

Project Manager(s) Dan Dickerson / Patricio Gallo

Strategic Priorities	Priority 1: Continually improve service and safety experiences and perceptions for customers and the public Priority 2: Optimize and preserve (state of good repair) the existing transit system
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	<ul style="list-style-type: none">• 4Q18: Revised amenity warrants and presented to the DART Board of Directors.• 4Q18: Amenities contract RFP issued and advertised to potential vendors.• 4Q18: DART, AT&T, City of Dallas and DDI approved alternatives for Commerce & Field Street bus stop.• 3Q18: DART, AT&T, City of Dallas and DDI drafted alternatives for Commerce & Field Street bus stop.• 3Q18: EPR completed for amenities contract. EPR approved by Finance and Procurement.• 2Q18: DART worked with AT&T and City of Dallas to temporarily close and relocate the Commerce & Field bus stop.• 2Q18: Issued an interlocal agreement with AT&T to temporary relocate Commerce & Field Street bus stop and develop a permanent shelter solution.• 2Q18: Worked with contractors to improve sidewalk and ADA accessibility at three existing shelter locations within the City of Dallas.• 2Q18: Scope of work completed for the 2018-2020 shelter contract.• 2Q18: Budget approved to purchased 200 bus shelters, approximately 10 smart shelters, and approximately 200 free standing solar powered bus stop lights as part of the 2018-2020 shelter contract.• 1Q18: Placed 10 shelter pads and installed 10 shelters.• 4Q17: 22 shelters installed 3 enhanced shelters, and 1 PV light.• 3Q17: During this quarter, DART staff installed 12 standard shelters, 2 enhanced shelters, 20 PV lights and 10 solar retrofitted shelters were installed. 30 shelters and 10 PV lights ordered and will be installed in 4Q17.• 2Q17: 8 standard shelters, 4 enhanced shelters, and 2 prototype PV lights installed. A total of 20 PV lights ordered and will be installed in 3Q17.

- 1Q17: 40 shelters ordered, 10 will be installed and 30 awaiting pad completion. 3 prototype PV lamps ordered – 1 installed and is in testing – 2 remaining units will be installed within 2Q17. New shelter pads scheduled for 2Q17.

Issues • None at this time.

- Schedule**
- 1Q19: Issue notice to proceed for FY2018-FY2020 shelter contract.
 - 4Q18: Finalize permanent shelter solution for the Commerce & Field Street bus stop.
 - 4Q18: Issue 3rd bid package for placement of a total of 3 shelters and 3 bench pads in Carrollton, Addison, Dallas and Richardson.
 - 3Q18: Initiate EPR for new shelter contract.
 - 4Q16: Planning to prioritize shelter installations continues in FY17. Resources for retrofitted lighting may be directed to additional shelters – additional approvals needed.
 - 3Q16: Schedule, budget revisions, and structuring of new shelter contract was prioritized during this quarter.

Project Manager(s) Jennifer Jones

Strategic Plan Consideration

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description

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

Accomplishments

- 4Q19: The NCTCOG has requested that DART be the sub-recipient of JARC funds related to the Inland Port Shuttle/Vanpool Project. Grant was originally awarded to Workforce Solutions. WFS and DART concurred.
- 3Q18: DART deployed a vanpool marketing campaign to three non-member cities with an ad promoting the vanpool program to four (4) local theatres in McKinney, Mesquite, and Cedar Hill, three of the highest origin locations for rideshare.
- 2Q18: The Novation Agreement (novation agreement legally transfers the Vanpool contract from one vendor to another), was signed between DART and Enterprise. This completes the transfer of the vanpool contract from DART's previous vendor vRide.
- 2Q18: DART secured \$4K from the NCTCOG for Vanpool marketing and promotions. Marketing will create "gas pump toppers" to be mounted at fueling stations in targeted areas.
- 2Q18: DART is taking the lead on forming a joint vanpool procurement with FWTA. This will enable DART and FWTA to leverage better pricing and service at contract renewal. ILA is in development.
- 2Q18: An FTA "Buy America" waiver is now available for DART to use to expand the makes and models of vehicles available to DART vanpool participants.
- 2Q18: Received notification from Workforce Solutions of South Dallas that they received formal funding notification from the NCTCOG regarding JARC funding for vanpool programs. Kick off meeting scheduled for April/May 2018.
- 4Q17: DART worked with employers in the Southern Dallas, Inland Port area regarding alternative transportation solutions and future mobility options. A publication was released in September detailing the array of services DART provides and was distributed to the following employers; L'Oreal, Sprouts, Amazon, Home Depot, Ace Hardware, and Schenker Inc.
- 3Q17: DART partnered with the Workforce Solutions Greater Dallas in submitting an NCTCOG JARC Grant Application for

Job Access in the Southern Dallas-Inland Port Area. Project Awards will be announced in Fall 2017. DART continued to promote the vanpool program to large employers in the service area through outreach events and education sessions. DART conducted a meeting with Enterprise to discuss Contract Assignment and Vanpool Program transition from vRide to Enterprise.

- 2Q17: DART secured OSTEI funds (\$5,000) from the NCTCOG to market and promote and vanpool program. The funds will be utilized to buy two billboard spaces in the Inland Port Area to promote vanpooling in the Best Southwest Cities.

Issues

- 3Q18: DART's vanpool fleet has stabilized around 171 vans. DART is in discussions with Mary Kay to add new vans with their pending move to their Lewisville location.
- 2Q18: DART's vanpool fleet has dropped from 183 groups to 177 groups. Highland Park construction projects were completed, and those formations terminated their vans.
- 1Q18: DART Legal has advised this office and Contracting that ENTERPRISE still has not shown evidence that Enterprise has totally acquired VRIDE. As a result, DART Legal is not advising that DART sign the novation agreement at this time. Contracting has scheduled a meeting with ENTERPRISE and Legal for in February 2018 to continue discussion.
- 4Q17: DART and Enterprise are still in the process of working out the Novation Agreement. DART's legal team has concerns about certain liability aspects Enterprise should take ownership of due to the outright purchase of VRIDE. No agreement has yet been made. There was a delay from NCTCOG with the ILA that withheld vanpool Federal funds for reimbursement.

Schedule

- 4Q18: DART will have a revamped website to allow commuters to find vanpools directly based on location, rather than employer.
- 3Q18: Workforce Solutions of South Dallas (Inland Port) JARC planning.
- 1Q18: FWTA has inquired if DART is interested in entering into a joint procurement to possibly get better pricing and attract new vendors to bid for vanpool services. DART will start discussions with FWTA in February 2018.

Project Manager(s)

Rob Smith / Dan Dickerson

Strategic Priorities

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description

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

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

Phase I implementation occurred in FY'13. 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 FY'15. These will be the first shelters in North America that will be completely solar powered. The Enhanced Shelters will include next bus arrival information, security cameras and lighting.

Accomplishments

- 4Q18: Enhanced Bus Shelter criteria was approved by Operations, Safety and Security committee and will be forwarded to the Committee of the Whole.
- 3Q18: Presented Enhanced Bus Shelter installation criteria to DART board.
- 2Q18: Staff received approval to install 9 additional Enhanced Bus Shelters as part of the new shelter contract.
- 2Q18: Contractor resolved next bus digital sign flickering issues. All digital signs are working properly.
- 1Q18: Daktronics digital sign flickering issues have been resolved.
- 1Q18: Enhanced Bus Shelter pilot was a success. Additional shelters will be ordered as part of the new shelter contract.
- 4Q17: Luminator 120-day pilot ended. The pilot was a success and no issues were identified.
- 3Q17: Luminator kicked off its 120-day pilot in June 2017. The pilot allows for the testing of Luminator's 2-line digital and DART's next bus arrival information. No issues have been identified.

- 2Q17: Luminator is moving forward with its 120-day pilot. The digital sign and brackets have been ordered. A standard shelter has been installed at 4209 Main St.
- 2Q17: The enhanced shelter pilot is in its 7th month. No outstanding issues have been identified.
- 1Q17: Resolved defective part issue with Daktronics. Customers have provided positive feedback.
- 4Q16: Daktronics signs were delivered and installed. Enhanced Bus Shelters were installed and implemented. Enhanced Bus Shelter 1-year pilot began.
- 3Q16: Enhanced Bus Shelter pads placed and completed.
- 2Q16: Task order was issued to Tolar for installation of 3 enhanced bus shelters.
- 2Q16: Next bus software tested and approved. Planning will move forward with 1-year pilot enhanced bus shelters at 3 locations.
- 2Q16: Issued and awarded enhanced bus shelter pad construction.
- 1Q16: Next bus software development has been completed, as well as the testing of the software at the first article shelter (housed) at DART's Main Street operating facility.

Issues None at this time.

- Schedule**
- 1Q19: Award shelter contract.
 - 4Q18: DART Board approve Enhanced Bus Shelter warrants.
 - 1Q18: Finalize 9 Enhanced Bus Shelter locations.
 - 3Q18: Initiated electronic procurement request for a new shelter contract.
 - 2Q18: Identify future Enhanced Bus Shelter locations. New shelters to be installed as part of the new shelter contract.
 - 1Q18: Make recommendation to install additional Enhanced Bus Shelters.
 - 4Q17: 1-year pilot for the 3 Enhanced Bus Shelters will end.
 - 3Q17: Implement 120-day pilot utilizing Luminator digital sign. Install bus shelter and Luminator digital sign.

Project Manager(s) Jennifer Jones

Strategic Priorities

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description

Downtown Dallas Inc. (DDI) and City of Dallas have requested DART evaluate the extent of the market for Downtown Dallas shuttles. Specifically, they have requested DART assist with the following:

- Evaluate central business district circulator routes proposed by the DDI and City of Dallas relative to cost and potential ridership.
- Determine the most productive strategy for providing transit service to tourist attractions and hotel guests.
- Downtown Shuttle “D-link” was implemented on Monday, November 4, 2013.

Accomplishments

- 4Q18: D-Link averaged 312 weekday riders, 401 Saturday riders; and 283 Sunday riders.
- 4Q18: DART Planning staff received a completed micro-transit feasibility assessment from a third-party contractor which indicated a favorable outcome should the stakeholders agree to transition to this type of service.
- 4Q18: DART Planning staff secured concurrence from representatives of each stakeholder-entity to request action from the respective policy committees / Boards.
- 4Q18: DART Marketing and Communications reported 10 outreach events and 25 media pieces in addition to local area presentations in support of D-Link ridership since February 2018.
- 3Q18: D-Link averaged 296 weekday riders, 336 Saturday riders; and 254 Sunday riders.
- 3Q18: DART Planning staff began a study to propose service options for the "next generation" of D-Link using Mobility on Demand or other micro-transit modes.
- 3Q18: DART Marketing and Communications, Operations successfully marketed and launched the first electric bus vehicles in the system - using methods including press releases via various media, stakeholder events, public outreach, etc.
- 2Q18: D-Link averaged 249 weekday riders, 316 Saturday riders, and 197 Sunday riders.

- 2Q18: D-Link stakeholders recommend new stops to make up for constant Downtown construction
- 1Q18: DART Board approve D-Link service modifications.
- 1Q18: D-Link averaged 259 weekday riders and 365 Saturday riders.
- 4Q17: D-Link Shuttle funding agreement approved the City of Dallas and Downtown Dallas, Inc.
- 4Q17: D-Link averaged 310 week-day and 444 Saturday riders.

Issues

- Stakeholders have requested the conversion of the current fixed route service to a micro-transit service no later than the end of 3Q19.

Schedule

- 2Q19: Implementation of new D-Link micro-transit service.
- 1Q19: Execute a new D-Link interlocal agreement for the temporary continuation of the current service in anticipation of the conversion to an on-demand micro-transit style of service.
- 4Q18: Consider, analyze, and secure concurrence from stakeholders regarding the future of D-Link / downtown transit service.
- 3Q18: Implement electric vehicles.
- 2Q18: Implement D-Link service modifications.
- 1Q18: DART Board approve D-Link January 29, 2018, service modifications. D-Link modified to downtown Dallas only. It was also modified to serve as the central link between the Dallas Streetcar and McKinney Avenue Trolley.
- 4Q17: Approve 2017-2018 D-Link Shuttle agreement.
- 3Q17: Stake holders review and approve revised D-Link route.
- 2Q17: Implement Deep-Ellum modification.
- 1Q17: Approved D-Link modification to Deep Ellum.
- 1Q17: Modify D-Link schedule to layover at Convention Center Station instead of Olive & McKinney.
- 2Q17: Modify D-Link route to serve Deep Ellum.

Project Manager(s)

Hans-Michael Ruthe

FY 2018 Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> <i>Expand Services</i> 	Blue Line	During 4Q18, SOC-3 ridership stabilized. Initial ridership decreases at Ledbetter station continue to be offset by ridership growth and overall ridership in the corridor is growing. Ridership in the entire corridor is trending up because of the two new stations.
	Feeders to Transit Centers and Stations	Major bus service changes were implemented in March 2018, including off-peak frequency improvements on 11 routes, service restructuring in NE Dallas, and schedule adjustments targeting on time performance. Frequency improvements resulted in 30-minute midday service on most of the routes with improved frequency.
<ul style="list-style-type: none"> <i>Improve Customer Waiting Conditions</i> 	Improved Passenger Support Facilities	Scope of work for the 2018-2020 shelter contract was completed. Budget approved to purchase 200 bus Shelters, approximately 10 smart shelters, and approximately 200 free standing solar powered bus stop lights as part of the 2018-2020 shelter contract.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> <i>Implement Efficiencies</i> 	DART On-Call Non-Traditional service	With the launch of the Far North Plano zone on August 27, there are now six Mobility on Demand (GoLink) zones in full operation, with service weekdays, 5am-8pm. Ridership has been gradually building since the start up. Weekend commute service in the Inland Port zone will begin during 1Q19 under a funding partnership with Amazon.
	Site-specific Shuttles	APC ridership counting for the UT Dallas shuttle is functioning and calibration issues are being addressed. A sampling plan is being developed to take advantage of the APC capability. The fourth quarterly rider satisfaction survey was conducted with continued positive rider responses. MATA one-year funding agreement approved by the board in March. Board is requesting a comprehensive study for any future agreements.
	Non-Traditional Vanpool	Fourth quarter ridership has stabilized around 171 with fluctuations downward through the months.

FY 2018 Score Card

Five-Year Action Plan

Service Planning and Scheduling

	Service (E-Shuttle)	<p>With new ad campaigns and extension of eligible vanpools, numbers should rise within next quarter.</p> <p>Site-Specific Shuttles: New shuttles will be planned for Children’s Hospital, Mary Kay’s new location, as well as the retention of the DFW Airport Shuttle and at UT Southwestern.</p>
	Service Changes	<p>Monitoring of the August 2017 service changes continued. Analysis of schedule improvements continued. Routes with March 2018 frequency improvements are also being monitored for ridership impacts.</p>

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

PDPR-049

TO: Distribution

SUBJECT: **FOURTH QUARTER FY 2018
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the Fourth Quarter FY 2018 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through September 30, 2018, including Systems Integration and Real Estate.

A handwritten signature in black ink, appearing to read "Timothy H. McKay", is written over a horizontal line.

Timothy H. McKay, P.E.
Executive Vice President
Growth/Regional Development

THM/ta

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ACRONYMS

APT - (Las Colinas) Area Personal Transit
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
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DGNO - Dallas, Garland & Northeastern Railroad Company
EA - Environmental Assessment
EIS - Environmental Impact Statement
FAA - Federal Aviation Administration
FEIS - Final Environmental Impact Statement
FFGA - Full Funding Grant Agreement
FHWA - Federal Highway Administration
FRA - Federal Railroad Administration
FTA - Federal Transit Administration
FWTA - Fort Worth Transportation Authority (now known as Trinity Metro)
G-2 - Northeast Corridor (to Garland) Line Section 2
GPC - General Planning Consultant
HVAC - Heating/Ventilation/Air Conditioning
IFB - Invitation for Bid
ILA - Interlocal Agreement
I-1 - Irving/DFW Corridor Line Section 1
I-2 - Irving/DFW Corridor Line Section 2
I-3 - Irving/DFW Corridor Line Section 3
IIH - Intermediate Instrument House
KCS - Kansas City Southern Railway
LNG - Liquefied Natural Gas
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
MKT - Missouri-Kansas & Texas Railroad Company
MIS - Major Investment Study
MSE - Mechanically Stabilized Earth
NC-3 - North Central Corridor Line Section 3
NCTCOG - North Central Texas Council of Governments
NEPA - National Environmental Policy Act
NTP - Notice to Proceed
NWROF - Northwest Rail Operating Facility
OCC - Operations Control Center
OCIP - Owner Controlled Insurance Program

OCS - Overhead Contact System
PA/VMB - Public Announcement/Visual Message Board
PE/EIS - Preliminary Engineering/Environmental Impact Statement
QA - Quality Assurance
QC - Quality Control
R-1 - Rowlett Extension
RDC - Rail Diesel Car
RFI - Request for Information
RFP - Request for Proposal
ROW - Right-of-Way
RPD - Rail Program Development
S&I Facility - Service & Inspection Facility
SCADA - Supervisory Control and Data Acquisition
SCS - Supervisory Control System
SE-1 - Southeast Corridor Line Section 1
SE-2 - Southeast Corridor Line Section 2
SLRV - Super LRV (LRV with additional low-floor section)
SOC-3 - South Oak Cliff Extension
SOCBOF - South Oak Cliff Bus Operating Facility
SP - Southern Pacific Railroad Company
TBD - To Be Determined
TIGER - Transportation Investment Generating Economic Recovery (FTA Grant)
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
VAF - Vehicle Acceptance Facility
VBS - Vehicle Business System
WSA - Ways, Structures, & Amenities

SCOPE OF PROJECTS

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2

Dallas Central Business District (CBD) D2 Alignment

The second CBD alignment (D2) through Downtown Dallas, doubling downtown LRT capacity, connects Victory Station and the Green Line. This project is in the planning and development phase.

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.

Dallas Streetcar Central Link

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

COMMUTER RAIL

Cotton Belt Corridor Facilities

The 26-mile long, regional rail 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 planning and development phase.

TRINITY RAILWAY EXPRESS (TRE) PROJECTS

Valley View to West Irving Double Tracking

This double tracking project involves construction of approximately 1.4 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station, including a new bridge structure and conversion of an existing turnout to a crossover. This project is currently in the closeout phase.

Positive Train Control (PTC)

This project is a result of a Federal Railroad Administration (FRA) mandate to prevent train-to-train collisions, overspeed derailments, movement of a train through a switch left in the wrong position, and incursion into an established work zone.

TRE Obsession Bridge

The Obsession 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.

ADDITIONAL CAPITAL DEVELOPMENT

DART Police Facilities

This project provided for the renovation and conservation of the historic Monroe Shops to house a new modern headquarters for the DART Police (completed March 2011). This project also includes the Northeast Substation and the Northwest Substation.

CBD/Traffic Signal Priority (TSP) System

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

CBD Rail Replacement

The CBD Rail Replacement project is a phased implementation plan to address the condition of rail wear in the CBD (Pearl Station to Houston Street). The project includes: Phase I, limited replacement of worn rail in selected curves; Phase II, special track procurement; and Phase III, full replacement of remaining CBD rail.

SAFETY & SECURITY PROJECTS

CCTV on LRVs

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

Other Safety & Security Projects

The following priority projects have been identified to enhance safety and security at transit facilities, improve the customer experience and deter loitering:

- 1 Installation of fencing at Convention Center Station
- 2 Improvements to Convention Center Station area lighting
- 3 Installation of a CCTV display monitor at West End Station
- 4 Improvements to West End Station area lighting

STREETCAR PROJECTS

Streetcar Extension Projects

The City of Dallas identified funding for design and construction services to extend the Union Station to Oak Cliff Streetcar Project south approximately 0.75 mile to the Bishop Arts District (Southern Extension – completed and in Revenue Service in August 2016), and north approximately 0.67 mile to near the Dallas Omni Hotel (Northern Extension). DART is serving as the City’s technical representative on the Northern Extension. The project is being initiated as design/bid/build project and is being procured and managed through DART.

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

The LRT Buildout Phase II consisted of approximately 46.1 miles of light rail transit lines extending northward from the Dallas CBD to the City of Carrollton (Northwest Corridor), including a branch from Northwest Highway out to DFW Airport (Irving/DFW Corridor). Phase II also extended the light rail transit lines southeasterly from the Dallas CBD to Buckner Blvd. in South Dallas (Southeast Corridor) and easterly from the Downtown Garland Station to the Rowlett Park and Ride (Rowlett Extension). The construction of Phase II included two construction manager/general contractor (CM/GC) contracts inclusive of pre-construction services, facilities construction, trackwork, landscaping, and systems elements installation; three design-build contracts inclusive of facilities construction, trackwork, landscaping, and systems elements installation; Northwest Rail Operating Facility (NWROF) contracts consisting of five lots; and contracts for major equipment, material, and vehicle procurements. Construction was done in two phases: Phase IIA, which includes the Southeast and Northwest corridors (26.8 miles – completed December 2010), and Phase IIB, which includes the Irving/DFW Corridor (14.5 miles – completed August 2014) and Rowlett Extension (19.3 miles – completed December 2012). Other Phase II projects included in this program were Raise and Extend Four CBD Stations (completed November 2008), NW-2 Additional Betterments and Love Field West Area Improvement (completed August 2010), Level Boarding Modifications for Outlying Stations (completed November 2012),

Downtown Rowlett Station East Parking Lot (completed November 2012), and Closed-Circuit Television (CCTV) System (completed December 2012).

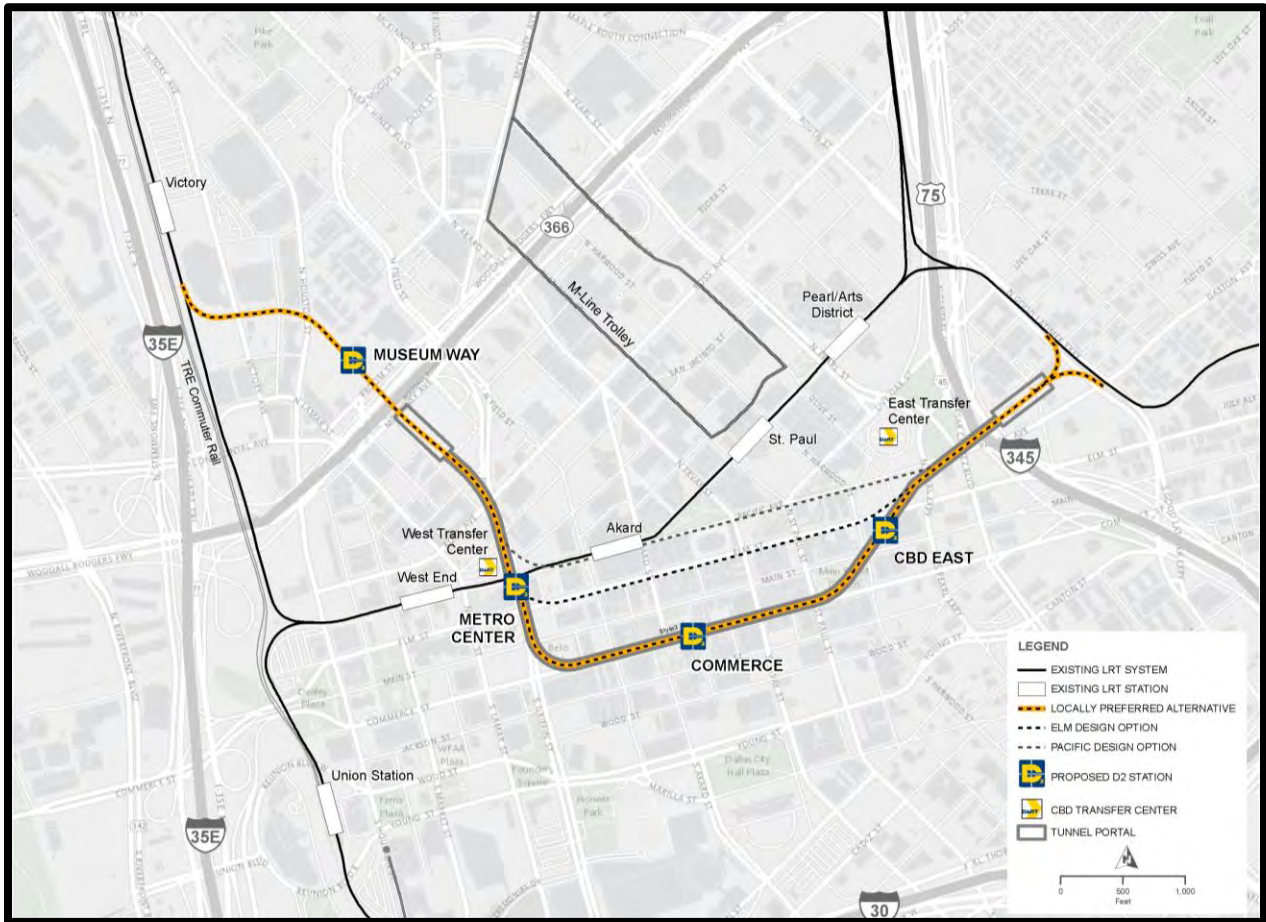
LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III

The LRT Buildout Phase III consisted of the southward 2.6-mile extension of the Blue Line (South Oak Cliff Corridor) to UNT-Dallas, including two new stations.



Dallas Central Business District (CBD) D2 Alignment

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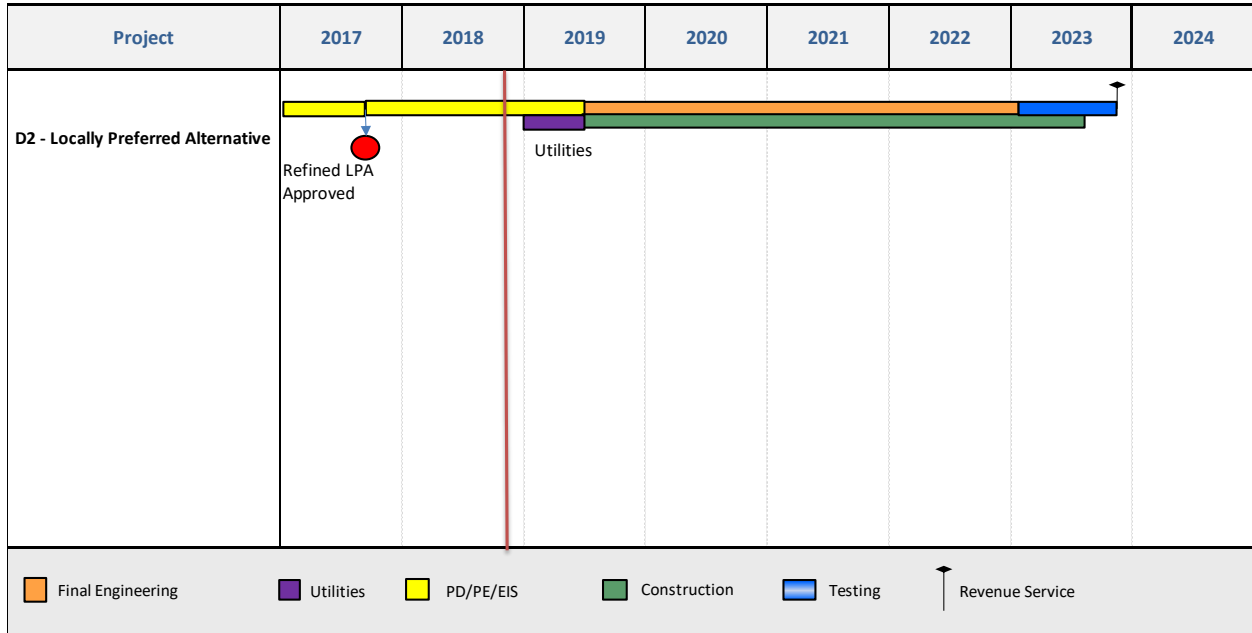


Summary Control Schedule

D2 Alignment

Dallas Central Business District (CBD) D2 Summary Control Schedule

9/30/2018



Cost Summary

D2 Alignment

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT			
Cost Summary			
(in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Dallas Central Business District (CBD) D2 ⁽³⁾	\$ 1,412.5	\$ 8.7	\$ 5.2

- 1) Committed values reflect activity through 8/31/18.
- 2) Expended to Date values reflect activity in DART's General Ledger through 8/31/18.
- 3) Control Budget reflects approved FY19 Financial Plan.

Board Strategic Priority 4: Expand DART’s transportation system to serve cities inside and outside the current service area

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

An Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) was completed in May 2010. The second phase of the AA effort was completed under an FTA grant to address comments and suggestions received during the AA/DEIS. That effort culminated with the DART Board of Directors’ selection of a Locally Preferred Alternative (LPA) in September 2015. That decision led to the initiation of Project Development (PD) on the LPA in early 2016. On October 25, 2016, the Board of Directors approved the FY 17 Financial Plan, which included \$1.3 billion for development of an all-subway D2. This action marked a departure from the direction previously provided with the selection of the LPA. The new direction required a refinement of the LPA, where options that had been considered during the original AA/DEIS and possibly other corridors would be evaluated. This effort concluded with the Board’s confirmation of the Commerce Alternative as the LPA on September 26, 2017. PD was re-initiated on the new LPA in Fall 2017 and will conclude in or before Fall 2019.

Assumptions made in the FY 2017 Twenty-Year Financial Plan about the project include an approximately 50/50 funding share between local/federal sources, and the project is expected to be completed by 2024.

Status DART completed the LPA refinement process that culminated with the selection of the Commerce/Victory/Swiss Alternative as the LPA and, shortly after, submitted DART’s third D2 submittal for Core Capacity Program funding. The submittal was based on the Commerce Alternative, which also serves as the basis for the Project Development effort (i.e., Preliminary Engineering and Environmental Impact Statement). The D2 submittal and project received a Medium-High rating.

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Status (Continued) The Project Development (PD) effort is focused on the Commerce Alternative. Current and upcoming work includes finalizing scope of work, establishing a schedule, collecting building foundation plans and taking soil boring samples along the corridor(s).

On March 20, 2018, FTA denied DART's request to extend Project Development to November 2019. At the same time, it withdrew the project from the Capital Investment Grants (CIG) program. FTA recommended that DART reapply to enter Engineering phase after all required activities are completed.

On June 21, 2018, the project team held its first Stakeholder Committee Meeting. The initial Interagency/Technical Committee Meeting was held on July 27, 2018. Follow-up Focus Area Meetings were held for the five focus areas, including: Deep Ellum (August 8), Victory-Perot Museum area (August 9), CBD East (August 21), Commerce St (August 22), and Metro Center (August 23). The first round of Public Meetings was held September 12, 2018.

Issues None

Six-Month Look Ahead

D2 Alignment

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

Project	2018/2019					
	October	November	December	January	February	March
<p>Stakeholder Committee Meeting 06/21/18A</p> <p>Interagency/Technical Committee Meeting 07/27/18</p> <p>Focus Area Meeting - 08/08/18A - Deep Ellum</p> <p>Focus Area Meeting - 08/09,22,23/18 - Tentative</p> <p>Public Meetings - 09/12/18A - Noon and 6:30 PM</p> <p>GPC VI Awarded NTP of PE, EIS and Public Outreach Phase Scope issued 05/01/18A</p> <p>Conducting early PE activities (Geotech Borings, Building Foundation Data)</p> <p>03/20/18 FTA denied DART's request to extend Project Development (PD) to November 2019 and the project was removed from the CIG program</p>						
<p> Project Development (Preliminary Engineering/EIS, Public Outreach Activities)</p>						



Program of Interrelated Projects **Red & Blue Line Platform Extensions**

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Cost Summary

Interrelated Projects Platform Extensions

RED & BLUE LINE PLATFORM EXTENSIONS PROJECT			
Cost Summary			
(in millions of dollars)			
	Control Budget ^(3, 4)	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Red & Blue Line Platform Extensions ⁽³⁾	\$ 124.5	\$ 25.9	\$ 16.6

- 1) Committed values reflect activity through 8/31/18.
- 2) Expended to Date values reflect activity in DART's General Ledger through 8/31/18.
- 3) Proposed Control Budget for 2020 Annual Core Capacity Submittal. Does not include project financing costs.
- 4) Control Budget reflects Proposed Re-Baseline Budget and FFGA application value submitted on 08/17/18.

Board Strategic Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
2: Optimize and preserve (state of good repair) the existing transit system

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

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

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

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

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

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

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

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

Issues None

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

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 On January 27, 2017, DART issued an NTP to design teams for Task 1, Standards Development Committee.

On July 28, 2017, the FTA provided approval to enter into engineering.

Design activities were completed under Task 1 for Cityplace/Uptown Station ventilation capacity study on January 3, 2018. Ventilation capacity is sufficient.

A traction power load flow study was completed, and the report was submitted on December 12, 2017. Areas of power loss were identified. DART has reviewed findings from the traction power load flow study and initiated a revised study using updated assumptions for rail operations. A draft report was received in May with favorable findings; final report indicates sufficient traction power capacity.

NTP for pre-construction activities were issued in October and November 2017.

NTP for design services under Task 2 were issued to Groups C, D, and E in December 2017 and to Groups A and B and systems design under Group A in January 2018.

Design and CMGC teams incorporated value engineering proposals in the 65% submittals.

Status (Continued) Construction cost was negotiated with CMGC in June 2018. Design submittals for 95% were received in June 2018 for Groups C, D, and E; Groups A and B 95% submittals were received in August 2018.

The 100% design submittals were received in July 2018 from Groups C, D, and E. The 100% submittal for Group B was received in September 2018. The 100% submittal for Groups A is anticipated in October 2018.

The Issue for Construction (IFC) submittals for Groups C, D, and E were received in July and August 2018.

The IFC submittal for Group B is anticipated in October 2018 with Group A anticipated in November 2018.

Risk assessment workshop was conducted with FTA on July 24 and 25, 2018.

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

Issues **Budget Reconciliation**

DART reconciled the difference between the project estimated amount of \$149 million with the actual budget amount of \$124 million, as stated in the Financial Plan. Revised estimate aligns with the \$124 million in the Financial Plan. This issue is closed.

Schedule Mitigation

Although the date for the FFGA document submittal to FTA was achieved, the project completion date is trending later than the baseline schedule. DART is working to reconcile the difference between the working schedule and the baseline schedule.

Six-Month Look Ahead

Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS Six-Month Look Ahead						
Project	2018/2019					
	October	November	December	January	February	March
Red and Blue Line Platform Extensions - Pre-Construction/Construction Related Activities	CMGC - All Groups Submitted 65% Design NTE Cost Proposals Sep 07, 2018A ▲ CMGCs Submit Construction Final Proposal Issue NTP for Construction Group B ▲ ▲ CMGCs - Complete Preconstruction Services ▲ Commence Group B Aerial Station Construction Spring Valley & Walnut Hill CMGC - Groups A-E Continue Preconstruction Services to 100% Design Completion					
Red and Blue Line Platform Extensions - Design Related Activities	▲ Group A Issue IFC Drawings ▲ Group A Designer submits 100% Design ▲ Group B Issue IFC Drawings ▲ RBPE Final Design Complete ▲ Group B Designer submits 100% Design ▲ Systems Design IFC Complete ▲ NTP Systems Design 65% to 100%					
Red and Blue Line Platform Extensions - OCIP Procurement Process	Commence OCIP Coverage for RBPE Construction ▲ Marketing/Preproposal Conference London Sep 10, 2018 A ▲ NTP OCIP ▲ DART Reviews & Makes Selection ▲ COTW/DART Board Review & Approval OCIP ▲ Finance Committee Review & Approves OCIP OCIP Solicitation Proposals Due Sep 28, 2018A					
Red and Blue Line Platform Extensions - Federal Process	DART Submits SCC Templates for FFGA Application 08/17/18A ▲ RBPE - FFGA Executed DART Submits Annual RBPE Core Capacity Templates 08/17/18A ▲ PMOC Risk Analysis and Report Due to FTA ▲ Commence Congressional 30-Day FFGA Review					
▲ Look Ahead Event						

Change Control Summary

Interrelated Projects Platform Extensions

Interrelated Core Capacity Projects - Change Control Summary

Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (Sept 2018)	
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)		
Red & Blue Line Platform Extensions Group A	C-2030485-01	Austin Carcon JV	\$985,000	\$49,250	\$1,034,250	0	\$985,000	\$49,250	0%	68%	
Red & Blue Line Platform Extensions Group B	C-2030485-02	Omega Contracting, Inc.	\$850,000	\$42,500	\$892,500	0	\$850,000	\$42,500	0%	67%	
Red & Blue Line Platform Extensions Group C	C-2030485-03	Omega Contracting, Inc./ DES JV	\$500,000	\$25,000	\$525,000	0	\$500,000	\$25,000	0%	70%	
Red & Blue Line Platform Extensions Group D	C-2030485-04	Gilbert May, Inc dba Phillips May Corporation	\$499,100	\$24,955	\$524,055	0	\$499,100	\$24,955	0%	74%	
Red & Blue Line Platform Extensions Group E	C-2030485-05	Gilbert May, Inc. dba Phillips May Corporation	\$499,900	\$24,995	\$524,895	0	\$499,900	\$24,995	0%	73%	
		TOTALS:	\$3,334,000	\$166,700	\$3,500,700	\$0	\$3,334,000	\$166,700			

Legend: % Contingency >= 70%

Notes:

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

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Program of Interrelated Projects

Dallas Streetcar Central Link

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Cost Summary

Interrelated Projects Central Link

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

- 1) Control Budget reflects approved FY19 Financial Plan value.
- 2) Committed values reflect activity through 8/31/18.
- 3) Expended to Date values reflect activity in DART's General Ledger through 8/31/18.

- Board Strategic Priority**
- 3: Optimize DART’s influence in regional transportation planning
 - 4: Expand DART’s transportation system to serve cities inside and outside the current service area

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 will be requested and negotiated. City funding for the effort will need to be secured through a project specific agreement or ILA prior to NTP. A request to enter FTA project development would be done concurrent with the agreement.

Issues **Project Development Comments/New ILA**
Funding source for Project Development phase needs to be determined.

New master consolidated ILA is needed.

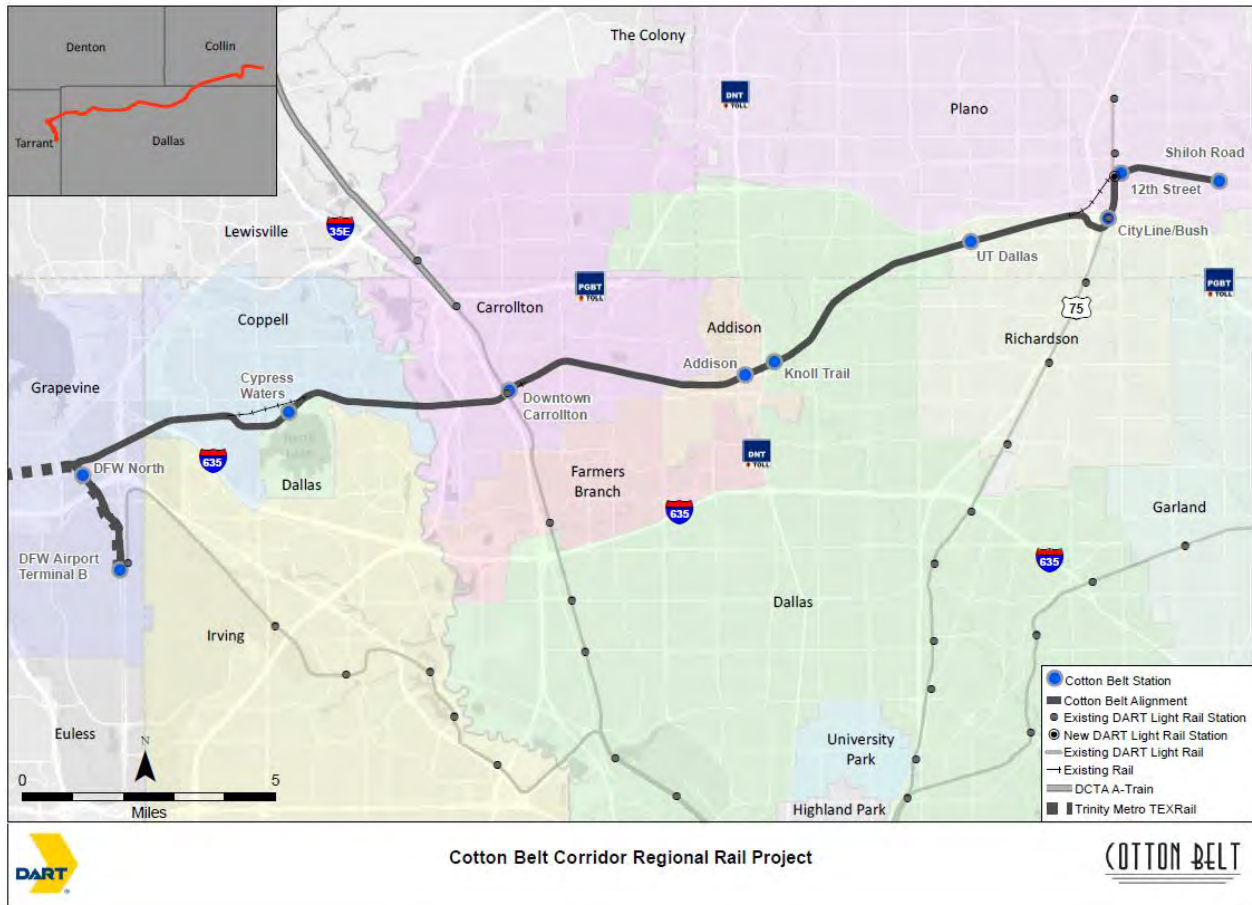


Commuter Rail

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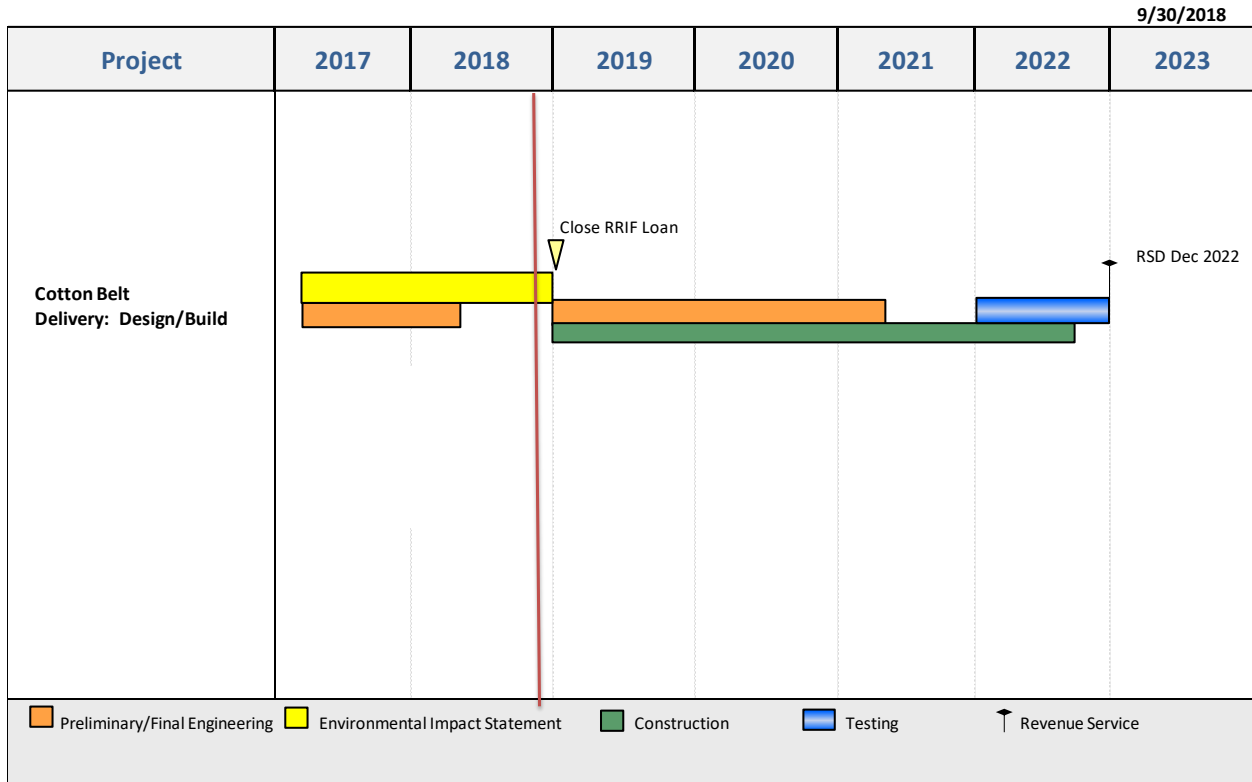
Cotton Belt Map

**Commuter
Rail**



Summary Control Schedule

Cotton Belt Summary Control Schedule



Cost Summary

**Commuter
Rail**

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Cotton Belt Corridor Facilities	\$ 1,135.0	\$ 9.8	\$ 6.5

- 1) Expended to date values reflect activity through 8/31/18, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 8/31/18.

- Board Strategic Priority**
- 3: Optimize DART's influence in regional transportation planning
 - 4: Expand DART's transportation system to serve cities inside and outside the current service area

Description The 26-mile long regional rail 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. Up to 11 stations have been proposed. The Cotton Belt 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 a mostly at-grade, mostly double-track option. 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 Cotton Belt Project. The Federal Transit Administration (FTA) serves as Lead Agency, the Federal Aviation Administration (FAA) will serve as a Cooperating Agencies and the Federal Railroad Administration (FRA) will serve as a Participating Agency. Funding for the project is being sought through the FRA-administered Railroad Rehabilitation and Improvement Financing (RRIF) program. FAA has jurisdiction over DFW Airport and Addison Airport.

Status In accordance with the National Environmental Policy Act (NEPA), DART has submitted an Environmental Impact Statement (EIS) for the Cotton Belt Corridor Regional Rail project. The Draft EIS (DEIS) was published on April 20, 2018. The 45-day comment period ended on June 4, 2018. Comments received are being reviewed and prepared for the Final EIS (FEIS). The Administrative Draft FEIS was submitted to the FTA/FAA on September 17, 2018. FTA/FAA comments are pending.

Since December 2016, DART staff has been coordinating twice monthly with FTA, FRA, and FAA in One DOT meetings.

Status (Continued) A Service Plan Public Hearing was held on March 27, 2018. Public hearings on the DEIS were held on May 14-16, 2018.

The Service Plan Amendment for the Cotton Belt Corridor Regional Rail Project Alignment, Grade Separations, Station Locations, and Facilities was approved by the DART Board on August 28, 2018.

The project is planned to be procured as a Design-Build (D-B) contract, with an owner representative contract overseeing the D-B, named “PMOR”. Both PMOR and D-B proposals have been received and are currently under DART evaluation.


There will be two more contracts solicited. One for vehicle procurement and Equipment Maintenance Facility (EMF) design and a separate solicitation for construction of the EMF.

DART is coordinating with lending authorities during the application process for the Railroad Rehabilitation & Improvement Funding (RRIF) loan.

Issues Community Concerns

North Dallas residents and Dallas Councilpersons have expressed concern about the alignment through North Dallas and the number of stations. These issues have been addressed in the EIS. This issue is closed.

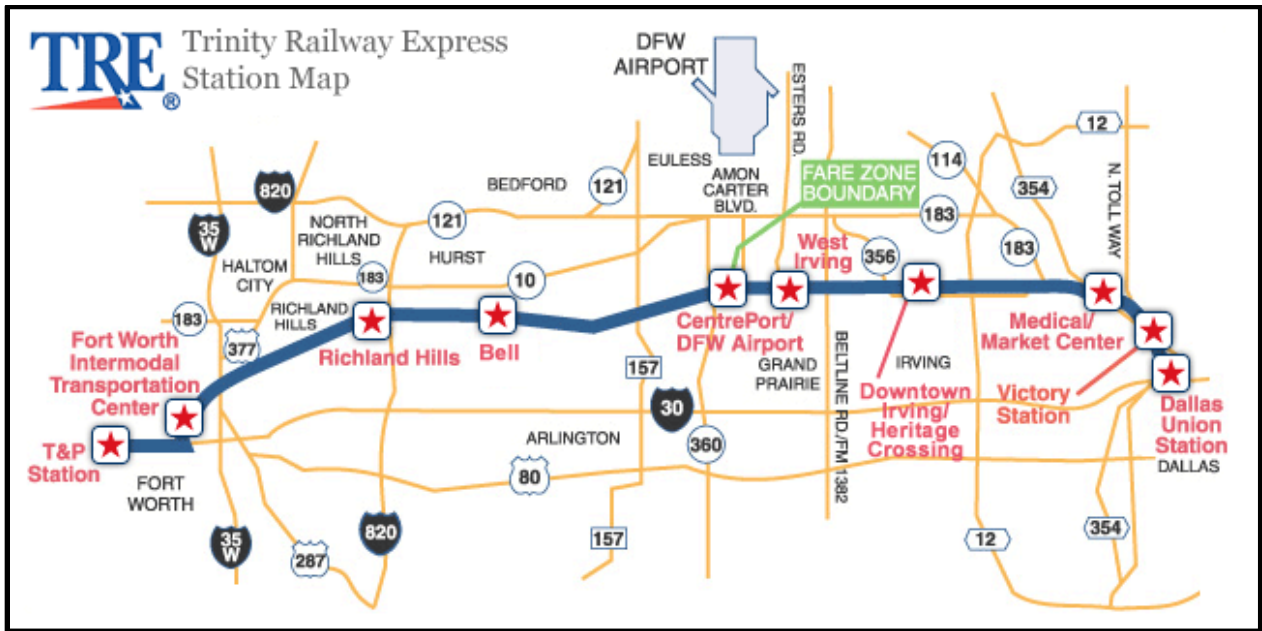
Cotton Belt (Silver Line) Six-Month Look Ahead

Project	2018/2019					
	October	November	December	January	February	March
Cotton Belt - Preliminary Engineering Activities and Environmental Impact Documentation		▲ Award Cotton Belt Design/Build Contract				
	▲ Complete Negotiations PMOR/D-B Contracts			▲ NTP Cotton Belt Design/Build Contract		
		▲ Publication of Record of Decision (ROD)/FEIS/MMP				
	Board Approves Service Plan Amendment (SPA) & Debt Resolution and Project Scope Aug 28, 2018A					
		COTW/DART Board Approval PMOR/D-B ▲		▲ Bond Issuance/RRIF Loan Closing		
	▲ FEIS/ROD/MMP to FTA for review Sep 14, 2018A				▲ NTP EMF Design & Vehicle Design/Manufacturing	
	▲ CCO Committee PMOR/D-B			▲ NTP PMOR		
		▲ RFP for Vehicles & EMF Responses				
	▲ Issue RFP for Vehicle & EMF Designers					
		Negotiations, Award & NTP PMOR and D-B Contracts			EMF & Vehicles Design/Build Contract	
 Look Ahead Event						



Trinity Railway Express (TRE) Projects

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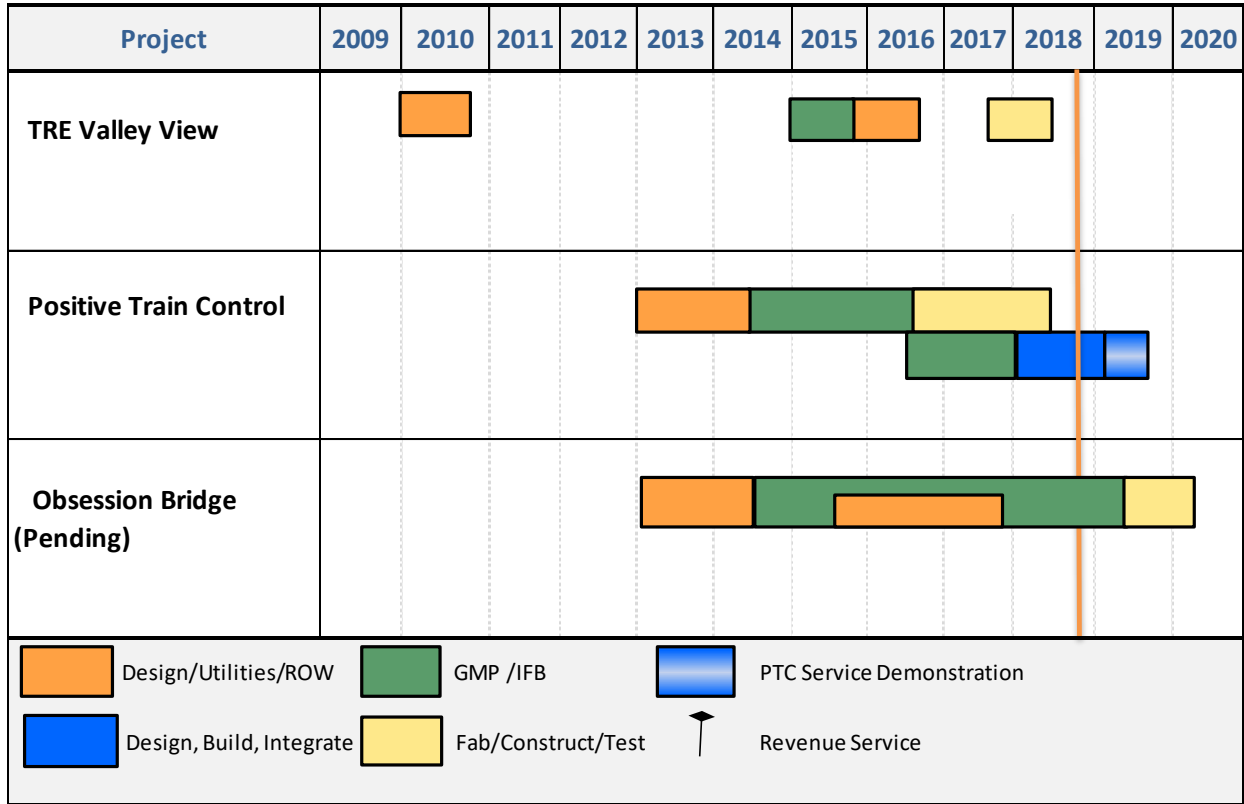


Summary Control Schedule

TRE Projects

TRE Projects Summary Control Schedules

9/30/2018



Cost Summary

**TRE
Projects**

TRE PROJECTS Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Valley View to West Irving Double Tracking ^(3,4,5)	\$ 22.7	\$ 23.3	\$ 21.7
Positive Train Control (PTC)	34.8	39.4	11.9
TRE Obsession Bridge	9.6	0.5	0.5

- 1) Expended to date values reflect activity through 8/31/18, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 8/31/18.
- 3) Control Budget value reflects DART's FY2011 approved Financial Plan value for this project.
- 4) Control Budget increased \$6.3M due to the scope of work of Bear Creek Bridge Rehabilitation being included in this project.
- 5) Control Budget increased \$2.0M (2015) for TRE Valley View.

Valley View to West Irving Double Tracking

TRE
Projects

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description This proposed double tracking project is located in the City of Irving. The project involves construction of approximately 1.4 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station. The project also includes a new bridge structure over Bear Creek and conversion of the existing #20 turnout to a #20 crossover.

Status The Funding Agreement between the Federal Railroad Administration (FRA) and the Texas Department of Transportation (TXDOT) was executed in July 2016, and the Construction & Funding Agreement between DART and TXDOT was also signed in July 2016. The FRA grant amendment includes an expiration date of March 2019.

Track material contract was issued for bid on August 7, 2015. The sole bid received in September 2015 was significantly higher than the independent cost estimate; therefore, the track materials were provided by the Operations & Maintenance (O&M) contractor for the TRE.

DART Board authorized contract award on August 22, 2017. FRA/TXDOT provided notice to proceed (NTP) on September 8, 2017. NTP was issued to construction contractor on September 8, 2017. NTP was issued to O&M contractor on September 11, 2017.

All civil work at Valley View crossing is complete. Traffic controls have been removed. Valley View signal house cutover is complete. All guideway grading and earthwork is complete.

On April 10, 2018, the contractor completed demolition of the existing bridge at Bear Creek and prefabricated bridge structure move during a 72-hour shutdown.

EMF access road was completed and opened in January 2018. All track work was completed in April 2018. Final signal and system testing was completed in June 2018.

Overall construction progress is approximately 99% complete. The contractor completed open items with authorities having jurisdiction in September 2018, including installation of fire lane

Valley View to West Irving Double Tracking

TRE
Projects

Status (Continued) striping and signage at the EMF access road required by the City of Irving. All other change issues have been closed, with the exception of change requests 3 and 7 regarding differing site conditions at drilled shaft for bridge at Bear Creek. Although the technical issues have been resolved, DART and the contractor are working on resolution of commercial issues in November 2018. Contract closeout is in progress with anticipated close-out in November 2018 pending resolution of change requests 3 and 7.

Issues **Differing Site Conditions**

Differing site conditions were reported by the contractor at permanent drilled shaft at Bent 2 North. Technical approach was resolved to permit completion of drilling of 2 North in November 2017. Commercial issues for change requests related to drilled shafts are under review, with anticipated resolution by November 2018.

Project Budget

An FY 2019 Capital Project Request has been submitted for additional funding.

Board Strategic Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
2: Optimize and preserve (state of good repair) the existing transit system

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

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

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

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

DART took the lead with PTC-220, LLC, for the spectrum and with Meteorcomm for the radio equipment. A Spectrum Sublease

Status (Continued) 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.

In September, the Critical Feature Validation and Verification testing were performed successfully, and the results submitted to the FRA. The Brake Testing consisting of Low Speed (20 mph) and High Speed (79 mph) were also performed. In total, we performed 47 Brake Testing scenarios over two weekends.

Wabtec has completed installation on 17 of 17 onboard vehicles and 38 of 38 wayside interface units (WIUs).

Wabtec has reported the following status as of August 31, 2018:

- System Engineering 53% complete
- Test Procedure Development 78% complete
- Engineering Functional Requirements 74% complete
- Track Data Services (GIS) 90% complete
- Communication Implementation 85% complete
- Wayside Implementation 85% complete

Status (Continued)	• Onboard Installation	87% complete
	• Interoperable Train Control Message (ITCM) Hosting	45% complete
	• Back Office System	46% complete
	• System Integration	5% complete
	• Training	60% complete

Issues Delays

Delays in the delivery of onboard installation kits were impacting the installation schedule. Wabtec has reported that all additional kits have been delivered as of July 30, 2018.

Delays in the delivery of onboard antennas resulted in four vehicles being completed at 95%. At the end of the installation cycle, their antennas will be installed.

Delays in the release of the CADD files for the Valley View project is impacting the software configuration for the affected Control Points.

During High Speed Brake Testing, we experienced excessive hot brakes which caused us to “fail” one of the test scenarios. The solution implemented was to wait 30 minutes between each scenario to allow the brakes to cool.

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description The Obsession Bridge, located on the Trinity Railway Express between Stemmons Freeway and Inwood Road, was originally constructed in 1903. The 155-foot Open Deck Through Double Lattice Truss is original with modifications on the Open Deck Timber Structures performed in 1934. This bridge structure has reached the end of its useful life and is currently subjected to speed restrictions for freight trains operating with 286,000-pound cars.

Status During the inspection and load rating of the Obsession 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 of the 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.

A Request for Proposal for the bridge construction will be let by the end of the first quarter FY 2019.

Issues **Historical Value**

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





















Coordination Efforts

This work will also require coordination with the Army Corp of Engineers and the Environmental Protection Agency and requires a 404 Permit.

Six-Month Look Ahead

TRE Projects

TRE Projects Six-Month Look Ahead

Project	2018/2019						
	October	November	December	January	February	March	
TRE Valley View	 Contract Close-out (Pending Resolution of Claims)						
Positive Train Control (Fiber Installation)	 Field Qualification Testing (FQT) Complete  TRE - Field Integration Test (FIT) Complete  Onboard/Comms/Wayside Instal Complete  Back Office, ITCM Hosting Complete  PTC Training Complete  TRE - Field Integration Test Startup Complete Complete PTC RSD Demonstration 						
PTC Integrator	 Signal IFC Complete  Signal Installation Complete  On-Board Installs Complete  Complete Back Office Installs System Acceptance RSD  Completion of PTC Field Integration    System Integration Testing						
 Construct/Test		 Design, Build, Integrate		 PTC Service Demonstration		 System Integration Testing	

Change Control Summary

TRE
Projects

TRE Projects - Change Control Summary

Facility/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (Sept 2018)	
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)		
TRE Valley View Bridge & Double Tracking Construction	C-2022481-01	Kiewit Infrastructure South Co.	\$14,828,362	\$741,000	\$15,569,362	\$20,760	\$14,849,122	\$720,240	0%	95%	
TRE Valley View Bridge & Double Tracking Track Material	C-2005858-01	Herzog Transit Services, Inc.	\$4,660,392	\$200,000	\$4,860,392	\$21,637	\$4,682,029	\$178,363	11%	95%	
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%	
Positive Train Control (Regional PTC)	FWTA Contract	Wabtec	NA	NA	NA	NA	NA	NA	NA	NA	
Positive Train Control (Regional PTC)	C-2032359-01	Meteorcomm	\$5,089,946	\$0	\$5,089,946	\$0	\$5,089,946	\$0	0%	100%	
Obsession Bridge	Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TOTALS:			\$28,964,948	\$1,160,312	\$30,125,260	\$42,397	\$29,007,345	\$1,117,915			

Legend: % Contingency >= 70%

Notes:

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



Additional Capital Development

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Summary Control Schedule

Additional Capital Development

Additional Capital Development Projects Summary Control Schedules

9/30/2018

Project	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022								
DART Police Facilities: Monroe Shops (Closed) NE Substation & K9 - On Hold NW Substation - Projected Start 03/18																			
CBD Rail Replacement Phases 3A, 3B & (Option - 3C Rail)																			
CBD Rail Replacement Phase 3C (Intersections/Street Modifications)																			
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;"> Design/Utilities/ROW</td> <td style="width: 25%;"> GMP / IFB</td> <td style="width: 25%;"> Fab / Construct / Test</td> <td style="width: 25%;"></td> </tr> <tr> <td> Look Ahead Event</td> <td> Revenue Service</td> <td> Acceptance/Closeout</td> <td style="text-align: right;">(3C Rail) Optional</td> </tr> </table>												Design/Utilities/ROW	GMP / IFB	Fab / Construct / Test		Look Ahead Event	Revenue Service	Acceptance/Closeout	(3C Rail) Optional
Design/Utilities/ROW	GMP / IFB	Fab / Construct / Test																	
Look Ahead Event	Revenue Service	Acceptance/Closeout	(3C Rail) Optional																

Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT			
Cost Summary			
(in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
DART Police Facilities ⁽³⁾	\$ 31.5	\$ 27.2	\$ 27.2
CBD Rail Replacement	12.8	9.7	9.2

- 1) Expended to Date values reflect activity through 8/31/18, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 8/31/18.
- 3) Control Budget reflects approved FY13 Financial Plan budget savings reduction of (\$3.5M), BCR 151.

Board Strategic Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
2: Optimize and preserve (state of good repair) the existing transit system

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

Status **Northeast Police Substation and K-9 Facility**
A capital project review was initiated in April 2018. A revised budget and schedule will be established.

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

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

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. Next steps include cost validation and 30% design.

Issues None

CBD/ Traffic Signal Priority (TSP) System

Additional Capital
Development

Board Strategic Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
2: Optimize and preserve (state of good repair) the existing transit system

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

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

The deployment of new Traffic Signal Controllers at CBD intersections has been completed. City of Dallas and DART will work together to move peer-to-peer (P2P) connection to the new ATC controller from external devices. City of Dallas will add detections to city streets to improve signal priority for light rail operation.

DART has completed TSP Three-Car Simulation Before Study with different three-car consist loads and highlighted recommendations to improve LRT rail flow through the SE junction.

Currently, the study is looking at special events and their impact on CBD. DART has provided junction (SE, NW) lock information to Texas A&M Transportation Institute (TTI) for three-car special event simulations.

Issues None

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description The CBD Rail Replacement project is a phased implementation plan to address the condition of rail wear in the CBD (Pearl Station to Houston Street). The project includes: Phase I, limited replacement of worn rail in selected curves; Phase II, special track procurement; and Phase III, full replacement of remaining CBD rail.

Status **Phase I – Limited Replacement**

Work was completed in December 2014. Closeout is complete.

Phase II – Special Track Procurement

Material was received on December 23, 2015. DART has closed out the contract.

Phase IIIA – Special Track Installation

DART has prepared a budget and schedule to advance Phase IIIA in the Financial Plan from 2022 to 2017. Phase IIIA will be the replacement and new installation for 50-meter turnouts, with remaining rail replacement in the West End area.

Budget approval is complete. Solicitation of design services, under the comprehensive professional services contracts, was initiated in July 2017. Negotiations are complete.

Design NTP was issued on February 5, 2018.

The 65% design submittal was received in April 2018. The 95% submittal was completed on July 6, 2018. The 100% complete design documents were received on July 16, 2018. Contractor's NTP is anticipated in February 2019. DART is preparing a new solicitation for construction services.

Phase IIIB – Intersection Work

Phase IIIB will be intersection work associated with Phase IIIA work areas.

Phase IIIC – Remaining Rail Improvements

Phase IIIC is replacement of remaining track work, street headers, and drainage improvements. Replacement is scheduled for 2022.

Issues **Schedule Delay**

Resolution on technical aspects of the project included modifications to the existing storm drainage system. An early action item will be included with the construction contract for subsurface utility investigations to document utility clearance at proposed locations for catenary pole foundations. This issue is closed.

Six-Month Look Ahead

Additional Capital Development

Additional Capital Development Projects Six-Month Look Ahead

Project	2018/2019					
	October	November	December	January	February	March
DART Police Facilities Monroe Shops - Completed NE Substation & K9 Holding Area @ LBJ Sta. - On Hold NW Substation - On Hold						
CBD Rail Replacement Phases 3A & 3B	[GMP /IFB bar spanning Oct to Feb]					
	▲ Complete 3A & 3B SMR Review ▲ Solicitation Review ▲ Issue Solicitation ▲ Receive 3A & 3B IFC Documents	▲ Solicitations Due ▲ Award Recommendation Award of Contract 3A, 3B (3C Rail) ▲ 3C Design EPR Issue NTP Construction 3A, 3B (3C Rail)	▲ Procurement Activities in	▲ NTP 3C Design	Start Construction 3A, 3B (3C Rail)	▲ 3C 65% Design ▲ (3C Rail)
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: #ffcc80; margin-right: 5px;"></div> Design/Utilities/ROW </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: #c8e6c9; margin-right: 5px;"></div> GMP /IFB </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: #fff9c4; margin-right: 5px;"></div> Material Delivery/Install/Construct/Test </div> <div style="margin-left: 20px;"> (3C Rail) Optional </div> </div> <div style="margin-top: 5px;"> ▲ Look Ahead Event </div>						

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Note (b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (Sept 2018)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)	
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$485,834	\$4,283,167	\$7,819	98%	100%	Closed Expired 1/26/2010
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$1,163,622	\$14,237,955	\$536,041	68%	100%	Closed Expired 6/15/2011
DART Police Facilities Package 3	C-1018394-01	Journeyman	\$1,264,950	\$101,196	\$1,366,146	\$66,342	\$1,331,292	\$34,854	66%	100%	Closed Expired 1/31/2011
DART Police Facilities NE Facility	NE Facility Construction Pending	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Track Installation for the CBD Rail Limited Replacement Project	C-2011786-01	G.W. Peoples	\$5,234,800	\$523,480	\$5,758,280	\$0	\$5,234,800	\$523,480	0%	100%	Closed Expired 4/9/2015
Track Materials for CBD Rail Replacement	C-2003140-01	Progress Rail Service Corp.	\$1,112,960	\$55,648	\$1,168,608	\$0	\$1,112,960	\$55,648	0%	100%	Closed Expired 9/30/2015
Special Track Materials for the CBD Rail Replacement and SE-1 Rail Maintenance	C-2011787-01	Voestalpine Nortrak	\$795,252	\$39,763	\$835,015	\$19,147	\$814,399	\$20,616	48%	100%	Closed Expired 2/1/2016
TOTAL:			\$25,279,628	\$2,913,403	\$28,193,031	\$1,734,946	\$27,014,574	\$1,178,457			

Legend: % Contingency = 70%

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



Safety & Security Projects

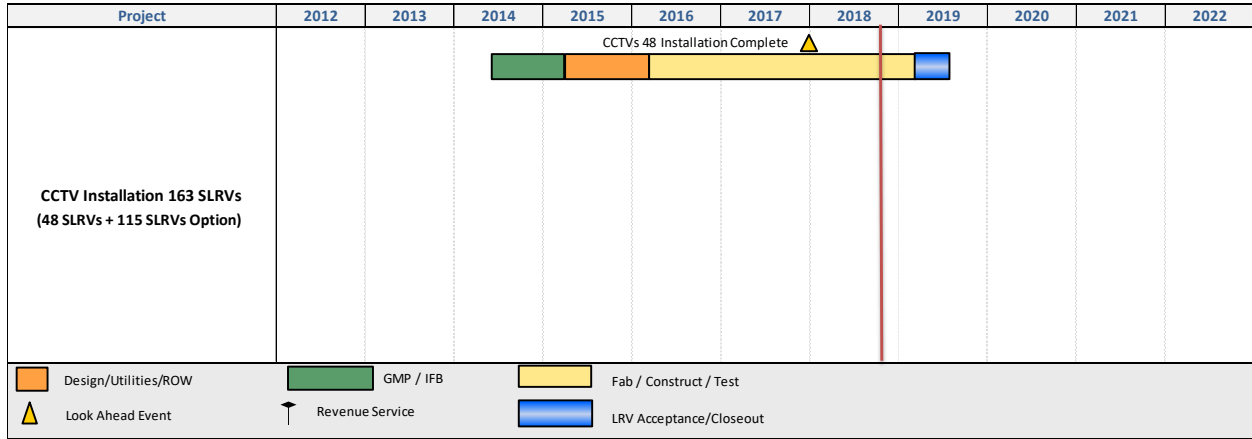
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Summary Control Schedule

Safety & Security Projects

Safety & Security Projects Summary Control Schedule

9/30/2018



Cost Summary

Safety & Security Projects

SAFETY & SECURITY PROJECTS			
Cost Summary			
(in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ^(2,3)
Safety & Security Improvements Outlying Stations	\$ 5.0	\$ 0.1	\$ 0.0
Safety & Security Improvements Downtown Dallas	3.0	0.4	0.3
Pedestrian Barriers @ Bush Turnpike Station	1.0	0.0	0.0
Signalized Crossing @ Arapaho Station	0.4	0.0	0.0
Signalized Crossing @ Ledbetter Station	0.4	0.0	0.0
Pedestrian Barriers @ Fair Park	0.2	0.0	0.0
CCTV – 163 Vehicles	12.3	10.8	6.3
Fare Barrier West End Station	3.0	0.1	0.0
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
Total Safety & Security Projects	25.5	11.4	6.6

- 1) Committed values reflect activity through 08/31/18.
- 2) Expended to Date values reflect general ledger activity posted through 08/31/18.

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

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. Kick-off meeting was held on May 11, 2016. Contractor has substantially completed early action item list. Milestone 1 for completion of design was achieved on July 23, 2016. Notice to Proceed was issued with effective date of July 23, 2016, for start of activities for First Article installation, with a Milestone 2 date of October 28, 2016. Milestone 2 date was missed due to incomplete CCTV design. The Authority approved final design on November 22, 2016. Contractor began First Article installation on December 5, 2016, and completion was June 29, 2017.

NTP for Milestone 3, Production Phase, was given on July 10, 2017. 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.

NTP for Fleet 53 Option (20 vehicles) was provided to the contractor on January 15, 2018. The contractor submitted the design for Fleet 53. Design was approved as noted. As of the end of June 2018, all 20 vehicles from Fleet 53 were completed.

As of August 2018, all vehicles from Fleet 52 have been completed.

A total of 96 out of 163 vehicles have been completed fleetwide as of September 2018.

Issues None

Other Safety & Security Projects

Safety & Security Projects

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description The following priority projects have been identified to enhance safety and security at transit facilities, improve the customer experience, and deter loitering:

1. Installation of fencing at Convention Center Station
2. Improvements to Convention Center Station area lighting
3. Installation of a CCTV display monitor at West End Station
4. Improvements to West End Station area lighting

Status Installation of fencing at Convention Center Station has been completed.

Improvements to Convention Center Station area lighting are scheduled for completion in December 2018.

Installation of a CCTV display monitor at West End Station is scheduled for October 2018. This is a pilot project that will be assessed for future implementation at other locations.

Design for improvements to West End Station area lighting is in progress. An application for a Certificate of Appropriateness was approved by the City of Dallas in September 2018.

Issues None

Six-Month Look Ahead

Safety & Security Projects

Safety & Security Projects Six-Month Look Ahead

Project	2018/2019					
	October	November	December	January	February	April
CCTV For 163 SLRVs (48 + 115)	NTP Fleet 50 Sep 23, 2018A					
	Complete Fleet 52 Sep 15, 2018A			▲ Complete Installation Fleet 51		
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: orange; margin-right: 5px;"></div> Design/Utilities/ROW </div> <div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: green; margin-right: 5px;"></div> GMP /IFB </div> <div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></div> Material Delivery/Install/Construct/Test </div> </div> <div style="display: flex; align-items: center; margin-top: 5px;"> <div style="width: 15px; height: 15px; border: 1px solid black; background-color: yellow; margin-right: 5px; display: flex; align-items: center; justify-content: center;"> ▲ </div> Look Ahead Event </div>						

Change Control Summary

Safety & Security Projects

Safety and Security Projects - Change Control Summary

Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note b) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (Sept 2018)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	
Furnish and Install CCTV on 163 SLRVs	C-2012794-01 DTI Group LTD	9,754,626	334,000	10,088,626	\$44,784	9,799,410	289,216	13%	55%	
TOTALS:		\$9,754,626	\$334,000	\$10,088,626	\$44,784	\$9,799,410	\$289,216			

Legend:

% Contingency = 70%

Notes:

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



Streetcar Projects

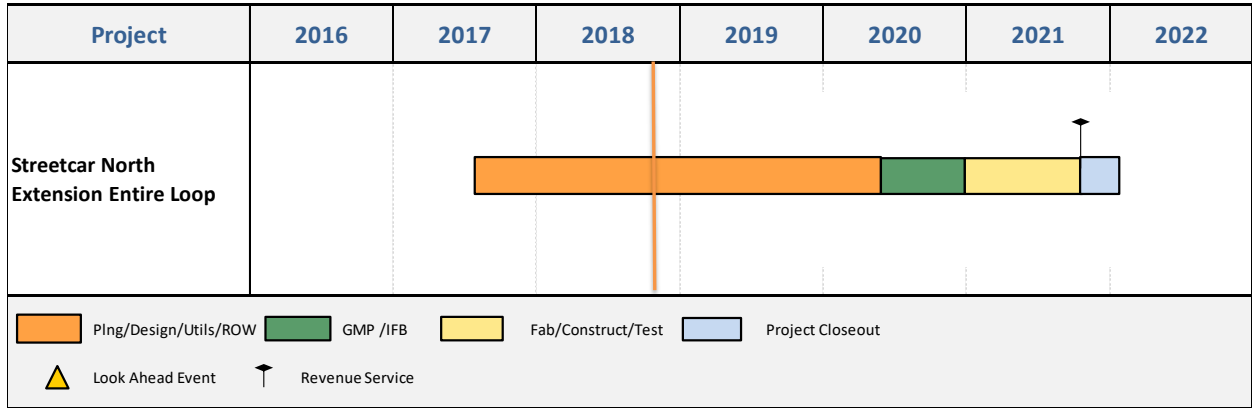
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Summary Control Schedule

Streetcar Projects

Dallas Streetcar Projects Summary Control Schedules

9/30/2018



Cost Summary

Streetcar Projects

STREETCAR PROJECTS			
Cost Summary			
(in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ^(2,3)
Northern Streetcar Extension ⁽⁴⁾	\$ 7.9	\$ 0.4	\$ 0.4
Streetcar Extension Vehicles	8.7	8.6	8.4
Streetcar Vehicles	10.6	10.3	10.4
Streetcar Projects Total	\$ 27.2	\$ 19.3	\$ 19.2

- 1) Committed values reflect activity through 8/31/18.
- 2) Expended to Date values reflect general ledger activity posted through 8/31/18.
- 3) Expended to Date values exclude City of Dallas reimbursements.
- 4) Northern Streetcar Extension control budget reflects value of City of Dallas TMF Grant.
- 5) Expended to Date provided by DART Finance/Accounting through 8/31/18.

Northern Streetcar Extension Project

Streetcar
Projects

- Board Strategic Priority**
- 3: Optimize DART's influence in regional transportation planning
 - 4: Expand DART's transportation system to serve cities inside and outside the current service area

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.

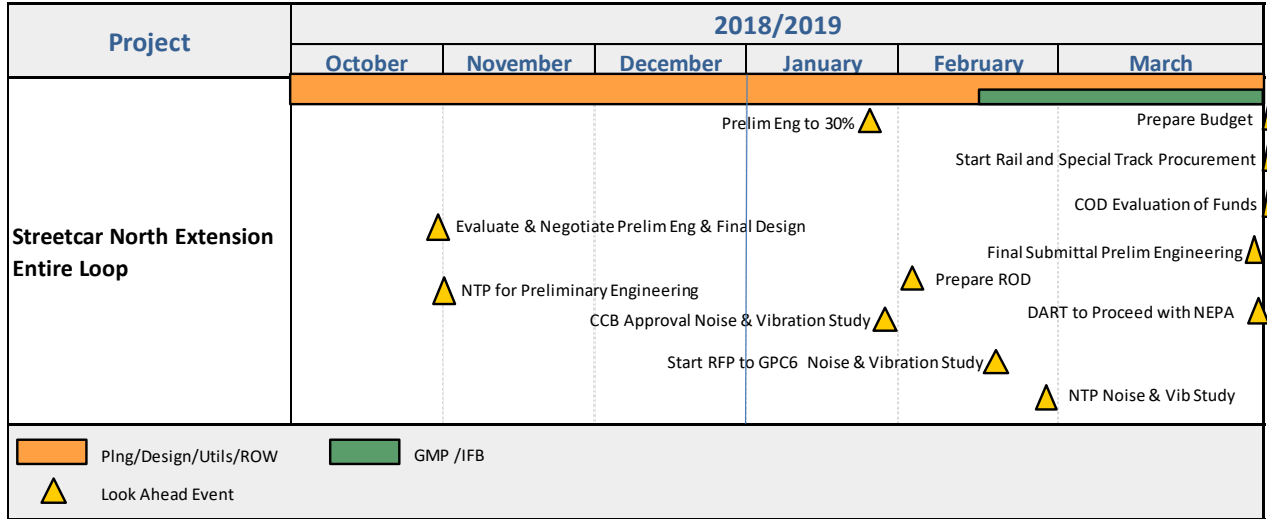
Negotiations were terminated with the highest technically ranked offeror as a reasonable price could not be negotiated. A cost proposal has been requested from the second highest technically ranked offeror. A cost proposal was received from the second offeror and negotiations are in progress.

Issues None

Six-Month Look Ahead

Streetcar Projects

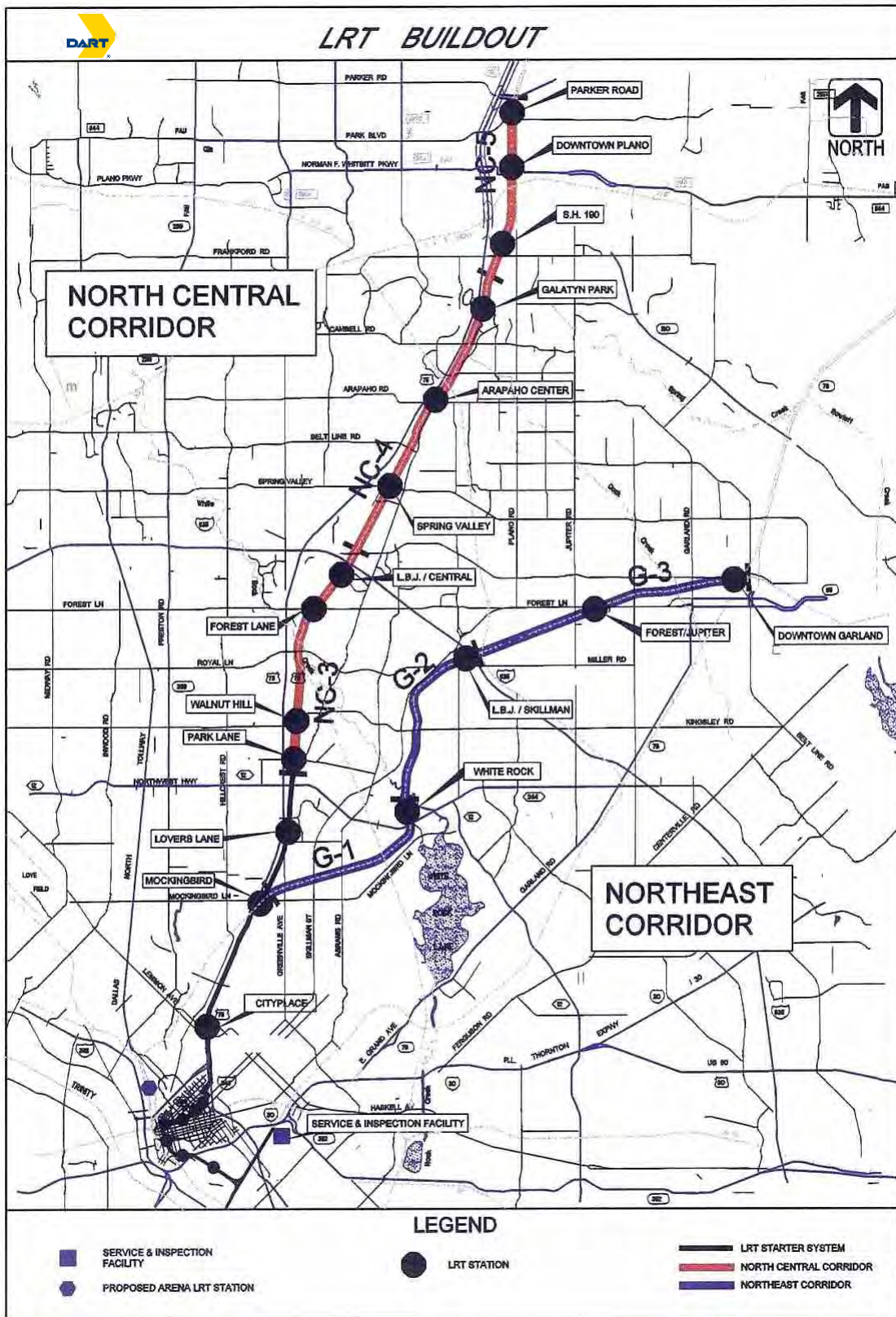
Dallas Streetcar Projects Six-Month Look Ahead





LRT Buildout Phase I

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North Central Corridor Facilities

Line Section NC-3

LRT Buildout
Phase I

Board Strategic Priority 4: Expand DART's transportation system to serve cities inside and outside the current service area

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

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

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

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

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

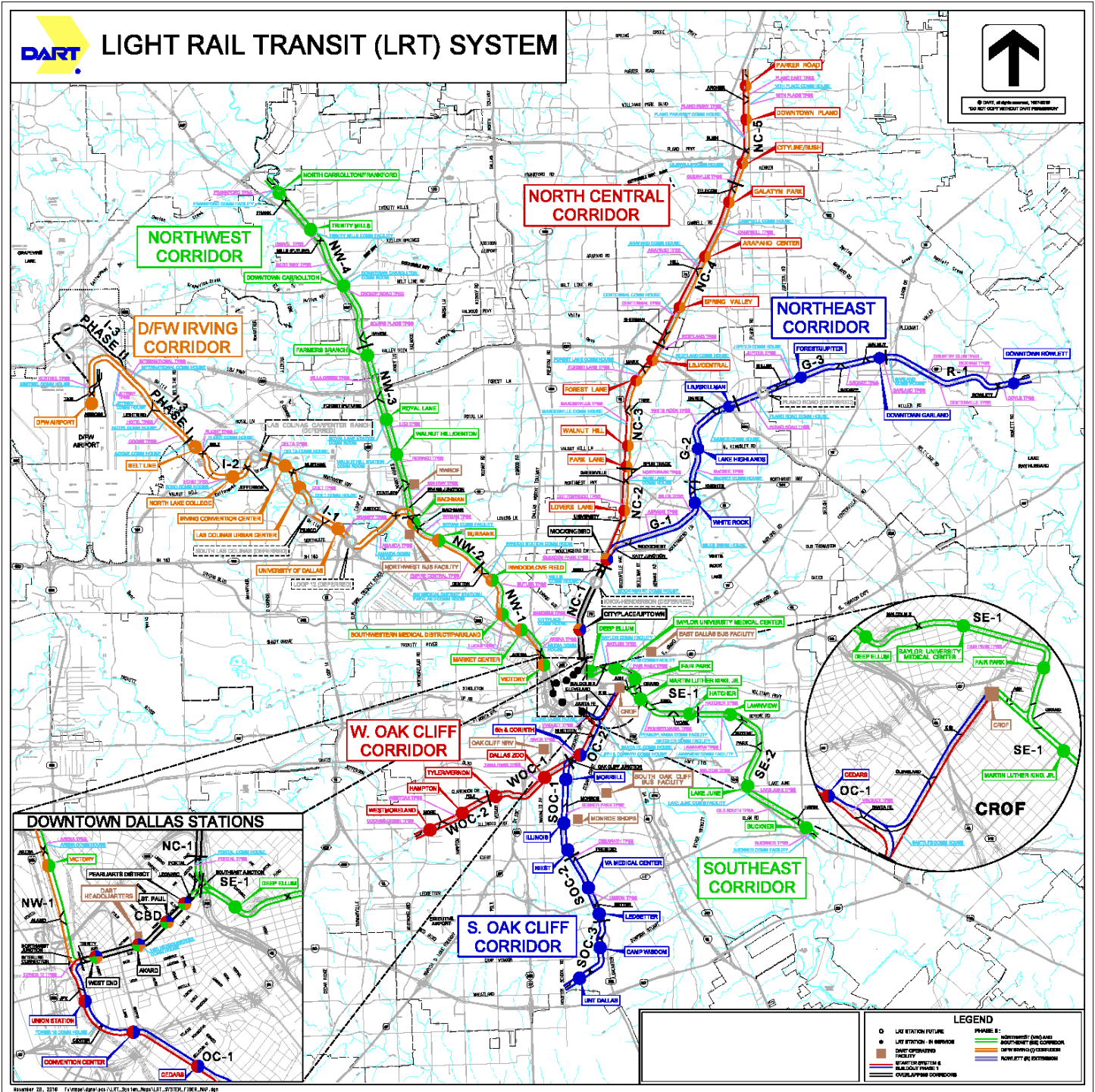
Quantum Hearing

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



LRT Buildout Phases II & III

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LRT Buildout

Phase IIB

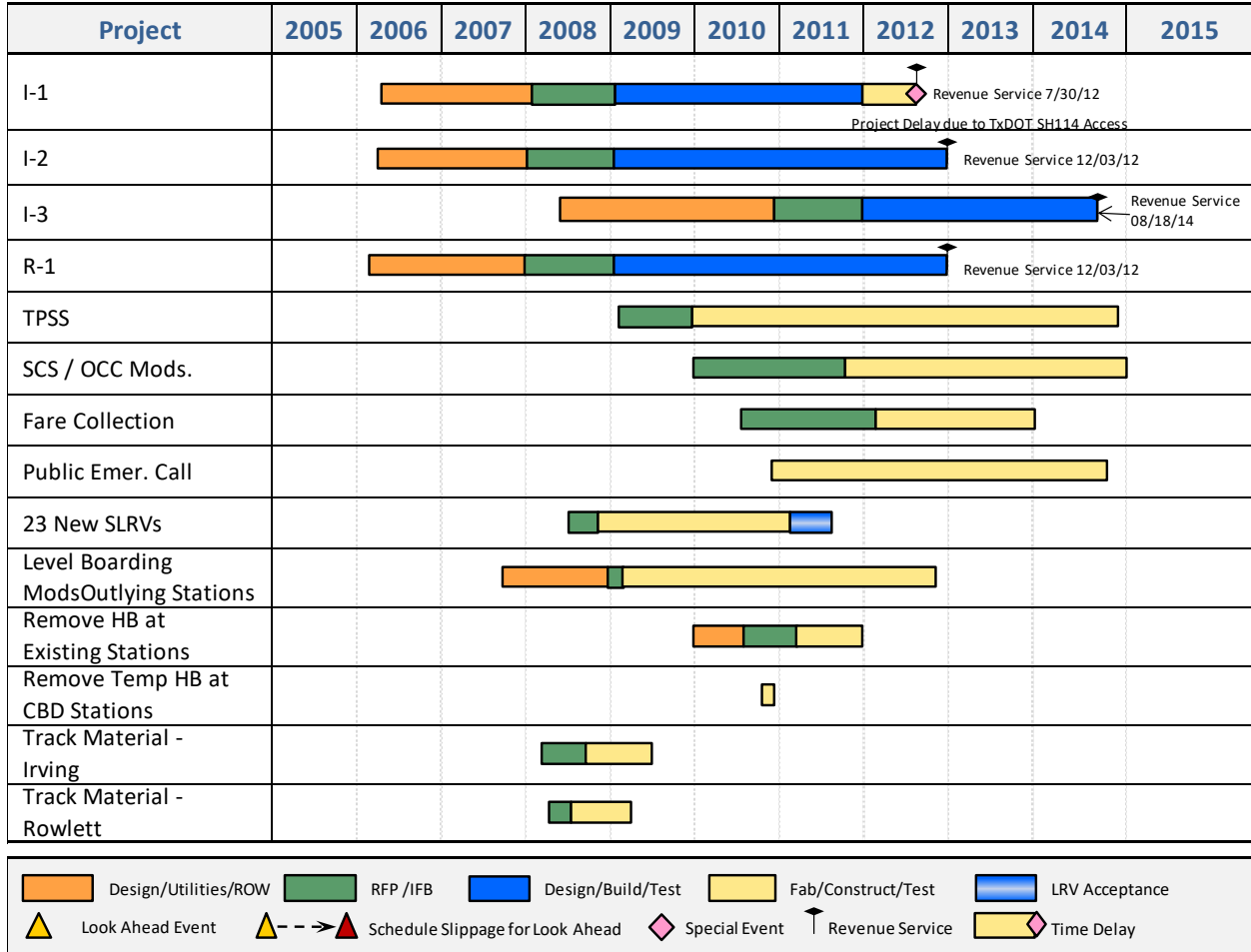
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Summary Control Schedule

LRT Buildout
Phase IIB

LRT Buildout Phase IIB Summary Control Schedule

12/31/2017



Cost Summary

LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget <small>(3,4,5,6,7,8,9,10,11,12)</small>	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIB	\$ 86.9	\$ 68.8	\$ 68.8
Irving-1	329.0	329.0	316.2
Irving-2	211.1	211.1	222.9
Irving-3	172.4	172.4	172.4
Rowlett-1	217.9	217.9	217.9
Level Boarding – Outlying Stations	8.6	8.6	8.6
NWROF	59.1	59.1	59.1
Systems	42.8	42.8	42.8
Vehicles	190.7	190.7	190.7
LRT Buildout Phase IIB Total	\$ 1,318.5	\$ 1,300.4	\$ 1,299.4

- 1) Committed values reflect activity through 8/31/18.
- 2) Expended to date values reflect activity through 8/31/18, as reported on DART's General Ledger.
- 3) Budget reflects FY11 financial plan amendment approved on 09/28/10, Board Resolution 100130, which increased the Phase IIB Budget \$5.9M.
- 4) Control budget reflects BCR 125 to transfer budget to fund allocated portion of Amendment 13 projects.
- 5) Control budget reflects approved FY13 Financial Plan budget reduction of (\$34.2M), BCR 150.
- 6) Control budget reflects approved FY14 Financial Plan budget reduction of (\$80.0M), BCR 167.
- 7) Control Budget reflects approved FY15 Financial Plan budget reduction of (\$110M), BCR 277.
- 8) Control budget reflects approved FY15 Budget Change Request #362 transfer to LCMP02015 – DFW Station Concierge Enclosure (\$42K).
- 9) Control budget reflects approved FY16 Budget Change Request #361 transfer to LNEP16001 – Next Train Messaging at DFW Station (\$45K).
- 10) Control budget reflects approved FY16 Budget Change Request #385 transfer to LNEP16001 – Next Train Messaging at DFW Station (\$820).
- 11) Phase 2B program reserve has been reduced by (\$96.5K), BCR 488.
- 12) Phase 2B program reserve has been reduced by (\$62.6K), BCR 489.



LRT Buildout Phase III

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Cost Summary

LRT Buildout Phase III

LRT BUILDOUT PHASE III Cost Summary (in millions of dollars)			
	Control Budget ^(3,4,5)	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase III ⁽⁶⁾	\$ 43.8	\$ 20.3	\$ 20.3
SOC-3 ⁽⁶⁾	128.3	128.2	128.2
NWROF ⁽⁶⁾	18.0	18.0	18.0
Systems – Phase III ⁽⁶⁾	4.5	4.5	4.5
Vehicles – Phase III ⁽⁶⁾	20.6	20.6	20.6
LRT Buildout Phase III Total	\$ 215.2	\$ 191.6	\$ 191.6

- 1) Committed values reflect activity through 8/31/18.
- 2) Expended to date values reflect activity through 8/31/18, as reported on DART's General Ledger.
- 3) Budget reflects FY12 financial plan approved on 09/27/11, Board Resolution 110114.
- 4) Control budget reflects FY13 Financial Plan budget value approved on 9/25/12, due to accelerated revenue service date.
- 5) Control Budget reflects approved FY15 Financial Plan budget reduction of (\$22M) BCR 278.
- 6) All construction contracts are closed.

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Table of Contents

Section 6 – Quarterly Investment Report – September 2018

---	Statement of Compliance
1 – 2	Quarterly Investment Report – Summary
3	Security Transactions – Purchases
4	Security Transactions – Maturities, Calls, & Sales
5 – 6	Current Portfolio – Total
7	Portfolio Analysis by Fund
8 – 9	Changes in Market Value of Investments
10	Callable Securities Analysis
11	Debt Obligations



DALLAS AREA RAPID TRANSIT
QUARTERLY INVESTMENT REPORT

As Of

September 30, 2018

*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.*

Handwritten signature of Joe Costello in blue ink.

Joe Costello, Sr. Vice President Finance

Handwritten signature of Dwight Burns in blue ink.

Dwight Burns, Treasurer

Handwritten signature of Beverly Adler in blue ink.

Beverly Adler, Assistant Treasurer

Handwritten signature of Wallace Waits in blue ink.

Wallace Waits, Senior Manager Cash and Debt Administration

Prepared by Treasury Reporting

Security Transactions - Maturities, Calls & Sales

4th Qtr. FY18

Sale Date	Action	Maturity Date	CUSIP	Security Description	Beg Cost Val & Accrued Int.	Int Received Current Qtr	Realized Gain/Loss	Original Disc/(Prem)
<u>OPERATING FUND</u>								
7/12/18	Matured	07/12/18	3130A8PZ0	FHLB 0.84 7/12/18-17	\$ 9,996,200	\$ 42,000	\$ 11,500.00	\$ 11,500.00
7/13/18	Matured	07/13/18	3135G0L43	FNMA 0.85 7/13/2018-17	10,000,236	42,500	-	-
7/27/18	Matured	07/27/18	3133EGNU5	FFCB 0.96 7/27/2018-17	5,247,375	25,200	2,625.00	2,625.00
7/27/18	Matured	07/27/18	3134G73Q2	FHLMC 1 7/27/2018-16	10,000,000	50,000	-	-
8/10/18	Matured	08/10/18	3134G72R1	FHLMC 1 8/10/2018-16	10,000,000	50,000	-	-
8/23/18	Matured	08/23/18	3133EGBG9	FFCB 1 8/23/2018-16	8,840,000	44,200	-	-
9/7/18	Matured	09/07/18	46640QJ77	JP Morgan 0 9/7/2018	9,861,017	-	138,983.33	138,983.33
9/20/18	Matured	09/20/18	3133EGFX8	FFCB 1.01 9/20/2018-16	10,000,000	50,500	-	-
TOTAL \$					73,944,828	\$ 304,400	\$ 153,108	\$ 153,108
<u>FINANCIAL RESERVE FUND</u>								
TOTAL \$					-	\$ -	\$ -	\$ -
<u>CAPITAL RESERVE FUND</u>								
TOTAL \$					-	\$ -	\$ -	\$ -
<u>PLATFORM EXTENSION FUND</u>								
7/26/18	Matured	07/26/18	83369CGS7	Societe Gen France 0 7/26/18	\$ 14,833,000	\$ -	\$ 167,000	\$ 167,000
8/24/18	Matured	08/24/18	36164KHQ7	E CAP Treas 0 8/24/18	9,874,933	-	125,067	125,067
8/24/18	Matured	08/24/18	46640QHQ7	JP Morgan 0 8/24/18	14,803,854	-	196,146	196,146
TOTAL \$					39,511,788	\$ -	\$ 488,213	\$ 488,213
<u>INSURANCE RESERVE FUND</u>								
8/10/18	Matured	08/10/18	3133EHUJ0	FFCB 1.25 8/10/2018	\$ 499,984	\$ 3,125	\$ 17	\$ 17
8/28/18	Matured	08/28/18	3130A9BX8	FHLB 1 8/28/2018	3,100,000	15,500	-	-
TOTAL \$					3,599,984	\$ 18,625	\$ 17	\$ 17
<u>STREETCAR FUND</u>								
TOTAL \$					-	\$ -	\$ -	\$ -
<u>REGIONAL TOLL ROAD FUND</u>								
TOTAL \$					-	\$ -	\$ -	\$ -
<u>TOYOTA FUND</u>								
TOTAL \$					-	\$ -	\$ -	\$ -
GRAND TOTAL \$					117,056,699	\$ 323,025	\$ 641,337	\$ 641,337



Quarterly Investment Report - Summary

4th Qtr. FY18

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 decided to raise the target range for the Fed Funds rate by 25 basis points from 2 to 2 1/4 percent on September 26, 2018. The U.S. economy continues 2018 with strong momentum. Unemployment rate has declined to record lows at 3.7 percent. Inflation continues at 2 percent year over year in September, matching the Federal Reserve's target.

Yield to Maturity Managed Funds

FY18	12/31	1.416
	3/31	1.473
	6/30	1.645
	9/30	1.813

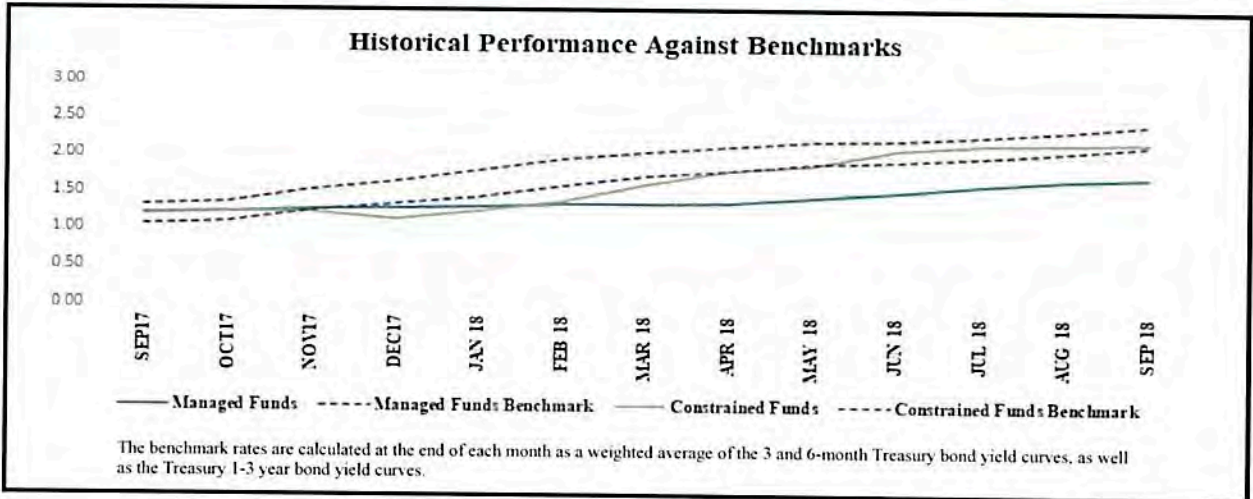
Ending Amortized Book Value as of September 30, 2018									
Portfolio	Agencies	Treasuries	CP	Pools	MMP's	Fund Totals	YTM	Compliant	
Managed Funds									
Operating	\$ 287,947,135	\$ -	\$ 19,897,950	\$ 96,836,052	\$ -	\$ 404,681,137	1.707%	Yes	
Financial Reserve	47,206,354	-	2,794,700	89,108	-	50,090,163	2.074%	Yes	
Capital Reserve	11,300,000	-	-	318,719	-	11,618,719	1.276%	Yes	
Platform Extensions	-	-	29,767,833	32,402,820	-	62,170,654	2.324%	Yes	
Cotton Belt	-	-	-	16,087,516	-	16,087,516	2.211%		
Insurance	12,200,000	-	-	-	-	12,200,000	1.664%	Yes	
	\$ 358,653,489	\$ -	\$ 52,460,483	\$ 145,734,216	\$ -	\$ 556,848,189	1.813%		
Constrained Funds									
Debt Service	\$ -	\$ -	\$ -	\$ 113,255,805	\$ 277,305	\$ 113,533,110	2.211%	Yes	
Regional Toll Road	-	-	-	-	1,509,519	1,509,519	1.554%	Yes	
City of Irving ILA	-	-	-	3,215,968	-	3,215,968	2.211%		
COD Streetcar	-	-	-	-	319,772	319,772	1.549%	Yes	
Toyota	-	-	-	858,160	-	858,160	2.211%	Yes	
	\$ -	\$ -	\$ -	\$ 117,329,933	\$ 2,106,595	\$ 119,436,528	2.200%		
All Funds	\$ 358,653,489	\$ -	\$ 52,460,483	\$ 263,064,149	\$ 2,106,595	\$ 676,284,717	1.882%		

The investment rating of each investment was reviewed on 9/30/18 and found to be in compliance with PFIA. The investment strategy for the **Operating Fund** is to seek higher yielding callable bonds in the 90 days to 5 years range while reducing the exposure to longer term investments. Strategies for the other funds are:

Capital Reserve	1-6 months (10%), 6-12 months (10%), laddered 1-5 years (80%)
Financial Reserve	laddered maturities managed so as to replace called/matured investments
Insurance	laddered maturities managed so as to replace called/matured investments
Platform	investment maturities tied to expected project expenditures
Regional Toll Road	100% money-market funds
Streetcar	100% money-market funds
Debt Service	investment maturities tied to semi-annual and annual payments
Toyota	100% money-market funds

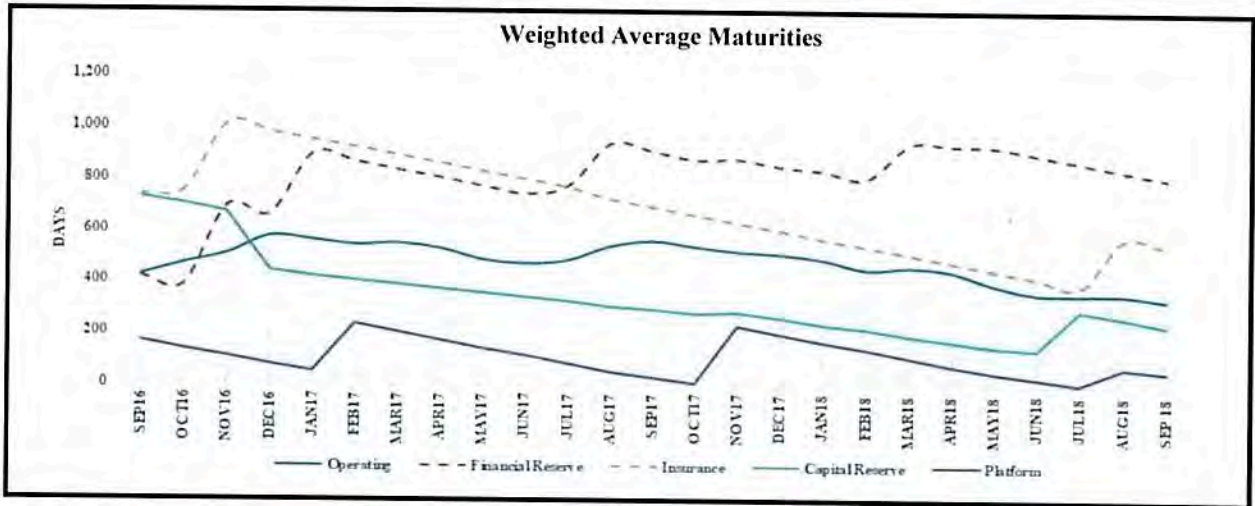
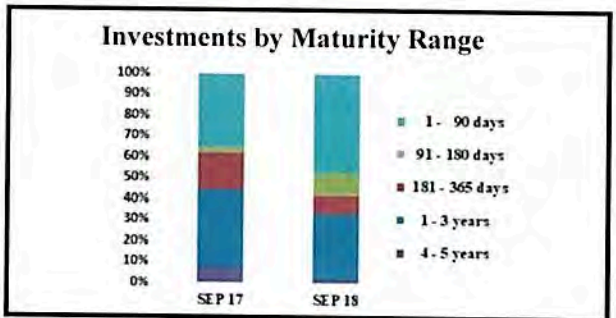
Quarterly Investment Report - Summary

4th Qtr. FY18



Average Yield to Worst All Funds

	--- 12 months ending ---		12 months	
	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
Actual	0.63%	0.78%	1.04%	1.46%
Benchmark	0.39%	0.55%	1.02%	1.95%



Security Transactions - Purchases

4th Qtr. FY18

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<u>OPERATING FUND</u>								
7/16/18	63873KMH7	NATIXIS France 0 12/17/2018	\$ 10,000,000	12/17/18	---	2.40	\$ 9,898,189	18-0015
7/16/18	62479MMH3	MUFG Bank LTD Japan 0 12/17/18	10,000,000	12/17/18	---	2.35	9,900,328	18-0016
8/13/18	3134GSTT2	Freddie MAC Step 8/13/2021-19	5,898,000	08/13/21	08/13/19	2.50	5,898,000	18-0017
TOTAL \$			25,898,000			2.406	\$ 25,696,517	
<u>FINANCIAL RESERVE</u>								
TOTAL \$			-			0.000	\$ -	
<u>CAPITAL RESERVE</u>								
TOTAL \$			-			0.000	\$ -	
<u>PLATFORM EXTENSION</u>								
8/14/18	36960MMX8	GE Co. USA 0 12/31/2018	\$ 10,000,000	12/31/18	---	2.310	\$ 9,911,581	18-0018
8/14/18	63873KPD3	NATIXIS France 0 2/13/2019	10,000,000	02/13/19	---	2.460	9,876,475	18-0019
8/27/18	45581CNQ4	ICBC China 0 01/24/2019	10,000,000	01/24/19	---	2.567	9,894,167	18-0020
TOTAL \$			30,000,000			2.446	\$ 29,682,222	
<u>INSURANCE RESERVE</u>								
8/28/18	3130AEQH6	FHLB 2.7 08/28/20	\$ 3,600,000	08/28/20	02/28/19	2.700	\$ 3,600,000	18-0021
TOTAL \$			3,600,000			2.700	\$ 3,600,000	
<u>STREETCAR FUND</u>								
TOTAL \$			-			0.000	\$ -	
<u>REGIONAL TOLL ROAD FUND</u>								
TOTAL \$			-			0.000	\$ -	
<u>TOYOTA FUND</u>								
TOTAL \$			-			0.000	\$ -	
GRAND TOTAL \$			59,498,000				\$ 58,978,739	



Current Portfolio - Total

4th Qtr. FY18

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
ABN AMRO FUNDING 0 10/2/2018	00084CK27	\$2,795,000	0.000	10/02/18	1.984	1.984	\$2,790,201	\$2,794,700	\$2,794,852	1/8/2018	18-0010
FFCB 1.11 10/15/2018-16	3133EFHH3	10,000,000	1.110	10/15/18	1.110	1.109	10,000,000	10,000,000	9,995,190	10/15/2015	16-0007
FFCB 1.01 10/26/2018-16	3133EFKW6	10,000,000	1.010	10/26/18	1.010	1.010	10,000,000	10,000,000	9,990,990	10/26/2015	16-0011
NATIXIS 0 12/17/2018	63873KMH7	10,000,000	0.000	12/17/18	2.404	2.404	---	9,948,433	9,949,090	7/16/2018	18-0015
MUFG BANK LTD 0 12/17/2018	62479MMH3	10,000,000	0.000	12/17/18	2.353	2.353	---	9,949,517	9,950,160	7/16/2018	18-0016
FHLMC 1 12/28/2018	3134G9WB9	10,000,000	1.000	12/28/18	1.000	1.000	10,000,000	10,000,000	9,968,570	6/28/2016	16-0095
GE CO 0 12/31/2018	36960MMX8	10,000,000	0.000	12/31/18	2.310	2.310	---	9,941,478	9,942,110	8/14/2018	18-0018
Ind & Comm 0 1/24/2019	45581CNQ4	10,000,000	0.000	01/24/19	2.567	2.567	---	9,918,156	9,918,860	8/27/2018	18-0020
FNMA 1 1/25/2019	3135G0M67	10,000,000	1.000	01/25/19	1.000	1.000	10,000,000	10,000,000	9,958,570	7/25/2016	16-0105
NATIXIS 0 2/13/2019	63873KPD3	10,000,000	0.000	02/13/19	2.460	2.460	---	9,908,200	9,908,880	8/14/2018	18-0019
FAMC 2.075 2/15/2019	3132X0L82	2,300,000	2.075	02/15/19	2.075	2.075	2,300,000	2,300,000	2,297,850	3/1/2018	18-0011
FHLB 1.375 2/28/2019-17	3130AC5H3	8,000,000	1.375	02/28/19	1.375	1.375	8,000,000	8,000,000	7,968,416	8/28/2017	17-0042
FHLMC 1.05 2/28/2019	3134GAEP5	7,025,000	1.050	02/28/19	1.050	1.050	7,025,000	7,025,000	6,987,472	8/30/2016	16-0118
FHLMC 1 3/29/2019-16	3134G9B97	15,000,000	1.000	03/29/19	1.000	1.000	15,000,000	15,000,000	14,895,840	6/29/2016	16-0096
FFCB 2.3 5/21/2019	3133EJPY9	3,835,000	2.300	05/21/19	2.300	2.300	3,835,000	3,835,000	3,830,352	5/21/2018	18-0014
FNMA 1.25 5/30/2019	3136G3QY4	11,300,000	1.250	05/30/19	1.250	1.250	11,300,000	11,300,000	11,209,125	5/27/2016	16-0085
FHLB Step 6/28/2019-17	3130ABJS6	10,000,000	1.750	06/28/19	1.574	1.353	10,000,000	10,000,000	9,962,260	6/28/2017	17-0032
FNMA 1.075 7/11/2019-17	3135G0L76	5,000,000	1.075	07/11/19	1.100	1.100	5,000,000	5,000,000	4,942,030	8/24/2016	16-0115
FNMA 1.15 7/26/2019	3136G3Q73	4,100,000	1.150	07/26/19	1.150	1.150	4,100,000	4,100,000	4,051,595	8/26/2016	16-0116
FNMA 1.15 8/23/2019	3136G3V69	5,000,000	1.150	08/23/19	1.150	1.150	5,000,000	5,000,000	4,936,025	8/23/2016	16-0114
FFCB 1.2 9/12/2019-17	3133EGTT2	10,000,000	1.200	09/12/19	1.200	1.200	10,000,000	10,000,000	9,885,070	9/12/2016	16-0120
FNMA 1.1 9/30/2019-16	3136G3WV3	8,300,000	1.100	09/30/19	1.100	1.100	83,000,000	8,300,000	8,174,031	6/30/2016	16-0101
FFCB 1.12 10/11/2019-17	3133EGXK6	1,500,000	1.120	10/11/19	1.189	1.189	1,500,000	1,500,000	1,477,269	10/31/2016	17-0006
FFCB 1.12 10/11/2019-17	3133EGXK6	10,000,000	1.120	10/11/19	1.146	1.146	10,000,000	10,000,000	9,848,460	10/20/2016	17-0003
FHLB 1.14 10/25/2019-17	3130A9U82	10,000,000	1.140	10/25/19	1.140	1.140	10,000,000	10,000,000	9,832,210	10/25/2016	17-0004
FHLB 1.375 11/15/2019	3130AA3R7	10,000,000	1.375	11/15/19	1.383	1.383	9,999,072	9,999,135	9,856,520	11/17/2016	17-0009
FNMA 1.5 11/26/2019-17	3136G4JA2	4,900,000	1.500	11/26/19	1.500	1.500	4,900,000	4,900,000	4,827,701	11/30/2016	17-0012
FNMA 1.35 11/29/2019-17	3136G4HF3	9,500,000	1.350	11/29/19	1.350	1.350	9,500,000	9,500,000	9,354,346	11/29/2016	17-0011
FFCB 1.5 12/19/2019-17	3133EGU86	10,000,000	1.500	12/19/19	1.500	1.500	10,000,000	10,000,000	9,858,600	12/19/2016	17-0018
FFCB 1.7 12/27/2019-17	3133EG2M6	10,000,000	1.700	12/27/19	1.700	1.700	10,000,000	10,000,000	9,879,270	12/27/2016	17-0020
FHLMC 1.5 12/30/2019-17	3134GAYY4	10,000,000	1.500	12/30/19	1.500	1.500	10,000,000	10,000,000	9,847,340	12/30/2016	17-0022
FNMA 1.625 3/27/2020-17	3136G4JR5	3,000,000	1.625	03/27/20	1.625	1.625	3,000,000	3,000,000	2,951,937	12/27/2016	17-0019
FNMA 1.3 3/30/2020-17	3135G0Q63	10,000,000	1.300	03/30/20	1.300	1.300	10,000,000	10,000,000	9,789,000	10/25/2016	17-0005
FHLB 1.5 6/15/2020-17	3130AA3Z9	3,275,000	1.500	06/15/20	1.500	1.500	3,275,000	3,275,000	3,203,196	12/15/2016	17-0017
FHLB Step 6/29/2020-17	3130ABLU8	10,000,000	1.750	06/29/20	1.868	1.499	10,000,000	10,000,000	9,865,870	6/29/2017	17-0033
FHLB 1.23 7/14/2020-17	3130A8QD8	4,000,000	1.230	07/14/20	1.280	1.280	4,000,000	4,000,000	3,889,328	11/8/2016	17-0007
FNMA 1.5 8/25/2020-17	3136G4GW7	10,000,000	1.500	08/25/20	1.500	1.500	10,000,000	10,000,000	9,763,440	11/25/2016	17-0010
FHLB Step 8/28/2020-17	3130AC4R2	10,000,000	1.625	08/28/20	1.889	1.525	10,000,000	10,000,000	9,855,500	8/28/2017	17-0041
FHLB 2.7 8/28/2020-19	3130AEQH6	3,600,000	2.700	08/28/20	2.700	2.700	3,600,000	3,600,000	3,585,211	8/28/2018	18-0021
FNMA 1.4 8/28/2020-17	3136G35C5	5,000,000	1.400	08/28/20	1.400	1.400	5,000,000	5,000,000	4,856,720	8/30/2016	16-0119
FHLB Step 9/29/2020-18	3130ACFY5	10,000,000	1.625	09/29/20	1.889	1.525	10,000,000	10,000,000	9,844,120	9/29/2017	17-0044
FHLB Step 10/26/2020-18	3130ABPN0	5,650,000	1.750	10/26/20	2.027	1.450	5,650,000	5,650,000	5,601,777	7/26/2017	17-0034
FFCB 1.36 11/9/2020-17	3133EGF42	3,000,000	1.360	11/09/20	1.360	1.360	3,000,000	3,000,000	2,909,001	11/9/2016	17-0008
FHLB Step 11/27/2020-18	3130ACWR1	5,000,000	1.750	11/27/20	2.179	1.687	5,000,000	5,000,000	4,951,365	11/27/2017	18-0001
FHLB Step 11/27/2020-18	3130ACWR1	1,545,000	1.750	11/27/20	2.179	1.687	1,545,000	1,545,000	1,529,972	11/27/2017	18-0002
FHLB Step 12/29/2020-18	3130ACDS0	10,000,000	1.625	12/29/20	1.877	1.475	10,000,000	10,000,000	9,836,070	9/29/2017	17-0043
FHLB Step 2/1/2021-18	3130ABV60	10,000,000	1.750	02/01/21	2.198	1.450	10,000,000	10,000,000	9,953,750	8/1/2017	17-0037
FNMA Step 3/29/2021-19	3136G4RM7	\$8,650,000	2.250	03/29/21	2.812	2.230	\$8,651,399	\$8,651,354	\$8,603,826	4/3/2018	18-0012



Current Portfolio - Total

4th Qtr. FY18

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
FHLB Step 7/26/2021-18	3130ABWA0	\$10,000,000	1.750	07/26/21	2.171	1.550	\$10,000,000	\$10,000,000	\$9,845,440	7/27/2017	17-0036
FHLB Step 7/26/2021-18	3130ABV94	10,000,000	1.500	07/26/21	1.906	1.622	10,000,000	10,000,000	9,776,960	7/26/2017	17-0035
FHLB Step 8/13/2021-19	3134GSST2	5,898,000	2.500	08/13/21	3.144	2.500	---	5,898,000	5,887,395	8/13/2018	18-0017
FHLMC 2 11/24/2021-17	3134GAZE7	4,030,000	2.000	11/24/21	2.000	2.000	4,030,000	4,030,000	3,876,884	11/30/2016	17-0013
FHLB Step 2/9/2022-18	3130ABVZ6	5,000,000	1.750	02/09/22	2.059	1.751	5,000,000	5,000,000	4,889,775	8/9/2017	17-0038
FHLB Step 8/22/2022-17	3130AC2B9	5,245,000	1.750	08/22/22	2.359	1.751	5,245,000	5,245,000	5,161,379	8/28/2017	17-0040
Amegy Debt Serv MM	MM0002	277,305	1.89	---	1.89	1.89	496,338	277,305	277,305	9/30/2011	MM-0002
LOGIC - (T) Bond Prin LGIP	MM0071	51,339,837	2.212	---	2.212	2.212	46,415,479	51,339,837	51,339,837	2/7/2017	MM-0071
LOGIC - Cap Res LGIP	MM0043	318,719	2.211	---	2.211	2.211	318,141	318,719	318,719	9/7/2016	MM-0043
LOGIC - Cotton Belt LGIP	MM0047	16,087,516	2.211	---	2.211	2.211	16,058,336	16,087,516	16,087,516	7/2/2018	MM-0047
LOGIC - Fin Res LGIP	MM0042	89,108	2.211	---	2.211	2.211	88,947	89,108	89,108	9/7/2016	MM-0042
LOGIC - Irving ILA LGIP	MM0046	3,215,968	2.211	---	2.211	2.211	3,210,135	3,215,968	3,215,968	7/10/2018	MM0046
LOGIC - Op LGIP	MM0041	56,701,140	2.213	---	2.213	2.213	43,325,633	56,701,140	56,701,140	9/2/2016	MM-0041
LOGIC - Platform LGIP	MM0044	32,402,820	2.211	---	2.211	2.211	32,344,047	32,402,820	32,402,820	9/7/2016	MM-0044
LOGIC - Toyota LGIP	MM0045	858,160	2.21	---	2.21	2.21	856,603	858,160	858,160	9/29/2016	MM-0045
TexPool - (T) Bond Int LGIP	MM0072	61,915,968	2.211	---	2.211	2.211	48,444,159	61,915,968	61,915,968	1/26/2017	MM-0072
TexPool - Op LGIP	MM0051	40,134,913	2.209	---	2.209	2.209	36,459,081	40,134,913	40,134,913	9/6/2016	MM-0051
Wells RTR Plano MM	MM0019	1,509,519	1.554	---	1.554	1.554	1,507,593	1,509,519	1,509,519	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	\$319,772	1.549	---	1.549	1.549	\$493,604	\$319,772	\$319,772	9/30/2011	MM-0022
GRAND TOTALS		\$676,618,745			1.882	1.802			\$676,284,717	\$671,897,715	

Portfolio Analysis by Fund

4th Qtr. FY18

(\$ = 000s) Operating Fin Res Cap Res Ins. Plat. Cotton Belt Irving RTR Streetcar Toyota Debt Srv TOTAL

Face Value	\$ 404,784	\$ 50,089	\$ 11,619	\$ 12,200	\$ 62,403	\$ 16,087	\$ 3,216	\$ 1,510	\$ 320	\$ 858	\$ 113,533	\$ 676,619
Market Value	401,345	49,306	11,528	12,023	62,173	16,087	3,216	1,510	320	858	113,533	671,899
Unrealized Gain (Loss) - BV	(3,336)	(784)	(91)	(177)	2	-	-	-	-	-	-	(4,386)
Ending Amort. Book Value	404,681	50,090	11,619	12,200	62,171	16,087	3,216	1,510	320	858	113,533	676,285
Cash Balance in dda accounts	765	-	-	-	-	-	-	-	-	-	-	765
Amortized Value Plus Cash	405,446	50,090	11,619	12,200	62,171	16,087	3,216	1,510	320	858	113,533	677,050
Accrued Interest	728	248	47	41	-	-	-	-	-	-	-	1,064
TOTAL FUND VALUE	\$ 406,174	\$ 50,338	\$ 11,666	\$ 12,241	\$ 62,171	\$ 16,087	\$ 3,216	\$ 1,510	\$ 320	\$ 858	\$ 113,533	\$ 678,114

KEY COMPLIANCE TARGETS

Minimum Fund Requirement ¹	\$ 137,600			\$ 12,005								
Excess / (Shortfall) in Fund	\$ 268,574			\$ 236								

Max. Avg. Fund Maturity (days)	730	1,460	1,460	1,460	912	1	1	1	1	1	365	
Actual Avg. Fund Maturity (days)	334	810	235	542	56	1	1	1	1	1	1	279

Max. Individual Maturity (days)	1,825	3,650	3,650	3,650	1,095	1	1	1	1	1	365	
Actual Max. Invest. Maturity (days)	1,228	1,422	242	771	136	1	1	1	1	1	1	

Are Funds TX PFIA Compliant?	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	
Is Fund CPSL Compliant? ²	Yes											

INVESTMENT COMPARISON

Yield to Worst	1.612%	1.770%	1.276%	1.664%	2.324%	2.211%	2.211%	1.554%	1.549%	2.211%	2.211%	1.802%
6-Month T-Bill	2.342%	2.342%	2.342%	2.342%	2.342%	2.342%	2.342%	2.342%	2.342%	2.342%	2.342%	2.342%
Wgt. Average Fund Variance	-0.730%	-0.572%	-1.066%	-0.678%	-0.018%	-0.131%	-0.131%	-0.788%	-0.793%	-0.131%	-0.131%	-0.540%

Notes:

- 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.
- Requirement is 2 times the outstanding program amount, plus interest at 12% for 90 days.



Change in Market Value of Investments

4th Qtr. FY18

Fund	Security Description	Rate	Maturity	Call Date	Face Value	6/30/18 Market Value	9/30/18 Market Value	Change from Prior Quarter
Operating	FHLB 0.84 7/12/2018-17	0.84	07/12/18		\$10,000,000	\$9,996,790	—	—
Operating	FNMA 0.85 7/13/2018-17	0.85	07/13/18		10,000,000	9,996,970	—	—
Platform	SOCIETE GENERALE 0 7/26/2018	1.67	07/26/18		15,000,000	14,983,300	—	—
Operating	FHLMC 1 7/27/2018-16	1.00	07/27/18		10,000,000	9,993,640	—	—
Operating	FFCB 0.96 7/27/2018-17	0.96	07/27/18		5,250,000	5,246,703	—	—
Operating	FHLMC 1 8/10/2018-16	1.00	08/10/18		10,000,000	9,990,080	—	—
Insurance	FHLB Step 2/9/2022-18	1.25	08/10/18	08/09/18	500,000	499,626	—	—
Operating	FFCB 1 8/23/2018-16	1.00	08/23/18		8,840,000	8,828,093	—	—
Platform	JP MORGAN 0 8/24/2018	1.75	08/24/18		15,000,000	14,961,354	—	—
Platform	GE CAP TREASURY 0 8/24/2018	1.68	08/24/18		10,000,000	9,975,267	—	—
Insurance	FHLB 1 8/28/2018	1.00	08/28/18		3,100,000	3,095,130	—	—
Operating	JP MORGAN 0 9/7/2018	1.86	09/07/18		10,000,000	9,965,383	—	—
Operating	FFCB 1.01 9/20/2018-16	1.01	09/20/18		10,000,000	9,979,330	—	—
Financial Reserve	ABN AMRO FUNDING USA 0 10/2/2018	0.00	10/02/18		2,795,000	2,781,357	2,794,852	13,495
Operating	FFCB 1.11 10/15/2018-16	1.11	10/15/18		10,000,000	9,974,780	9,995,190	20,410
Operating	FFCB 1.01 10/26/2018-16	1.01	10/26/18		10,000,000	9,966,850	9,990,990	24,140
Operating	NATIXIS 0 12/17/2018	0.00	12/17/18		10,000,000	—	9,949,090	—
Operating	MUFG BANK LTD 0 12/17/2018	0.00	12/17/18		10,000,000	—	9,950,160	—
Operating	FHLMC 1 12/28/2018	1.00	12/28/18		10,000,000	9,945,000	9,968,570	23,570
Platform	GENERAL ELECTRIC CO 0 12/31/2018	0.00	12/31/18		10,000,000	—	9,942,110	—
Platform	Ind & Comm 0 1/24/2019	0.00	01/24/19		10,000,000	—	9,918,860	—
Operating	FNMA 1 1/25/2019	1.00	01/25/19		10,000,000	9,931,010	9,958,570	27,560
Platform	NATIXIS 0 2/13/2019	0.00	02/13/19		10,000,000	—	9,908,880	—
Operating	FAMC 2.075 2/15/2019	2.08	02/15/19		2,300,000	2,296,573	2,297,850	1,277
Operating	FHLMC 1 05 2/28/2019	1.05	02/28/19		7,025,000	6,971,385	6,987,472	16,087
Operating	FHLB 1.375 2/28/2019-17	1.38	02/28/19	11/28/18	8,000,000	7,873,784	7,968,416	94,632
Operating	FHLMC 1 3/29/2019-16	1.00	03/29/19	12/29/18	15,000,000	14,860,605	14,895,840	35,235
Financial Reserve	FFCB 2.3 5/21/2019	2.30	05/21/19		3,835,000	3,835,391	3,830,352	(5,039)
Capital Reserve	FNMA 1.25 5/30/2019	1.25	05/30/19		11,300,000	11,185,780	11,209,125	23,346
Operating	FHLB Step 6/28/2019-17	1.75	06/28/19	12/28/18	10,000,000	9,949,730	9,962,260	12,530
Operating	FNMA 1.075 7/11/2019-17	1.08	07/11/19	43384	5,000,000	4,934,015	4,942,030	8,015
Insurance	FNMA 1.15 7/26/2019	1.15	07/26/19		4,100,000	4,041,788	4,051,595	9,807
Operating	FNMA 1.15 8/23/2019	1.15	08/23/19		5,000,000	4,927,670	4,936,025	8,355
Operating	FFCB 1.2 9/12/2019-17	1.20	09/12/19		10,000,000	9,842,080	9,885,070	42,990
Operating	FNMA 1.1 9/30/2019-16	1.10	09/30/19	12/30/18	8,300,000	8,162,569	8,174,031	11,462
Operating	FFCB 1.12 10/11/2019-17	1.12	10/11/19		10,000,000	9,820,470	9,848,460	27,990
Insurance	FFCB 1.12 10/11/2019-17	1.12	10/11/19		1,500,000	1,473,071	1,477,269	4,199
Operating	FHLB 1.14 10/25/2019-17	1.14	10/25/19		10,000,000	9,822,920	9,832,210	9,290
Operating	FHLB 1.375 11/15/2019	1.38	11/15/19		10,000,000	9,851,180	9,856,520	5,340
Financial Reserve	FNMA 1.5 11/26/2019-17	1.50	11/26/19	11/26/18	4,900,000	4,826,647	4,827,701	1,054
Operating	FNMA 1.35 11/29/2019-17	1.35	11/29/19		9,500,000	9,351,857	9,354,346	2,489
Operating	FFCB 1.5 12/19/2019-17	1.50	12/19/19		10,000,000	9,849,840	9,858,600	8,760
Operating	FFCB 1.7 12/27/2019-17	1.70	12/27/19		10,000,000	9,856,190	9,879,270	23,080
Operating	FHLMC 1.5 12/30/2019-17	1.50	12/30/19	12/30/18	10,000,000	9,809,950	9,847,340	37,390
Operating	FNMA 1.625 3/27/2020-17	1.63	03/27/20	12/27/18	3,000,000	2,953,665	2,951,937	(1,728)
Operating	FNMA 1.3 3/30/2020-17	1.30	03/30/20	12/30/18	10,000,000	9,788,120	9,789,000	880
Operating	FHLB 1.5 6/15/2020-17	1.50	06/15/20		3,275,000	3,206,271	3,203,196	(3,075)
Operating	FHLB Step 6/29/2020-17	1.75	06/29/20	12/29/18	10,000,000	9,885,260	9,865,870	(19,390)
Financial Reserve	FHLB 1.23 7/14/2020-17	1.23	07/14/20		\$4,000,000	\$3,882,292	\$3,889,328	7,036



Change in Market Value of Investments

4th Qtr. FY18

Fund	Security Description	Rate	Maturity	Call Date	Face Value	6/30/18 Market Value	9/30/18 Market Value	Change from Prior Quarter
Operating	FNMA 1.5 8/25/2020-17	1.50	08/25/20	11/25/18	\$10,000,000	\$9,775,220	\$9,763,440	(11,780)
Financial Reserve	FNMA 1.4 8/28/2020-17	1.40	08/28/20	11/30/18	5,000,000	4,866,700	4,856,720	(9,980)
Operating	FHLB Step 8/28/2020-17	1.63	08/28/20	11/28/18	10,000,000	9,865,880	9,855,500	(10,380)
Insurance	FHLB 2.7 8/28/2020-19	2.70	08/28/20	02/28/19	3,600,000	—	3,585,211	—
Operating	FHLB Step 9/29/2020-18	1.63	09/29/20	12/29/18	10,000,000	9,854,560	9,844,120	(10,440)
Operating	FHLB Step 10/26/2020-18	1.75	10/26/20	10/26/18	5,650,000	5,609,795	5,601,777	(8,017)
Insurance	FFCB 1.36 11/9/2020-17	1.36	11/09/20		3,000,000	2,909,880	2,909,001	(879)
Operating	FHLB Step 11/27/2020-18	1.750	11/27/20	11/27/18	5,000,000	4,962,060	4,951,365	(10,695)
Financial Reserve	FHLB Step 11/27/2020-18	1.750	11/27/20	11/27/18	1,545,000	1,533,277	1,529,972	(3,305)
Operating	FHLB Step 12/29/2020-18	1.625	12/29/20	12/29/18	10,000,000	9,859,350	9,836,070	(23,280)
Operating	FHLB Step 2/1/2021-18	1.750	02/01/21	11/01/18	10,000,000	9,959,430	9,953,750	(5,680)
Financial Reserve	FNMA Step 3/29/2021-19	2.250	03/29/21	03/29/19	8,650,000	8,620,478	8,603,826	(16,651)
Operating	FHLB Step 7/26/2021-18	1.500	07/26/21	10/26/18	10,000,000	9,814,280	9,776,960	(37,320)
Financial Reserve	FHLB Step 7/26/2021-18	1.750	07/26/21	10/26/18	10,000,000	9,867,060	9,845,440	(21,620)
Operating	Freddie MAC Step 8/13/2021-19	2.500	08/13/21	08/13/19	5,898,000	—	5,887,395	—
Financial Reserve	FHLMC 2 11/24/2021-17	2.000	11/24/21	11/24/18	4,030,000	3,895,209	3,876,884	(18,324)
Operating	FHLB Step 2/9/2022-18	1.750	02/09/22	11/09/18	5,000,000	4,910,080	4,889,775	(20,305)
Financial Reserve	FHLB Step 8/22/2022-17	1.750	08/22/22	11/22/18	\$5,245,000	\$5,164,447	\$5,161,379	(3,068)

Sub-total for Securities held at the end of both periods	\$ 347,325,804	\$ 347,585,264	\$ 259,460
% Change as a result of market movement			0.07%
Holdings at 6/30/18 maturing during Q4, FY18	117,511,665		(117,511,665)
Holdings at 6/30/18 called during Q4, FY18	-		-
Holdings at 6/30/18 sold during Q4, FY18	-		-
Values of Money Market Mutual Funds (All)	182,385,195	265,170,745	82,785,549
Holdings purchased during Q4, FY18		59,141,707	59,141,707
TOTAL PORTFOLIO VALUE	\$ 647,222,665	\$ 671,897,715	\$ 24,675,050



Callable Securities Analysis

4th Qtr. FY18

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
16-0007	Operating	10/15/18	FFCB 1.11 10/15/2018-16	3133EFHH3	Continuous	\$10,000,000	1.11	2.17	Low
16-0011	Operating	10/26/18	FFCB 1.01 10/26/2018-16	3133EFKW6	Continuous	10,000,000	1.01	2.20	Low
17-0042	Operating	2/28/19	FHLB 1.375 2/28/2019-17	3130AC5H3	11/28/18	8,000,000	1.38	2.24	Low
16-0096	Operating	3/29/19	FHLMC 1 3/29/2019-16	3134G9B97	12/29/18	15,000,000	1.00	2.28	Low
17-0032	Operating	6/28/19	FHLB Step 6/28/2019-17	3130ABJS6	12/28/18	10,000,000	1.75	2.32	Low
16-0115	Operating	7/11/19	FNMA 1.075 7/11/2019-17	3135G0L76	10/11/18	5,000,000	1.08	2.36	Low
16-0120	Operating	9/12/19	FFCB 1.2 9/12/2019-17	3133EGTT2	Continuous	10,000,000	1.20	2.40	Low
16-0101	Operating	9/30/19	FNMA 1.1 9/30/2019-16	3136G3VV3	12/30/18	8,300,000	1.10	2.44	Low
17-0003	Operating	10/11/19	FFCB 1.12 10/11/2019-17	3133EGXK6	Continuous	10,000,000	1.12	2.48	Low
17-0006	Insurance	10/11/19	FFCB 1.12 10/11/2019-17	3133EGXK6	Continuous	1,500,000	1.12	2.52	Low
17-0004	Operating	10/25/19	FHLB 1.14 10/25/2019-17	3130A9U82	Continuous	10,000,000	1.14	2.56	Low
17-0012	Financial Reserve	11/26/19	FNMA 1.5 11/26/2019-17	3136G4JA2	11/26/18	4,900,000	1.50	2.58	Low
17-0011	Operating	11/29/19	FNMA 1.35 11/29/2019-17	3136G4HF3	One Time	9,500,000	1.35	2.59	Low
17-0018	Operating	12/19/19	FFCB 1.5 12/19/2019-17	3133EGU86	Continuous	10,000,000	1.50	2.61	Low
17-0020	Operating	12/27/19	FFCB 1.7 12/27/2019-17	3133EG2M6	One Time	10,000,000	1.70	2.63	Low
17-0022	Operating	12/30/19	FHLMC 1.5 12/30/2019-17	3134GAYY4	12/30/18	10,000,000	1.50	2.65	Low
17-0019	Operating	3/27/20	FNMA 1.625 3/27/2020-17	3136G4JR5	12/27/18	3,000,000	1.63	2.66	Low
17-0005	Operating	3/30/20	FNMA 1.3 3/30/2020-17	3135G0Q63	12/30/18	10,000,000	1.30	2.68	Low
17-0017	Operating	6/15/20	FHLB 1.5 6/15/2020-17	3130AA3Z9	One Time	3,275,000	1.50	2.70	Low
17-0033	Operating	6/29/20	FHLB Step 6/29/2020-17	3130ABLU8	12/29/18	10,000,000	1.75	2.72	Low
17-0007	Financial Reserve	7/14/20	FHLB 1.23 7/14/2020-17	3130A8QD8	Continuous	4,000,000	1.23	2.73	Low
17-0010	Operating	8/25/20	FNMA 1.5 8/25/2020-17	3136G4GW7	11/25/18	10,000,000	1.50	2.75	Low
18-0021	Insurance	8/28/20	FHLB 2.7 8/28/2020-19	3130AEQH6	2/28/19	3,600,000	2.70	2.77	Low
17-0041	Operating	8/28/20	FHLB Step 8/28/2020-17	3130AC4R2	11/28/18	10,000,000	1.63	2.77	Low
16-0119	Financial Reserve	8/28/20	FNMA 1.4 8/28/2020-17	3136G35C5	11/30/18	5,000,000	1.40	2.78	Low
17-0044	Operating	9/29/20	FHLB Step 9/29/2020-18	3130ACFY5	12/29/18	10,000,000	1.63	2.79	Low
17-0034	Operating	10/26/20	FHLB Step 10/26/2020-18	3130ABPN0	10/26/18	5,650,000	1.75	2.79	Low
17-0008	Insurance	11/9/20	FFCB 1.36 11/9/2020-17	3133EGF42	Continuous	3,000,000	1.36	2.80	Low
18-0001	Operating	11/27/20	FHLB Step 11/27/2020-18	3130ACWR1	11/27/18	5,000,000	1.75	2.80	Low
18-0002	Financial Reserve	11/27/20	FHLB Step 11/27/2020-18	3130ACWR1	11/27/18	1,545,000	1.75	2.81	Low
17-0043	Operating	12/29/20	FHLB Step 12/29/2020-18	3130ACDS0	12/29/18	10,000,000	1.63	2.81	Low
17-0037	Operating	2/1/21	FHLB Step 2/1/2021-18	3130ABV60	11/1/18	10,000,000	1.75	2.82	Low
18-0012	Financial Reserve	3/29/21	FNMA Step 3/29/2021-19	3136G4RM7	3/29/19	8,650,000	2.25	2.83	Low
17-0036	Financial Reserve	7/26/21	FHLB Step 7/26/2021-18	3130ABWA0	10/26/18	10,000,000	1.75	2.83	Low
17-0035	Operating	7/26/21	FHLB Step 7/26/2021-18	3130ABV94	10/26/18	10,000,000	1.50	2.84	Low
18-0017	Operating	8/13/21	Freddie MAC Step 8/13/20	3134GSTT2	8/13/19	5,898,000	2.50	2.84	Low
17-0013	Financial Reserve	11/24/21	FHLMC 2 11/24/2021-17	3134GAZE7	11/24/18	4,030,000	2.00	2.84	Low
17-0038	Operating	2/9/22	FHLB Step 2/9/2022-18	3130ABVZ6	11/9/18	5,000,000	1.75	2.84	Low
17-0040	Financial Reserve	8/22/22	FHLB Step 8/22/2022-17	3130AC2B9	11/22/18	\$5,245,000	1.75	2.85	Low

Debt Obligations

4th Qtr. FY18

Issue Date	Maturity Date	Face Value	Coupon %	Issue Term (Days)	Dealer
Commercial Paper		9/30/2018			
6/20/2018	10/3/2018	25,000,000	1.50%	105	JPMorgan Chase
9/13/2018	10/16/2018	30,000,000	1.68%	33	Loop Capital
9/19/2018	10/10/2018	35,000,000	1.71%	21	JPMorgan Chase
9/26/2018	10/25/2018	35,000,000	1.74%	29	Loop Capital
Total/Average:		\$125,000,000	1.66%	47	

Series	All-In Rate At Issue	Remaining Principal	Final Payment Date
Bond Principal Outstanding & Rates		9/30/2018	
2007	4.49%	\$118,395,000	12/1/2032
2008	4.97%	9,400,000	12/1/2018
2009A	3.96%	18,765,000	12/1/2018
2009B*	4.01%	829,615,000	12/1/2044
2010A	2.74%	57,230,000	12/1/2023
2010B*	3.26%	729,390,000	12/1/2048
2012	3.51%	116,490,000	12/1/2042
2012A	2.91%	100,877,845	12/1/2047
2014A	3.22%	367,370,000	12/1/2036
2014B	3.92%	46,555,000	12/1/2043
2015	2.09%	105,405,000	12/1/2027
2016A	3.78%	482,530,000	12/1/2048
2016B	2.91%	228,900,000	12/1/2038
Combined Weighted Average	3.52%	\$3,210,922,845	

*Build America Bonds subject to federal subsidy changes.



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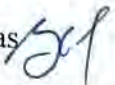
Section 7 – D/M/WBE Quarterly Report

Page 1 – Quarterly Report Cover Page

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



INTEROFFICE MEMORANDUM

DATE: November 13, 2018
TO: Board of Directors
THROUGH: Gary C. Thomas 
FROM: Michael K. Muhammad
SUBJECT: Fourth Quarter 2018 D/M/WBE Participation

This memorandum provides a summary of contracts, board approved contract modifications and small purchases awarded during the fourth quarter of fiscal year 2018. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 28 new contracts (eligible for goal setting) were awarded in the fourth quarter FY 2018. These contract awards have a total dollar value of \$22,110,992 which represents 59% of eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, board approved contract modifications and small purchases during the fourth quarter FY 2018. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the fourth quarter of 2018. The total amount awarded was \$37,350,335. Of the foregoing amount, \$12,866,502 was committed to D/M/WBEs during the fourth quarter (34%).

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

Should you have any questions, do not hesitate to contact me.


Michael K. Muhammad
Vice President, Diversity & Inclusion / Employee & Labor Relations

PROCUREMENT DOLLARS BY AGREEMENT TYPE FOURTH QUARTER FOR FISCAL YEAR 2018

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	\$22,110,992	28	59%	\$7,968,901	36%	
Contract Mods/Options	\$8,277,796	4	22%	\$2,397,808	29%	
Small Purchases	\$6,961,547	1077	19%	\$2,499,793	36%	
Total Awards	\$37,350,335	1109	100%	\$12,866,502	34%	
*New State Contract Awards	\$1,046,793	4	3%	State Monitored	State Monitored	

**Monitored by State*

Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	34%
Non D/M/WBE Procurement Dollars	66%
TOTAL PROCUREMENT DOLLARS AWARDED	100%



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Section 8 – Quarterly Procurement Report

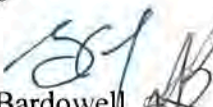

P2	Introduction
P3	Summary Report
P4	Contracts Awarded
P8	Board Approved Contract Modifications
P9	Special Procurements <ul style="list-style-type: none">• Emergency Procurements• Unauthorized Procurement Actions (UPAs)• Sole Source (Noncompetitive)• Revenue Generating• Deviations to the DART Procurement Regulations
P16	Active Requirements Contracts Expiring within 12 months
P19	Upcoming Procurements




INTEROFFICE MEMORANDUM

DATE: November 9, 2018

TO: Board of Directors


THROUGH: Gary C. Thomas 
Nicole Fontayne-Bardowell 

FROM: John O. Adler, CPPO,  Vice President, Procurement

SUBJECT: **Quarterly Procurement Report - Fourth Quarter Fiscal Year 2018**

The following is a report of DART's procurement activities for the Fourth Quarter of Fiscal Year 2018. 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
- Active Requirements Contracts Expiring within 12 Months
- Upcoming Procurements



John O. Adler, CPPO
Vice President
Procurement Department

Data Summary Sheet Fiscal Year 2018 - Fourth Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	32	\$ 23,157,784.28
Approved Modifications	4	\$ 8,277,796.00
Purchase Orders*	1,007	\$ 4,836,538.14
Blanket Purchase Orders (BPOs)*	70	\$ 2,125,009.00
Totals	1,113	\$38,397,127.42

(*) Details provided upon request.

Contracts Awarded Fiscal Year 2018 - Fourth Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all Contracts Awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2039901-01	(1425)	JF Filtration, Inc.	07/02/2018	\$78,166.00
		Contract Name: HVAC Air Filters for DARTs Light Rail Vehicles		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2035562-01	(1422)	CUMMINS SOUTHERN PLAINS LLC	07/03/2018	\$547,376.00
		Contract Name: CUMMINS NABI BUS PARTS		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2036916-01	(1423)	INIT INNOVATIONS IN TRANSPORTA	07/03/2018	\$875,533.00
		Contract Name: LRV APC Retrofit Fleet 52		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2042990-01	(1426)	INDOTRONIX INTERNATIONAL CORPO	07/03/2018	\$120,000.00
		Contract Name: Data Stage Developer		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2028342-02	(1427)	The Aftermarket Parts Company	07/11/2018	\$3,465,684.00
		Contract Name: Miscellaneous NABI CNG Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2028342-03	(1429)	SUTRAK	07/11/2018	\$168,703.00
		Contract Name: Miscellaneous NABI CNG Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2042668-01	(1430)	Idea Technologies llc	07/17/2018	\$74,880.00
		Contract Name: Tableau Developers (System Analyst I- Legacy)		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2038026-01	(1434)	WILLIS OF TEXAS INC	07/18/2018	\$7,528,348.00
		Contract Name: OCIP Administrative Services- Capital Projects		
		Classification: SERVICES	Sub-Classification: SVSC-INSURANCE/RICK MGT	
2038268-01	(1431)	DEALERS ELECTRICAL SUPPLY CO	07/18/2018	\$166,484.00
		Contract Name: LED Retrofit Kits		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2040787-01	(1432)	BENEFITREE ENTERPRISES LLC	07/19/2018	\$174,450.00
		Contract Name: Insurance Broker Services		
		Classification: SERVICES	Sub-Classification: SVSC-INSURANCE/RICK MGT	
2041905-01	(1436)	DataBank IMX LLC	07/27/2018	\$178,728.00
		Contract Name: Technical Augmentation for K2		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded Fiscal Year 2018 - Fourth Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all Contracts Awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2039619-02	(1443)	KIMBALL ELECTRONIC LABORATORY	07/30/2018	\$89,583.00
Contract Name: Calibration Services -DART Measuring/Testing Equip				
Classification: SERVICES		Sub-Classification: SVSC-TESTING/ANALYSIS		
2043376-01	(1435)	COMPUCOM SYSTEMS INC	07/30/2018	\$106,695.42
Contract Name: CPU and RAM Upgrade				
Classification: SERVICES		Sub-Classification: SVSC-OTHER		
2041295-01	(1440)	CACTUS COMPUTER INC	07/31/2018	\$183,162.50
Contract Name: TSP Engineering Support				
Classification: SERVICES		Sub-Classification: SVSC-OTHER		
2042991-01	(1438)	COOLSOFT LLC	08/07/2018	\$49,954.38
Contract Name: TM1 Developer				
Classification: SERVICES		Sub-Classification: SVSC-OTHER		
2043062-01	(1439)	INDOTRONIX INTERNATIONAL CORPO	08/07/2018	\$52,416.00
Contract Name: SQL Developer				
Classification: SERVICES		Sub-Classification: SVSC-OTHER		
2043818-01	(1441)	DeSpain and Associates	08/13/2018	\$204,995.00
Contract Name: IBM IGC Purchase				
Classification: SERVICES		Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2041068-01	(1442)	Viewu LLC	08/16/2018	\$188,125.00
Contract Name: Police Body Cameras				
Classification: COMMODITIES		Sub-Classification: SUP/EQUIP-OTHER		
2041508-01	(1444)	ENERGY CONTROL SYSTEMS	08/17/2018	\$67,704.00
Contract Name: signal Batteries				
Classification: COMMODITIES		Sub-Classification: SUP/EQUIP-RAILPARTS		
2005204-02	(1449)	E4, LLC	08/20/2018	\$391,000.00
Contract Name: Employee Assistance Program Administration				
Classification: SERVICES		Sub-Classification: SVSC-EMPLOYEE BENEFITS		
2042316-01	(1445)	DELL MARKETING L.P.	08/22/2018	\$125,589.25
Contract Name: Police Desktop Computers				
Classification: SERVICES		Sub-Classification: SVSC-OTHER		
2043165-01	(1446)	PREMIER LOGITECH LLC	08/22/2018	\$85,069.20
Contract Name: HP i5 Laptops				
Classification: SERVICES		Sub-Classification: SVSC-OTHER		
2035563-01	(1451)	The Aftermarket Parts Company	08/31/2018	\$282,951.00
Contract Name: Meritor Brake Parts for DART's Bus Fleet				
Classification: COMMODITIES		Sub-Classification: SUP/EQUIP-RAILPARTS		



Contracts Awarded Fiscal Year 2018 - Fourth Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all Contracts Awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2040402-01	(1459)	LINK AMERICA, INC	08/31/2018	\$3,596,663.00
		Contract Name: SONET Upgrade		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMMUNICATIONS	
2043955-01	(1462)	DataBank IMX LLC	08/31/2018	\$606,720.00
		Contract Name: K2 Blackpearl ibpm software subscription services		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2043321-01	(1456)	ESRI INC	09/05/2018	\$53,449.28
		Contract Name: ESRI Annual Software Maintenance FY19		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2044387-01	(1463)	DeSpain and Associates	09/12/2018	\$144,284.77
		Contract Name: IBM Software Maintenance		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2039324-01	(1460)	CONVERGINT TECHNOLOGIES, LLC.	09/17/2018	\$258,497.00
		Contract Name: Access System Replacement		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2043522-01	(1468)	SHI GOVERNMENT SOLUTIONS	09/18/2018	\$203,952.48
		Contract Name: Microsoft Azure Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2037282-01	(1469)	KUSTOM SEATING UNLIMITED INC	09/20/2018	\$457,721.00
		Contract Name: Seat Replacement Parts for DART's LRV		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2036864-01	(1471)	The Aftermarket Parts Company	09/21/2018	\$933,720.00
		Contract Name: New Flyer and NABI Bus Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2038616-01	(1472)	URBAN TRANSPORTATION ASSOC	09/28/2018	\$1,697,180.00
		Contract Name: Retrofit Bus Fleet with APC's		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
Report Totals: 32 Contracts Awarded				\$23,157,784.28



Contracts Awarded Fiscal Year 2018 - Fourth Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all Contracts Awarded

<u>Special Type</u>	<u>Total</u>
Sole Source	1
Total	1

		Total
COMMODITIES	SUP/EQUIP-BUS PARTS	\$5,115,483.00
	SUP/EQUIP-COMMUNICATIONS	\$3,596,663.00
	SUP/EQUIP-OTHER	\$188,125.00
	SUP/EQUIP-RAILPARTS	\$1,053,026.00
	Total	\$9,953,297.00
SERVICES	SVSC-EMPLOYEE BENEFITS	\$391,000.00
	SVSC-INSURANCE/RICK MGT	\$7,702,798.00
	SVSC-OTHER	\$4,209,391.28
	SVSC-SOFT/HARDWARE MAINT	\$811,715.00
	SVSC-TESTING/ANALYSIS	\$89,583.00
	Total	\$13,204,487.28
Grand Total		\$23,157,784.28

**Board Approved Contract Modifications
Fiscal Year 2018 - Fourth Quarter**

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
HDR Engineering, Inc.	\$6,750,000	Approval to Increase Contract Value for General Planning Consultant Services (GPC VI) [Resolution No. 180058]	7/10/2018
BrightView Landscape Maintenance, Inc.	\$350,000	Increase Contract Funding and Extend Contract Term for System-Wide Landscape Management [Resolution No. 180074]	08/28/2018
Aetna Life Insurance Company	\$1,066,765	Contract Option for Medicare Advantage PPO Plan for Retiree Medical Benefits [Resolution No. 180094]	09/18/2018
Central Alert, Inc.	\$111,031	Exercise Contract Option for Fire Protection and Safety Services [Resolution No. 180095]	09/18/2018
TOTAL MODIFICATION AWARDED DOLLARS:	\$8,277,796	TOTAL MODIFICATIONS AWARDED: 4	

Special Procurements FY 2018 - Fourth Quarter

SPECIAL PROCUREMENTS

Includes a detailed listing of 5 special procurements

Purchase Order Type	Count	Amount
Emergency [a]	1	\$6,500.00
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	25	\$597,518.52
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	26	\$604,018.52

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

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

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

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

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

Special Procurements FY 2018 - Fourth Quarter

Emergency

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

There is 1 "Emergency" Procurement in this Quarter.

<u>PO/Cont #</u>	<u>PO/Cont Date</u>	<u>PO Item Description / Cont Name</u>	<u>Vendor Name</u>	<u>Total Amt</u>
1354737	07/03/2018	GRINDING TYLER ST.	Walkway Grinding & Raising, I	\$6,500.00
PO Count = 1				\$6,500.00



Special Procurements FY 2018 - Fourth Quarter

Unauthorized Procurement Actions (UPAs)

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

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

Special Procurements FY 2018 - Fourth Quarter

Sole Source (Noncompetitive)

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

There are 25 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO/Cont #	PO/Cont Date	PO Item Description / Cont Name	Vendor Name	Total Amt
1354785	07/06/2018	REBUILT,MOTOR,GEAR,1/6 HP,	ANSALDO STS	\$10,908.70
1354786	07/06/2018	REB-ELECTRONIC UNIT,H-5, T	WABCO PTD CORP	\$9,100.00
1354791	07/06/2018	WHEEL MEASUREMENT DEVICES	KLD LABS, INC.	\$49,951.00
1354805	07/09/2018	CABLE,DOOR RLSE.ASSY,MAN,INT,3	VAPOR STONE RAIL SYSTEMS	\$3,869.12
1354810	07/09/2018	ANCHORAGE, CLEVIS	WABTEC	\$4,520.00
		VALVE,TAPPET ASSY.		\$5,844.00
1354814	07/10/2018	MECHANISM,ASSY.,DRIVER	KUSTOM SEATING UNLIMITED INC	\$8,083.80
1354839	07/12/2018	REBUILT,INVERTER ASSY,AUXILARY	TRANSTECHNIK CORP USA	\$30,279.01
1354880	07/13/2018	CABLE,COUPLER	WABCO PTD CORP	\$5,975.00
1354893	07/16/2018	THRESHOLD,SIDE DOOR,35",LH	KINKISHARYO INTERNATIONAL LLC	\$15,113.00
		THRESHOLD,SIDE DOOR,35",RH		\$15,113.00
1354981	07/25/2018	REBUILT,CPU	SIEMENS INDUSTRY, INC	\$8,058.00
1354984	07/25/2018	REBUILT,HEAD,CYLINDER	CUMMINS SOUTHERN PLAINS LLC	\$11,414.00
1355005	07/27/2018	KRONOS/TELESTAFF ANNUAL MAINT	KRONOS INC	\$27,363.99
1355191	08/13/2018	AXLE DRIVE,CENTER TRUCK	PENN MACHINE CO	\$17,290.00
1355336	08/25/2018	PCB INTERFACE (FB64E)	TOYO DENKI USA, INC.	\$5,008.00
1355408	08/31/2018	MODULE, INVERTER	TRANSTECHNIK CORP USA	\$25,239.40
1355423	08/31/2018	RING, FRICTION, ACTUATOR,BRAKE	WABCO PTD CORP	\$3,714.50
1355435	09/04/2018	CUSHION SEAT,INSERT,B	KUSTOM SEATING UNLIMITED INC	\$8,517.50
		INSERT,BACK,CUSHION,SE		\$4,944.50
1355478	09/06/2018	LEVER,UNLOCKING,OPERATOR,DOOR,	WABCO PTD CORP	\$2,867.60
1355495	09/07/2018	MOTOR,W/BRAKE,YM2000,RETROFIT	ANSALDO STS	\$22,104.15
		PCB, AF-500		\$2,842.26
1355653	09/19/2018	ACTUATOR,8"LEFT HAND	WABCO PTD CORP	\$18,315.00
1355662	09/20/2018	CENTERING DEVICE,ASSEMBLY	WABCO PTD CORP	\$2,538.00
		SWITCH,PRESSURE,95PSI		\$5,680.00



Special Procurements FY 2018 - Fourth Quarter

PO/Cont #	PO/Cont Date	PO Item Description / Cont Name	Vendor Name	Total Amt
1355663	09/20/2018	TUBE,GEAR,DRAFT,COUPLR	WABCO PTD CORP	\$7,596.00
1355664	09/20/2018	BOARD, UELE MEASUREMENT	VAPOR STONE RAIL SYSTEMS	\$2,521.99
1355667	09/21/2018	CASE,LH,PORTION,ELECTRIC	WABCO PTD CORP	\$4,250.00
2039324-01	09/17/2018	Access System Replacement	CONVERGINT TECHNOLOGIES, LLC.	\$258,497.00
PO Count = 24	BPO Count = 0	Contract Count = 1		\$597,518.52

Special Procurements FY 2018 - Fourth Quarter

Revenue Generating

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

There are no Revenue Generating procurements in this Quarter.

Special Procurements FY 2018 - Fourth Quarter

Deviations to the DART Procurement Regulations

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

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

Active Requirements Contracts Expiring Within 12 Months

\$250,000+ Only and Expiring Between 10/01/2018 and 09/30/2019

Contract	Vendor	Contract Name	Exp Date	Max Amt
Contracts Expiring Within 6 Months				
2035613-01	W. BAKER Management Inc-VECOM	TWC Interrogators	10/31/2018	\$325,197
2026141-01	Metropolitan Security Services	Armed Security Guard Services	11/21/2018	\$8,106,066
2040422-01	Zonar Systems Inc	Zonar EVIR Syatem	12/04/2018	\$791,732
2019261-01	KINKISHARYO International, LLC	Motor and Center Truck Frame Assembly	12/20/2018	\$4,202,550
2032052-01	Alvand Construction Inc	Crew Rooms Construction	12/21/2018	\$2,627,636
2002094-01	BrightView Landscape Svcs Inc	System Wide Landscape Management	12/31/2018	\$8,262,753
2009844-01	LTK Consulting Services, Inc.	Consulting for Fare Payment Services	12/31/2018	\$515,627
2010394-01	Southern Methodist University	Leadership/Management DART	12/31/2018	\$465,953
2013012-01	Aetna	Medicare Advantage HMO/PPO	12/31/2018	\$2,405,119
2005333-03	LINA (Cigna Group)	LTD, STD, FMLA INSURANCE	01/01/2019	\$4,576,102
2010350-01	immixTechnology, Inc.	Time and Attendance	01/25/2019	\$1,399,612
2005204-01	E4 Health, Inc.	Employee Assistance Program Administration	01/31/2019	\$391,000
2024597-01	Harris Corporation	UNT Radio Tower Site	01/31/2019	\$1,271,630
2033648-01	Esolvit, Inc.	Business Analyst	01/31/2019	\$267,434
2005204-02	E4, LLC	Employee Assistance Program Administration	01/31/2019	\$391,000
2026789-01	Wabtec	Kit 21 Disc and Hardware for LRV	02/16/2019	\$1,902,300
2022519-01	SHI Government Solutions	Microsoft Office for Business 365	02/25/2019	\$2,093,831
2013818-01	Promotional Designs, Inc.	DART Logo Merchandise	02/26/2019	\$768,908
1022110-01	Promotional Designs, Inc.	Transportation Dept Uniforms Supply & Services	02/28/2019	\$3,610,947
2021213-01	Triad Commercial Services, Ltd	Janitorial Services- Rail and Bus Facilities	02/28/2019	\$7,072,058
2025923-01	True North Consulting Group	Consultant for Network Upgrade	03/01/2019	\$411,900
2016009-01	Creative Bus Sales, Inc.	Miscellaneous ARBOC Parts	03/13/2019	\$375,702
2016009-07	COLONIAL EQUIPMENT	Miscellaneous ARBOC Parts	03/13/2019	\$372,425
2016009-10	The Aftermarket Parts Company	Miscellaneous ARBOC Parts	03/13/2019	\$437,693
2035656-01	GTS Technology Solutions	Gateway Upgrade - Fleet install	03/21/2019	\$2,727,296
2038969-01	Mythics Inc.	Oracle Hardware Replacement	03/27/2019	\$672,869
2020301-01	Trans-Lite, A Division of Teck	LRV Destination Signs	03/29/2019	\$1,244,042

Active Requirements Contracts Expiring Within 12 Months

\$250,000+ Only and Expiring Between 10/01/2018 and 09/30/2019

Contract	Vendor	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year				
2005220-02	Hayden Consultants, Inc.	Comprehensive Professional Services	03/31/2019	\$6,748,331
2005220-03	IEA, Inc.	Comprehensive Professional Services	03/31/2019	\$1,847,257
2005220-04	CH2MHILL	Comprehensive Professional Services	03/31/2019	\$1,018,534
2005220-05	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2019	\$378,405
2005220-07	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2019	\$6,576,548
2005220-09	Jacobs Engineering Group	Comprehensive Professional Services	03/31/2019	\$5,711,541
2005220-11	VAIArchitects Incorporated	Comprehensive Professional Services	03/31/2019	\$3,432,570
2005220-17	Paragon Project Resources, Inc	Comprehensive Professional Services	03/31/2019	\$1,507,185
2005220-23	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2019	\$4,090,248
2005220-25	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2019	\$1,983,444
2005220-26	DAL-TECH Engineering, Inc.	Comprehensive Professional Services	03/31/2019	\$5,459,881
2005220-27	Hill International, Inc.	Comprehensive Professional Services	03/31/2019	\$8,804,646
2005220-31	APM & Associates, Inc.	Comprehensive Professional Services	03/31/2019	\$2,286,661
2005220-35	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2019	\$2,009,738
2005220-36	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2019	\$3,462,177
2005220-38	WSP USA Inc.	Comprehensive Professional Services	03/31/2019	\$599,546
2005220-40	Urban Engineers, Inc.	Comprehensive Professional Services	03/31/2019	\$1,987,710
2005220-43	Bowman Engineering/Consulting	Comprehensive Professional Services	03/31/2019	\$301,793
2005220-44	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2019	\$724,444
2005220-48	Lockwood, Andrews & Newnam Inc	Comprehensive Professional Services	03/31/2019	\$924,459
2034599-01	PMCS Services, Inc.	EDW Development Support	03/31/2019	\$639,000
2009932-01	Best Press, Inc.	SMALL FORMAT PRINTING	04/02/2019	\$374,500
2009932-02	AC Printing	Small Format Printing	04/02/2019	\$373,348
2027627-01	Graffiti Shield, Inc.	Multi-Layered Protection Window Film	04/04/2019	\$684,366
2022048-01	Electronic Data Magnetics Inc.	Printing of Fare Media	04/07/2019	\$594,174
1020869-01	Bank of America, N.A.	Depository Services Agreement	04/30/2019	\$760,707
2007098-02	Dikita Enterprises, Inc.	Data Collection Services	05/01/2019	\$1,314,612
2012070-01	AC Printing	Customer Timetable Printing	05/18/2019	\$494,732
2040402-01	Link America	SONET Upgrade	06/01/2019	\$3,596,663

Active Requirements Contracts Expiring Within 12 Months

\$250,000+ Only and Expiring Between 10/01/2018 and 09/30/2019

Contract	Vendor	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year (continued)				
2010806-01	The Jarvis Press, Inc.	Large to Medium Format Offset Printing	06/10/2019	\$687,736
2039324-01	Convergint Technologies	Access System Replacement	06/17/2019	\$258,497
2032075-01	AT&T Corp	AT&T Voice and Data	06/30/2019	\$3,235,640
2019536-03	Creative Bus Sales, Inc.	2019536-03INNOVATIVE SERVICES REPLACEMENT BUSES	07/01/2019	\$26,720,308
2005883-01	PENN MACHINE COMPANY LLC	Fifteen (15) Year Rebuild Bombardier Traction Assy	07/14/2019	\$1,918,180
2024026-01	Triad Commercial Services, Ltd	Bus Stop Amenity Cleaning	08/05/2019	\$2,303,168
2030145-01	Wabtec	Three year friction brake overhaul kit	08/15/2019	\$1,247,280
2027460-01	Bombardier	Bombardier Parts	08/23/2019	\$705,628
2033968-01	DoubleMap, Inc.	Mobility on Demand Software Application	08/27/2019	\$489,372
2010828-05	Half Associates, Inc	Environmental Response	08/28/2019	\$1,434,618
1022108-01	ESIS, Inc.	TPA for Worker's compensation	08/31/2019	\$3,684,242
2019103-01	Willis of Texas, Inc.	Strategic Benefits Consulting Services	09/06/2019	\$1,710,300
2015290-01	Cintas	Uniform Rental Services	09/24/2019	\$1,306,370
2033400-01	The Aftermarket Parts Company	Disc Pad Front & Rear Kit for DART's Bus Fleet	09/28/2019	\$346,828
1019730-01	MV Contract Transportation Inc	Mobility Management Service Delivery Contract	09/30/2019	\$185,981,120
1022354-01	Trapeze Software Group Inc.	Trapeze Software/Hardware Maintenance	09/30/2019	\$8,317,697
Total Contracts = 72			Total Value of All Contracts Above: \$366,723,586.64	

Upcoming Procurement Opportunities

As of October 1, 2018

GEAR HOUSINGS

Upcoming Item: **B-2044001**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase GEAR HOUSINGS for DART's Kinkisharyo Light Rail Vehicles (LRVs).

NIGP codes associated with this event are:

557 MASS TRANSPORTATION-TRANSIT BUS ACCESSORIES AND PARTS

558 MASS TRANSPORTATION-RAIL VEHICLES AND SYSTEMS

559 MASS TRANSPORTATION-RAIL VEHICLE PARTS AND ACCESSORIES

DART CENTRAL BUSINESS DISTRICT RAIL REPLACEMENT

Upcoming Item: **B-2042466**

Type of Posting: Invitation for Bid (IFB)

Description:

The Dallas Area Rapid Transit Authority is seeking qualified firms or teams interested in providing RAIL REPLACEMENT SERVICES for the DART central business district.

NIGP CODES ASSOCIATED WITH THIS EVENT ARE:

912 CONSTRUCTION, GENERAL (BACKFILL SERVICES, DIGGING, DITCHING)

913 CONSTRUCTION, RAILROAD

940 CONSTRUCTION, RAILROAD TRACK

TRUCK FRAME REPAIR SERVICES FOR DARTS LIGHT RAIL VEHICLE (LRV) FLEET

Upcoming Item: **B-2043679**

Type of Posting: Invitation for Bid (IFB)

Description:

Provider to furnish TRUCK FRAME REPAIR SERVICES for DART's light rail vehicle (LRV) fleet.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

559 MASS TRANSPORTATION-RAIL VEHICLE PARTS AND ACCESSORIES

Upcoming Procurement Opportunities

As of October 1, 2018

DART SOUTH OAK CLIFF BUS OPERATING FACILITY COOLING TOWER REPLACEMENT

Upcoming Item: **B-2040432**

Type of Posting: Invitation for Bid (IFB)

Description:

The Dallas Area Rapid Transit Authority is seeking qualified firms or teams interested in providing COOLING TOWER REPLACEMENT SERVICES for the DART South Oak Cliff Bus Operating Facility.

The NIGP codes associated with this event are:

031 AIR CONDITIONERS SYSTEMS, COMMERCIAL AND INDUSTRIAL, INCLUDING PARTS AND ACCESSORIES, (NOT OTHERWISE CLASSIFIED)

912 CONSTRUCTION SERVICES, GENERAL, INCLUDING MAINTENANCE AND REPAIR SERVICES)

ENGINE LUBRICATING OILS FOR DARTS BUS FLEET

Upcoming Item: **B-2044002**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has requirement for ENGINE LUBRICATING OILS for its bus fleet.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

557 MASS TRANSPORTATION-TRANSIT BUS ACCESSORIES AND PARTS

MEDICARE ADVANTAGE RETIREES

Upcoming Item: **P-2041482**

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit has a requirement for a Medicare Advantage Retirees.

The NIGP Code associated with this event is:

953 INSURANCE AND INSURANCE SERVICES, (ALL TYPES)

COTTON BELT VEHICLE PROCUREMENT

Upcoming Item: **P-2037370**

Type of Posting: Request for Proposal (RFP)

Description:

The Authority is seeking sealed offers from qualified firms or individuals interested in supplying an initial quantity of seven diesel multiple unit rail vehicles with options for additional vehicles.

NIGP CODE ASSOCIATED WITH THIS EVENT IS;

558 MASS TRANSPORTATION-RAIL VEHICLES AND SYSTEMS

Upcoming Procurement Opportunities

As of October 1, 2018

HEALTH AND WELLNESS CONSULTANT

Upcoming Item: **P-2041023**

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit has a requirement for a HEALTH AND WELLNESS CONSULTANT.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

918 CONSULTANTS

MISCELLANEOUS STOCK ITEMS

Upcoming Item: **P-2040659**

Type of Posting: Request for Proposal (RFP)

Description:

The Authority has requirements for MISCELLANEOUS STOCK ITEMS

THE NIGP Code associated with this event is:

557 MASS TRANSIT - ACCESSORIES AND PARTS

EXTREME MAINTENANCE

Upcoming Item: **B-2037342**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority is seeking a one-year maintenance agreement for eligible hardware and software.

The NIGP code associated with this event is:

205 COMPUTER HARDWARE AND PERIPHERALS FOR MICROCOMPUTERS

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

DART's Financial Information is located online at:
DART.org/debtdocuments/investorinformation



it's **DART**able! **Dallas Zoo**

Dallas Area Rapid Transit helps residents and visitors discover all North Texas has to offer. Our extensive network of light rail, Trinity Railway Express commuter rail, bus routes and paratransit services moves more than 220,000 passengers per day across a 700-square-mile service area.

Explore North Texas and discover something new on DART. From off-the-beaten-path venues to the trendiest spots in town, every trip can be an adventure. These “DARTable” places are an easy walk from a DART rail station or bus stop, and the free GoPass® app makes discovering them easy.

If your journey begins or ends in places not easily served by DART, you now can take the train or bus for the longest portion of the trip, and use Uber or Lyft for the short leg. Customers can access these apps through GoPass® by selecting the option “More,” where the Uber and Lyft apps can be found.

Visit DART.org/DARTable for a list of possibilities that span arts, culture, sports, recreation, dining, shopping and special events.