



DALLAS AREA RAPID TRANSIT

# QUARTERLY OPERATING, FINANCIAL PERFORMANCE, AND COMPLIANCE REPORTS



First Quarter FY 2019  
October – December 2018

# DART BOARD MEMBERS

**Sue S. Bauman**

Dallas

**Mark C. Enoch**

Garland, Rowlett and  
Glenn Heights

**Timothy A. Hayden**

Carrollton and Irving

**Ray Jackson**

Dallas

**Jonathan R. Kelly**

City of Garland

**Patrick Kennedy**

Dallas

**Jon-Bertrell Killen**

Dallas

**Michele Wong Krause**

Dallas

**Amanda Moreno**

Dallas

**Eliseo Ruiz III**

Dallas and Cockrell Hill

**Gary Slagel**

Richardson and University Park,  
Addison and Highland Park

**Lissa Smith**

Plano and Farmers Branch

**Rick Stopfer**

Irving

**Dominique P. Torres**

Dallas

**Paul N. Wageman**

Plano

**DART's Financial Information is located online at:**

**[DART.org/financialinformation](http://DART.org/financialinformation)**

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## Who We Are

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

### 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 GoPass<sup>SM</sup> 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<sup>®</sup> by selecting the option “More” where the Uber and Lyft apps can be found.

Visit [DART.org/DARTable](https://www.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 6 on page 14 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**

<b>Name</b>	<b>Represents</b>
Sue S. Bauman, Chair	Dallas
Mark C. Enoch	Garland, Rowlett, and Glenn Heights
Doug Hrbacek	Carrollton and Irving
Ray Jackson	Dallas
Jonathan R. Kelly, Assistant Secretary	Garland
Patrick J. Kennedy	Dallas
Jon-Bertrell Killen	Dallas
Michele Wong Krause, Secretary	Dallas
Amanda Moreno	Dallas
Eliseo Ruiz III	Dallas, Cockrell Hill
Gary Slagel	Addison, Highland Park, Richardson, and University Park
Lissa Smith	Plano and Farmers Branch
Rick Stopfer	Irving
Dominique P. Torres	Dallas
Paul N. Wageman, Vice Chair	Plano

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**  
*Chair*  
Dallas



**Mark C. Enoch**  
Garland,  
Rowlett and  
Glenn Heights



**Doug Hrbacek**  
Carrollton  
and Irving



**Ray Jackson**  
Dallas



**Jonathan R. Kelly**  
*Assistant Secretary*  
Garland



**Patrick Kennedy**  
Dallas



**Jon-Bertrell Killen**  
Dallas



**Michele Wong Krause**  
*Secretary*  
Dallas



**Amanda Moreno**  
Dallas



**Eliseo Ruiz III**  
Dallas and  
Cockrell Hill



**Gary Slagel**  
Richardson,  
University Park,  
Addison and  
Highland Park



**Lissa Smith**  
Plano and  
Farmers Branch



**Rick Stopfer**  
Irving



**Dominique P. Torres**  
Dallas



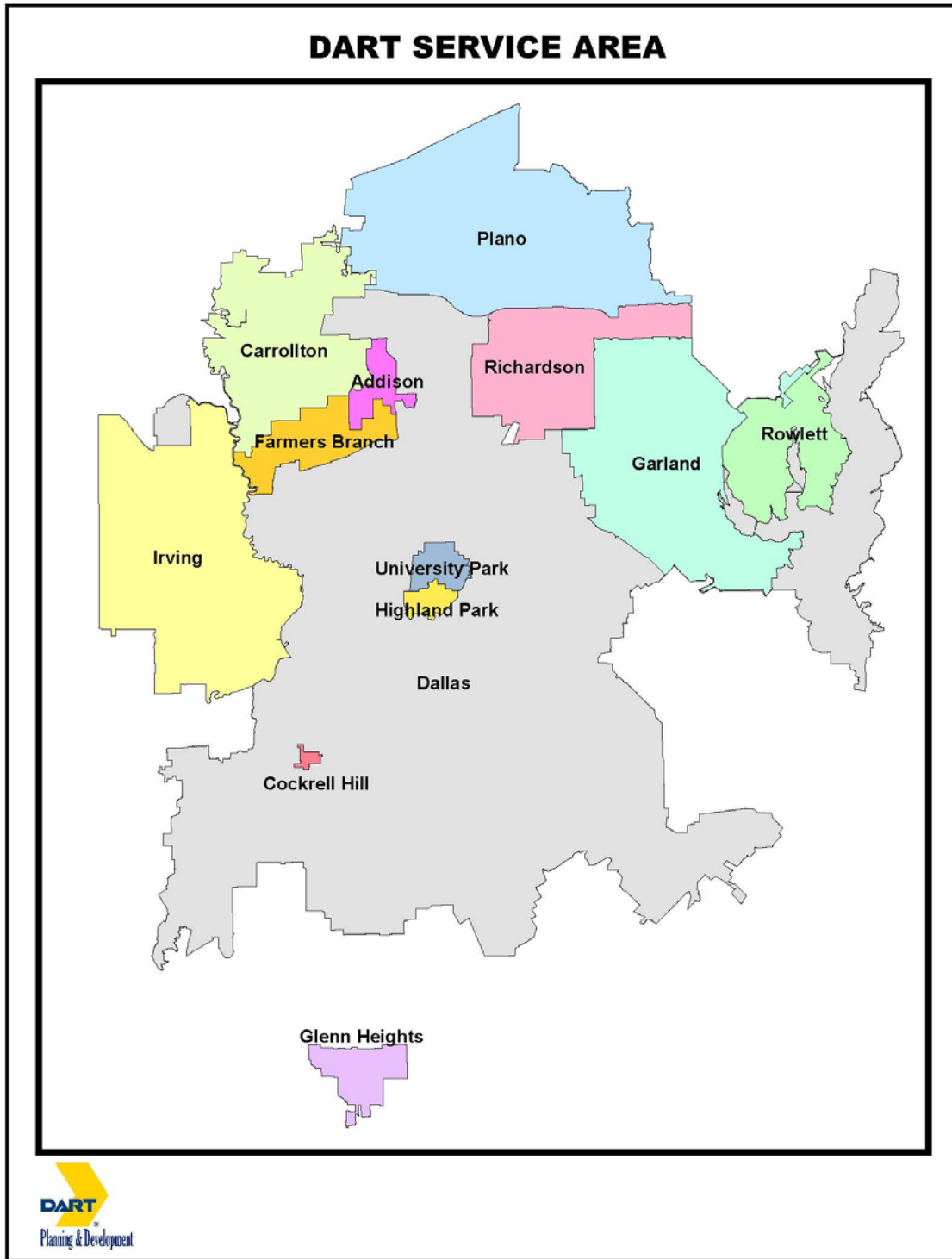
**Paul N. Wageman**  
*Vice Chair*  
Plano

REV 03/2019



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.

Exhibit 3  
DART'S Executive Management

NAME	POSITION	JOINED DART
Gary C. Thomas	President/Executive Director	1998
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
Chris Koloc	Director of Internal Audit, Interim	2007
Joseph G. Costello	Senior Vice President, Finance	2014
Edie Diaz	Vice President, Government Relations	2019
Doug Douglas	Vice President, Mobility Management Services	1990
Nevin Grinnell	Vice President, Chief Marketing Officer	2011
Michael Holbrook	Vice President, Rail Operations	2008
Herold Humphrey	Vice President, Bus Operations	2017
Donna Johnson	Vice President, Chief Safety Officer	2004
Nancy Johnson	Director of the Office of Board Support	1999
Vacant	Vice President, External Relations	-
Bonnie Murphy	Vice President, Commuter Rail	2017
Michael Muhammad	Vice President, Diversity/Innovative Services	2004
Tammy Barrow	Vice President, Chief People Officer, Interim	2008
Todd Plesko	Vice President, Planning & Development	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	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
Gene Gamez	General Counsel, Interim	2002

## Employees and Employee Relations

There are 3,972 salaried and hourly positions included in the FY 2019 Annual Budget.

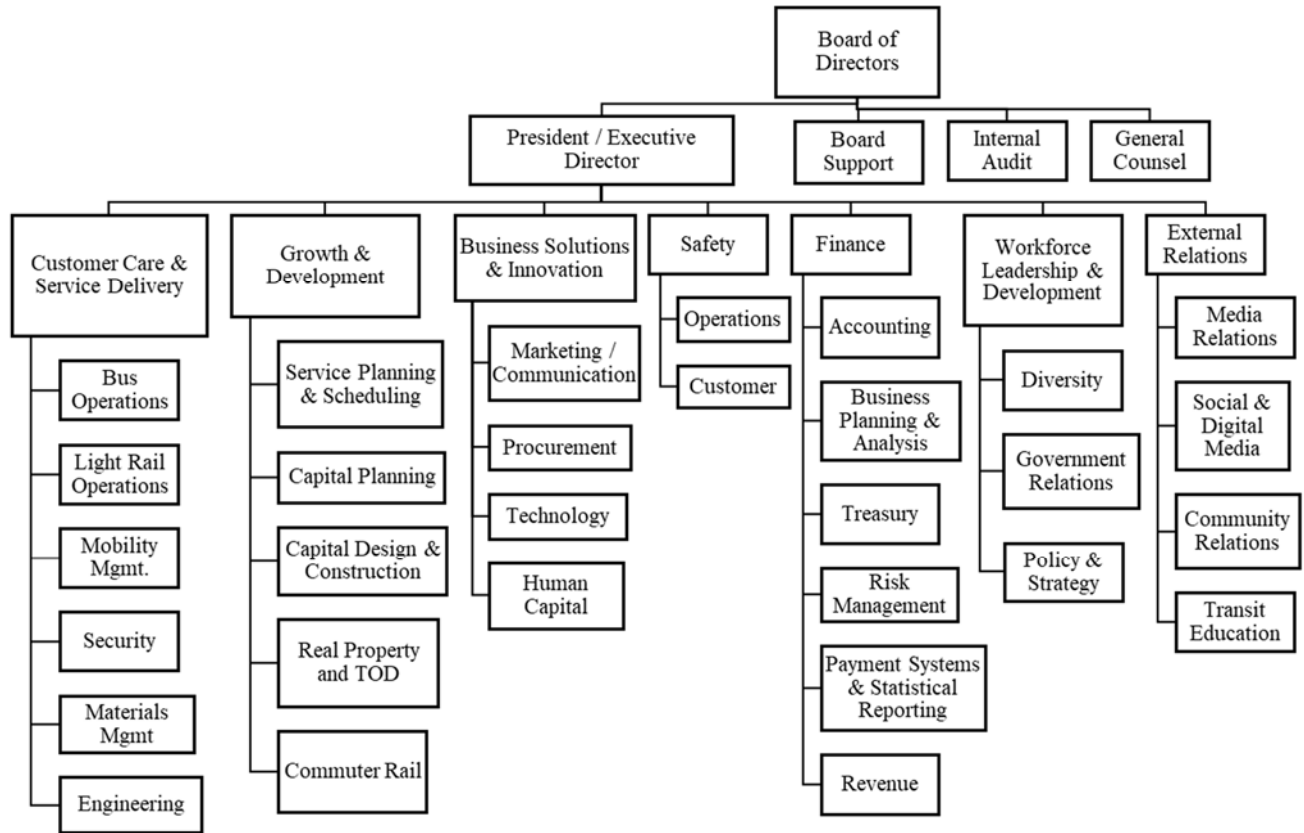
The Amalgamated Transit Union, Local 1338, represents the majority of our operators, mechanics, and call center personnel. As a Texas governmental entity, we are not legally permitted to collectively bargain or sign labor contracts with these employee representatives. We do, however, meet and confer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

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



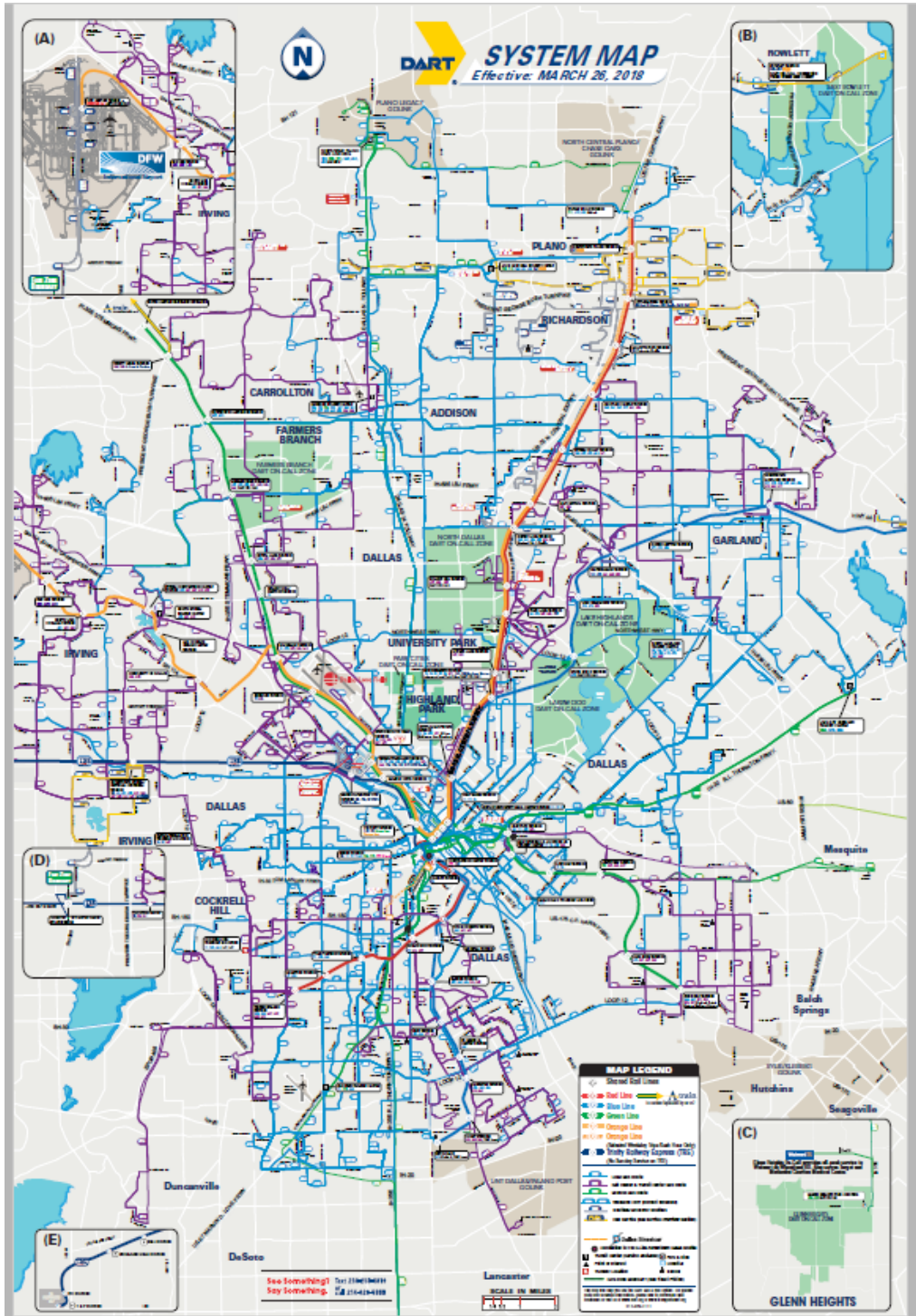
Exhibit 4 illustrates the positions that report directly to the Board of Directors.

Exhibit 4  
Dallas Area Rapid Transit  
Functional Organization Chart



On the following page, listed as Exhibit 6, is the current DART System Map.

Exhibit 6  
DART System Map



## DART in the Industry

- DART is an established leader within the transit industry. Board members and staff continue to be involved in many significant ways in key transit industry associations. President/Executive Director Gary Thomas has served as the Chair of the American Public Transportation Association (APTA) and, along with other DART staff, continues to serve on APTA's Board of Directors. APTA is a nonprofit international association of more than 1,500 public and private organizations involved in transit. Mr. Thomas is also a past chair of RailVolution and the South West Transit Association.
- DART earned many industry awards during 2017-2018, including:
  - **American Marketing Association, Dallas/Fort Worth Chapter**  
*Marketer of the Year, Changing the Perception of Public Transportation*  
*Marketer of the Year: Public Relations, Changing the Perception of Public Transportation*
  - **Government Finance Officers Association**  
*Certificate of Achievement for Excellence in Financial Reporting* (Comprehensive annual financial report)  
*Award for Distinguished Budget Presentation and Certificate of Achievement for Excellence in Financial Reporting*
  - **Texas Comptroller Leadership Circle** – Silver Designation  
National Purchasing Institute  
*Achievement of Excellence in Procurement Award*
  - **South West Transit Association**  
*Award to End Human Trafficking*
  - **Workforce Solutions Greater Dallas**  
*AEL Employer Partnership, Outstanding Accomplishments in the Workforce System, 2017*

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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) 2019 annual budget. This report is for the First Quarter of FY 2019 ending December 31, 2018.

## KPI Summary

- **Ridership:** Both Total Agency and Fixed Route Ridership have higher performance in comparison to targets.
- **Subsidy Per Passenger:** With revenues and expenses below target, resulting in lower Net Subsidy spread over more passengers, both Total Agency and Fixed Route Subsidy Per Passenger are below (better than) target.
- **Fixed Route On-Time Performance:** Slight decline from the previous year.
- **Fixed Route Complaints Per 100,000 Passengers:** Complaints have declined from the previous year and 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 2016 through 2018 and a comparison of the FY 2019 target to Current Quarter and Year-To-Date results for FY 2019. Beginning October 2018, DART reports Bus Ridership based upon Automatic Passenger Counter (APC) data, which has resulted in higher Ridership.

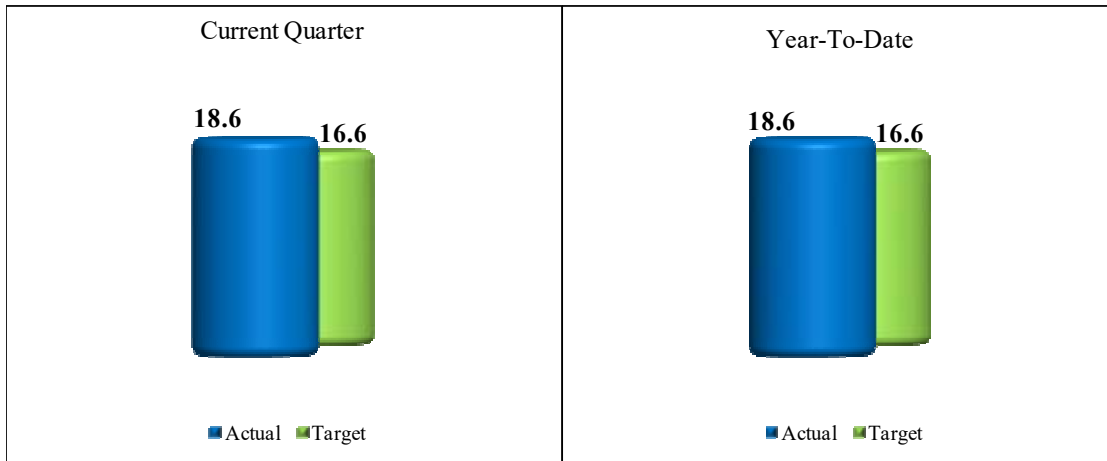




# Ridership

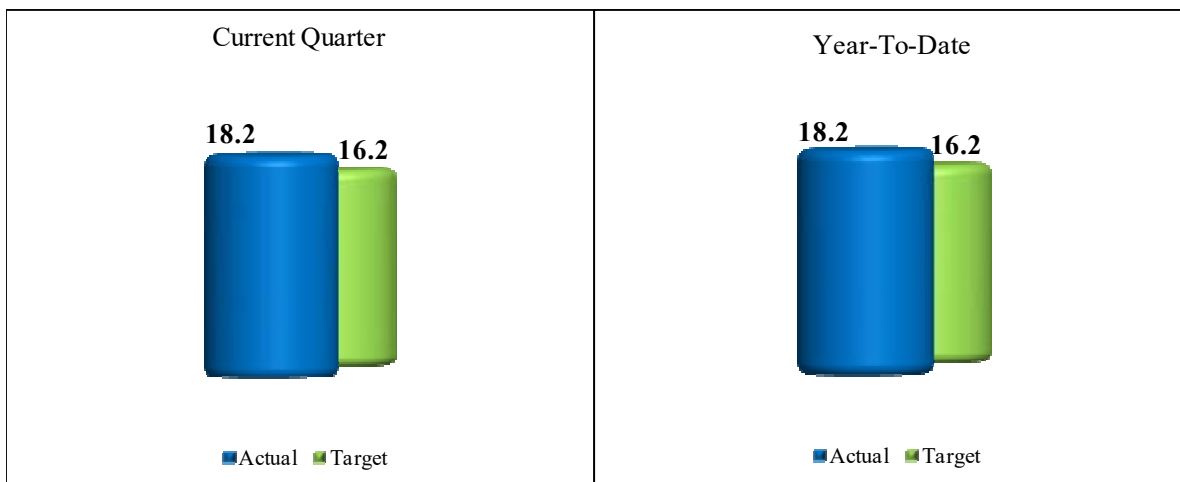
To increase ridership, DART has undertaken several initiatives to improve customer communications, customer service, and service delivery. Among these initiatives are the customer communications program, a Comprehensive Payments System, expansion of mobility on demand services, and the 5 Star Service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

**Exhibit 1**  
**Total Agency Ridership**  
(in Millions)



**Total Agency Ridership** for Year-To-Date and Current Quarter ended December 31, 2018 is 18.6 million, 2.0 million above the target of 16.6 million.

**Exhibit 2**  
**Fixed Route Ridership**  
(in Millions)



**Fixed-Route Ridership** for Year-To-Date and Current Quarter ended December 31, 2018 is 18.2 million, 2.0 million above the target of 16.2 million.

### Exhibit 3 Agency Ridership Scorecard

FY16A	FY17A	FY18A	Indicators	FY 2019 Quarter 1					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
<b>Ridership</b>									
67.2	65.8	62.7	Total Agency(M) <sup>[1][2]</sup>	18.6	16.6	112.11%	18.6	16.6	112.11%
65.6	64.3	61.3	Fixed-Route (M) <sup>[2]</sup>	18.2	16.2	112.70%	18.2	16.2	112.70%
33.7	32.1	30.3	Bus (M) <sup>[3]</sup>	10.0	8.0	124.75%	10.0	8.0	124.75%
29.8	30.1	29.0	LRT (M) <sup>[2]</sup>	7.7	7.6	101.30%	7.7	7.6	101.30%
2.1	2.1	2.0	TRE (M)	0.5	0.5	93.51%	0.5	0.5	93.51%
810.3	795.7	771.0	Paratransit (000s)	219.3	207.4	105.77%	219.3	207.4	105.77%
792.0	674.6	596.0	Vanpool (000s)	158.5	214.3	73.93%	158.5	214.3	73.93%

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

<sup>[2]</sup> FY16 Ridership has been restated to include Streetcar in LRT Ridership.

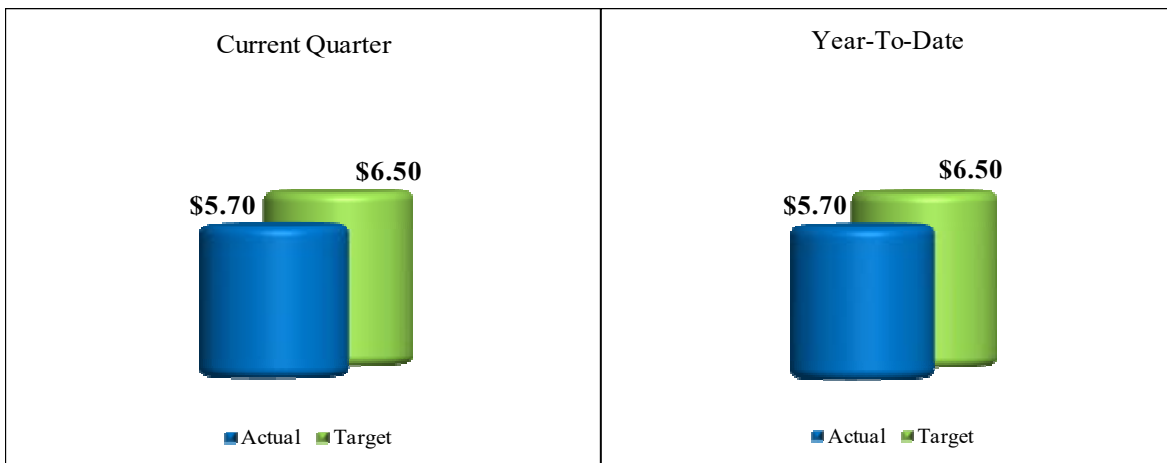
<sup>[3]</sup> As of October 2018 ridership is based upon APC data.

Overall system ridership is trending above this year’s targets, due in part to Bus reporting Ridership based upon APC data. Further discussion of Ridership will be provided in each modal section.

### Subsidy Per Passenger

Subsidy Per Passenger is an efficiency ratio which measures the tax subsidy required for each passenger boarding a mode or combination of modes. Management’s objective is to reduce this ratio.

#### Exhibit 4 Total System Subsidy Per Passenger



**Total System Subsidy Per Passenger** for Year-To-Date and Current Quarter ended December 31, 2018 is \$5.70, \$0.80 (12.31%) below (better than) the target of \$6.50.

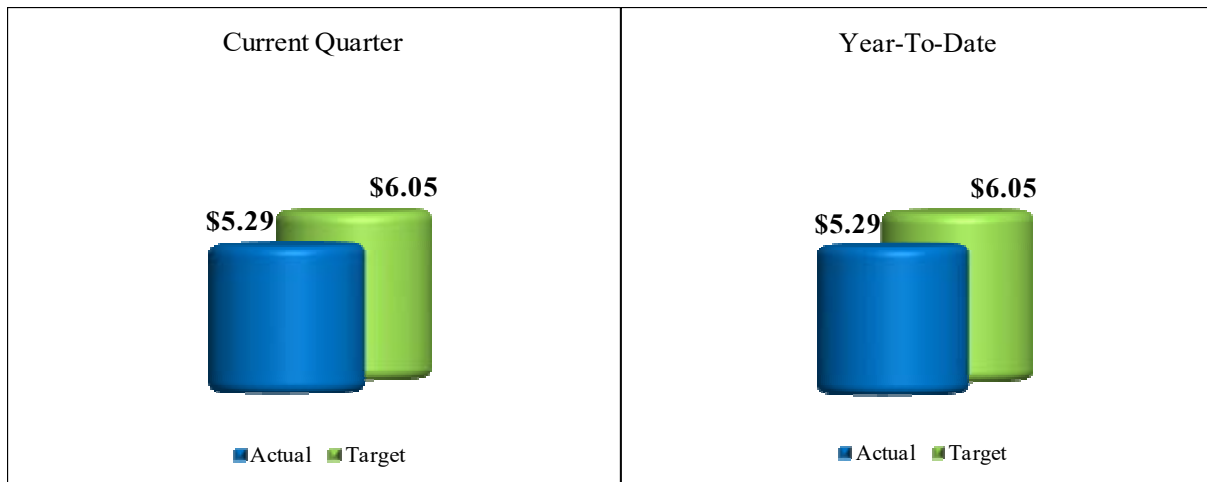
## Exhibit 5 Total System Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses <sup>1</sup>			Revenues <sup>2</sup>					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$124,814,406	\$1,047,525	\$125,861,931	\$19,236,273	\$638,116	\$19,874,388	\$105,987,542	18,604,956	\$5.70
Budget	\$129,048,582	\$1,021,512	\$130,070,094	\$21,418,965	\$760,452	\$22,179,417	\$107,890,677	16,594,840	\$6.50
Variance	(\$4,234,176)	\$26,013	(\$4,208,163)	(\$2,182,692)	(\$122,337)	(\$2,305,029)	(\$1,903,135)	2,010,116	(\$0.80)
% to Target	96.72%	102.55%	96.76%	89.81%	83.91%	89.61%	98.24%	112.11%	87.67%

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

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

## Exhibit 6 Fixed Route Subsidy Per Passenger



**Fixed Route Subsidy Per Passenger** for Year-To-Date and Current Quarter ended December 31, 2018 is \$5.29, \$0.76 (12.56%) below (better than) the target of \$6.05.

## Exhibit 7 Fixed-Route Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses <sup>1</sup>			Revenues <sup>2</sup>					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$114,353,992	\$1,047,525	\$115,401,517	\$18,333,528	\$638,116	\$18,971,644	\$96,429,873	18,227,159	\$5.29
Budget	\$118,204,559	\$1,021,512	\$119,226,071	\$20,648,016	\$760,452	\$21,408,468	\$97,817,603	16,173,141	\$6.05
Variance	(\$3,850,567)	\$26,013	(\$3,824,554)	(\$2,314,488)	(\$122,337)	(\$2,436,824)	(\$1,387,730)	2,054,018	(\$0.76)
% Variance	(3.26%)	2.55%	(3.21%)	(11.21%)	(16.09%)	(11.38%)	(1.42%)	12.70%	(12.54%)
% to Target	96.74%	102.55%	96.79%	88.79%	83.91%	88.62%	98.58%	112.70%	87.46%

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

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

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

## Farebox Recovery Ratio

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

### Exhibit 8 Fixed-Route Farebox Recovery Ratio Calculation

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 14,758,912		\$ 115,401,517		12.79%
Budget	\$ 17,340,087		\$ 119,226,071		14.54%
Variance	\$ (2,581,175)		\$ (3,824,554)		-1.75%
% to Target	85.11%		96.79%		87.94 %

The primary factor contributing to the decrease in Fixed Route Farebox Recovery Ratio is revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$379,262 (15.21%) and \$547,338 (6.15%) respectively, the greater percentage decline in Farebox Revenues lead to the decline in Farebox Recovery Ratio.

## Administrative Ratio

Administrative Ratio measures administrative costs as a percentage of direct operating costs. It is management's objective to 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.

### Exhibit 9 Fixed-Route Administrative Ratio Calculation

	Administrative Costs	-	Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$10,354,869		\$987,501		\$114,459,537		\$0.00		8.18%
Budget	\$11,831,733		\$1,004,167		\$117,216,850		\$0.00		9.24%
Variance	(\$1,476,864)		(\$16,666)		(\$2,757,313)		\$0.00		-1.1%
% to Target	87.5%		98.3%		97.6%		0.0%		88.6%

## Modal Update Bus

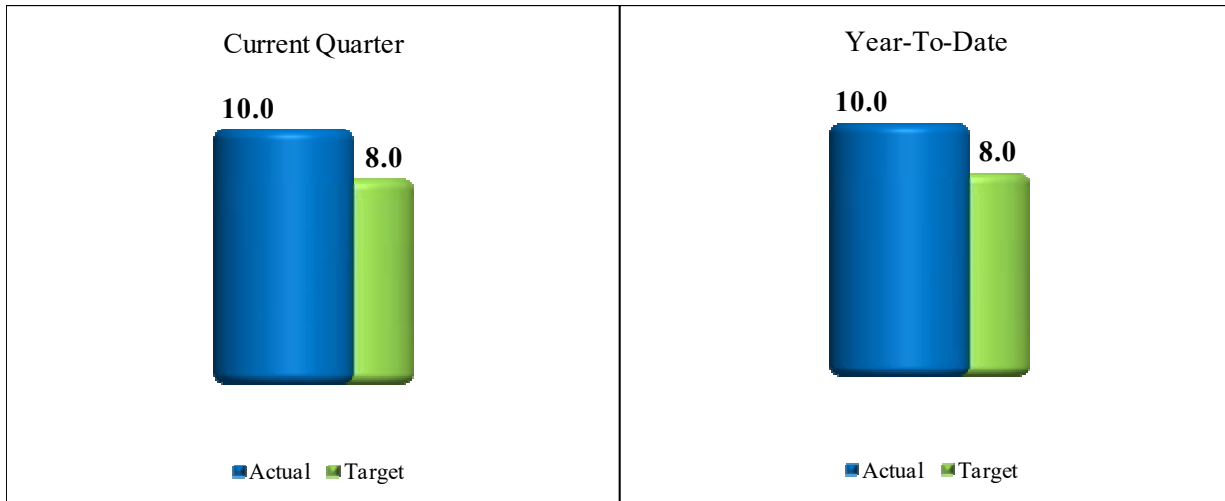
*(53.9% of total system ridership for Year-To-Date Fiscal Year 2019)*



Our bus system provides local, express, crosstown, on-call, flex, feeder bus routes, site-specific shuttles, and GoLink Mobility on Demand service. 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

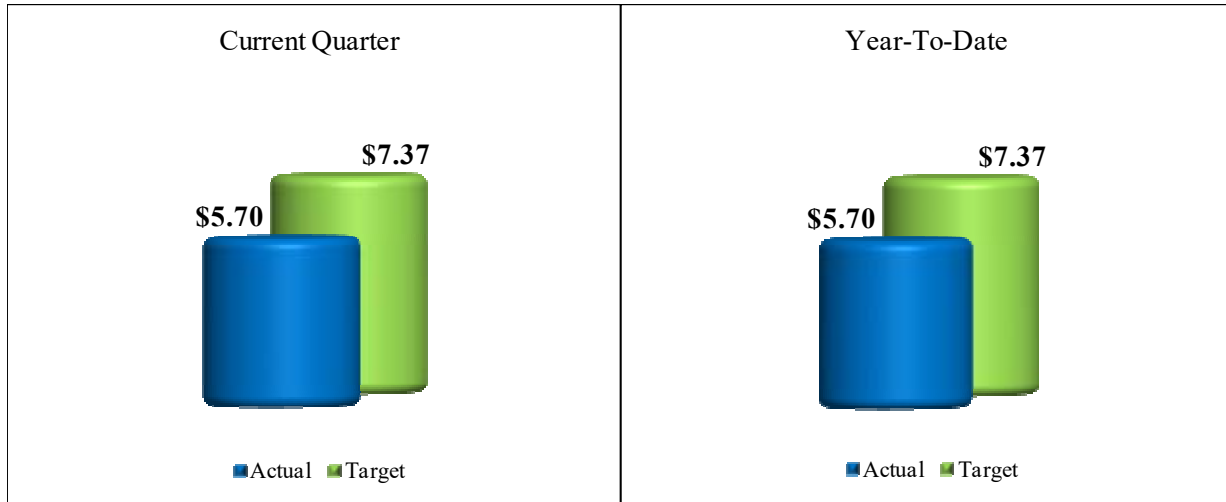
customers personalized demand-responsive weekday neighborhood service within specifically defined areas. Flex Service, a variation of the On-Call approach, provides customers the advantages of a conventional fixed route plus the convenience of curbside service in eight Flex Service Areas. Feeder routes 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 six pilot zones in Plano and Dallas.

**Exhibit 10  
Bus Ridership  
(in Millions)**



**Bus Ridership** for Year-To-Date and Current Quarter ended December 31, 2018 is 10.0 million, 2.0 million above the target of 8.0 million. As of October 2018, Bus is reporting Ridership based on APC Data.

**Exhibit 11  
Bus Subsidy Per Passenger**

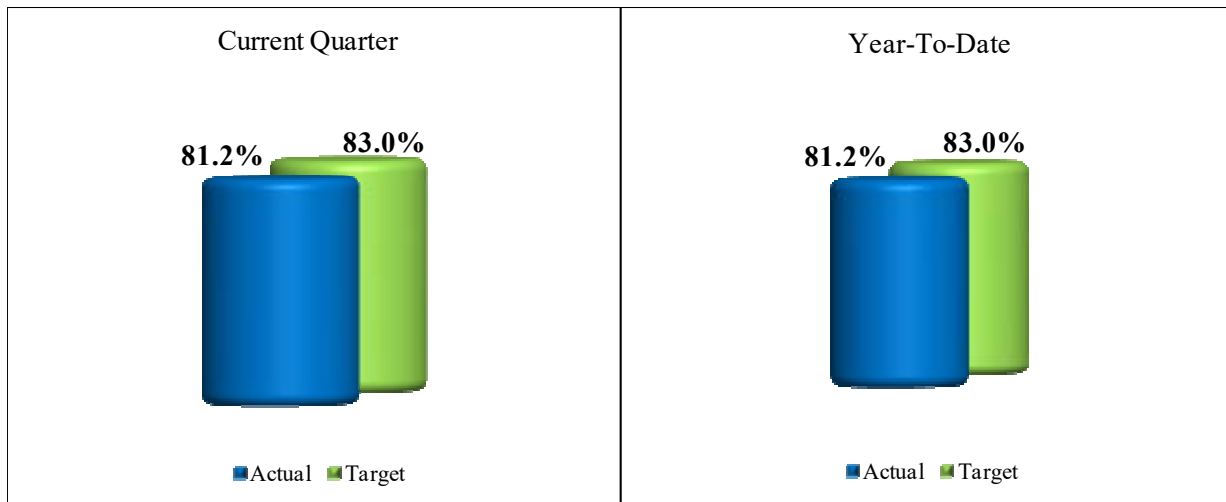


**Subsidy Per Passenger** for Year-To-Date and Current Quarter ended December 31, 2018 is \$5.70, \$1.67 (22.6%) below (better than) the target of \$7.37.

**Exhibit 12  
Bus Subsidy Per Passenger Calculation**

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$ 64,306,877	\$ 7,124,001		\$ 57,182,875		10,027,585		\$ 5.70
Budget	\$ 67,203,840	\$ 7,964,104		\$ 59,239,736		8,038,173		\$ 7.37
Variance	-\$2,896,963	-\$840,102		-\$2,056,861		1,989,412		\$ (1.67)
% to Target	95.69%	89.45%		96.53%		124.75%		77.38%

**Exhibit 13  
Bus On-Time Performance**



**On-Time Performance** for Year-To-Date and Current Quarter ended December 31, 2018 is 81.2%, 1.8% below (worse than) the target of 83.0%.

DART Bus Operations and Service Planning continue to work on strategies to improve bus on time performance, and the first quarter numbers reflect some of these efforts. Schedule adjustments will be implemented late in the second quarter for several DART routes aimed at improved on time performance; the primary impact of these adjustments will happen in the third quarter and beyond. Additional more significant schedule adjustments are included in August service changes that will be implemented during the fourth quarter.

**Mean Distance Between Service Calls** for Year-To-Date and Current Quarter ended December 31, 2018 is 7,717, 4,503 miles below (worse than) the target of 12,220 miles.

Mean Distance Between Service Calls for the 1st Quarter 2019 by Fleet Type is:

NABI & New Flyer – 10,986 or 90% of goal.

ARBOC – 5,260 or 43% of goal.

Proterra – 4,349 or 36% of the goal

The ARBOC bus fleet continues to be 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.







## Modal Update Light Rail Transit (LRT)

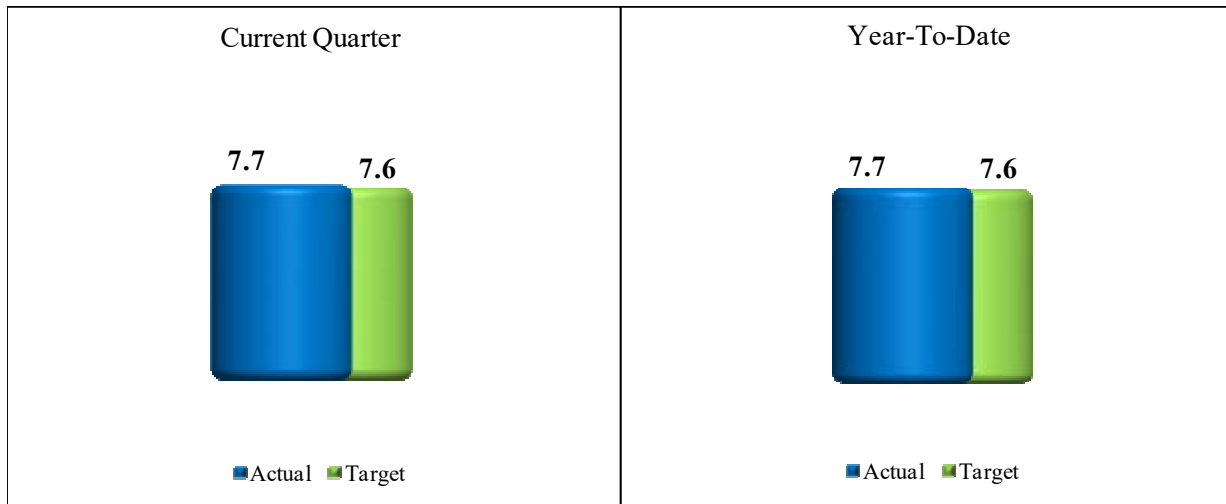
*(41.4% of total system ridership for Year-To-Date Fiscal Year 2019)*



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.

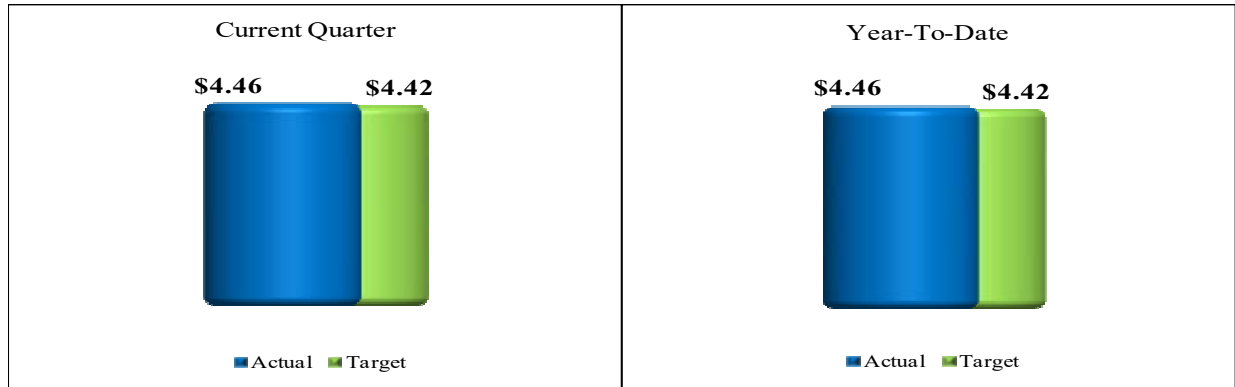
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**Exhibit 14  
Light Rail Transit Ridership  
(in Millions)**



**LRT Ridership** for Year-To-Date and Current Quarter ended December 31, 2018 is 7.7 million, 0.1 million above (better than) the target of 7.6 million.

**Exhibit 15  
Light Rail Subsidy Per Passenger**



**Subsidy Per Passenger** for Year-To-Date and Current Quarter ended December 31, 2018 is \$4.46, \$0.04 (0.9%) above (worse than) the target of \$4.42.

**Exhibit 16  
Light Rail Subsidy Per Passenger Calculation**

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$ 42,749,185	\$ 8,384,510		\$ 34,364,675		7,702,202		\$ 4.46
Budget	\$ 43,129,438	\$ 9,495,901		\$ 33,633,537		7,603,093		\$ 4.42
Variance	\$ (380,252)	\$ (1,111,390)		\$ 731,138		\$ 99,109		\$ 0.04
% to Target	99.12%	88.30%		102.17%		101.30%		100.86%

The primary factor contributing to the increase of Light Rail Subsidy Per Passenger is revenues. Light Rail revenues were below target by \$1.1 million (11.7%). With both expenses and revenues down, net subsidy is up \$731,138 (2.2%); coupled with a slight increase in ridership, 99,109 (1.3%), subsidy per passenger increased.

**Exhibit 17  
Light Rail On-Time Performance**



**On-Time Performance** for Year-To-Date and Current Quarter ended December 31, 2018 is 91.0%, 2.0% below (worse than) the target of 93.0%.

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

- 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.

In FY 2018 Rail Operations 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. FY 2019's Rail OTP goal is 93% and is being further reinforced with a new "Strive to 95" campaign.

**Accidents Per 100,000 Miles** for Year-To-Date and Current Quarter ended December 31, 2018 is 0.7, 0.3 above (worse than) the target of 0.4.

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.



## Modal Update Commuter Rail

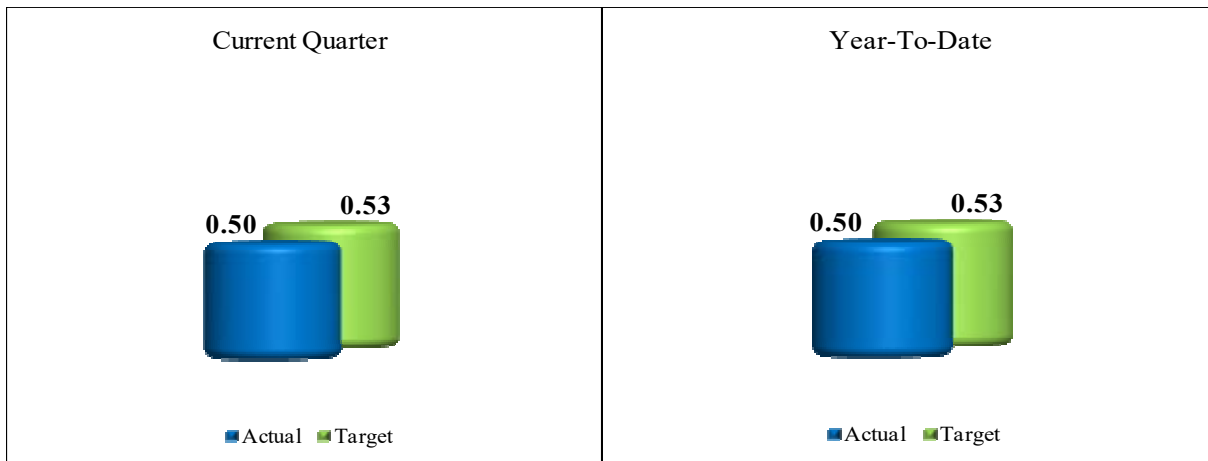
*(2.7% of total system ridership for Year-To-Date Fiscal Year 2019)*



Our commuter rail system, referred to as the 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 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

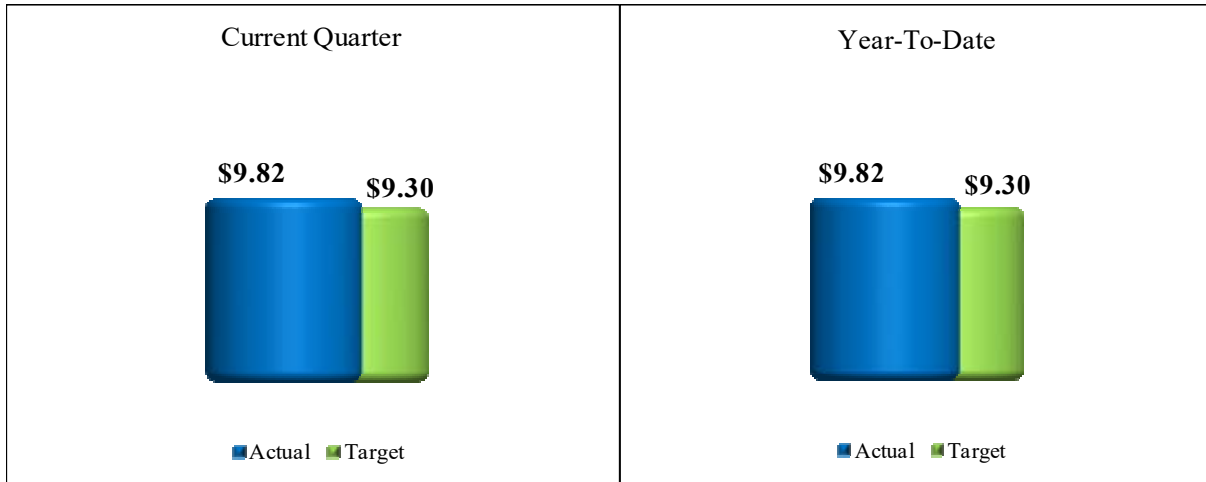
Fe, the Dallas Garland and Northeastern, and the Union Pacific railroads pay a fee for the right to operate freight services on the TRE corridor. TRE, through its contractor, Herzog Transit Services, Inc., provides dispatching, maintains the corridor, operates the service, and maintains the rolling stock used in the service.

**Exhibit 18  
Commuter Rail Ridership  
(in Millions)**



**Commuter Rail Ridership** for Year-To-Date and Current Quarter ended December 31, 2018 is 0.50 million, 0.03 million below (worse than) the target of 0.53 million.

**Exhibit 19  
Commuter Rail Subsidy Per Passenger**



**Subsidy Per Passenger** for Year-To-Date and Current Quarter ended December 31, 2018 is \$9.82, \$0.52 (5.59%) above (worse than) the target of \$9.30.

**Exhibit 20  
Commuter Rail Subsidy Per Passenger Calculation**

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses <sup>1</sup>			Revenues <sup>2</sup>					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$7,297,930	\$1,047,525	\$8,345,455	\$2,825,016	\$638,116	\$3,463,132	\$4,882,323	497,372	\$9.82
Budget	\$7,871,281	\$1,021,512	\$8,892,793	\$3,188,011	\$760,452	\$3,948,463	\$4,944,330	531,876	\$9.30
Variance	(\$573,351)	\$26,013	(\$547,338)	(\$362,995)	(\$122,337)	(\$485,331)	(\$62,007)	(34,504)	\$0.52
% to Target	92.72%	102.55%	93.85%	88.61%	83.91%	87.71%	98.75%	93.51%	105.64%

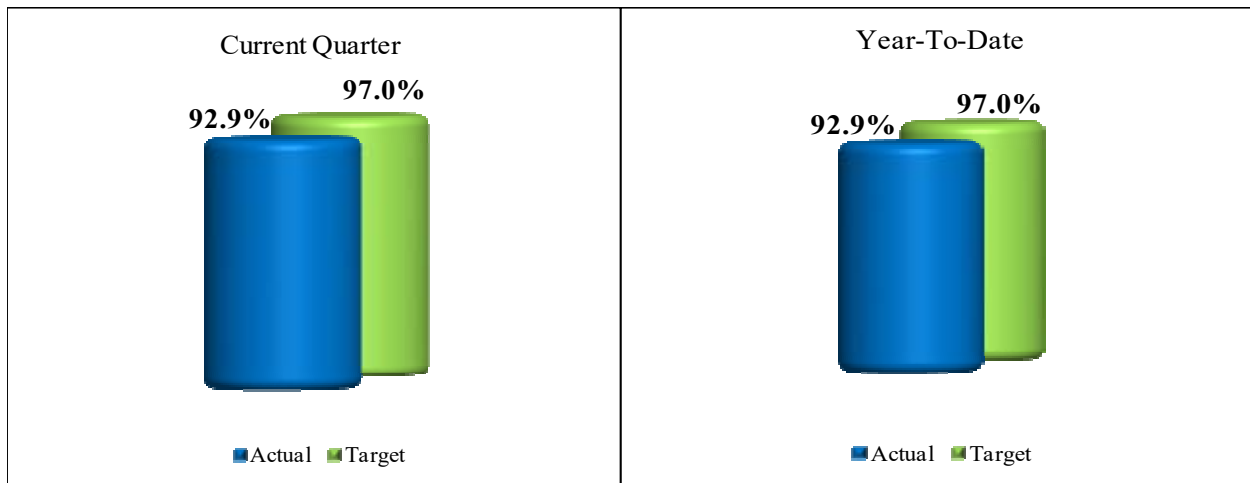
<sup>[1]</sup> Expenses (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to the use of Operating Expenses only and the inclusion of Expenses from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

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

The primary factor contributing to the increase of TRE Subsidy Per Passenger is revenues. TRE revenues were below target by \$485,331 (12.29%). With both expenses and revenues down, net subsidy was down by \$62,007 (1.25%). The combination of a slight reduction in net subsidy and lower ridership, 35,504 (6.48%), resulted in a higher subsidy per passenger.



**Exhibit 21  
Commuter Rail On-Time Performance**



**On-Time Performance** for Year-To-Date and Current Quarter ended December 31, 2018 is 92.9%, 4.1% below (worse than) the target of 97.0%.

**Complaints Per 100,000 Passengers** for Year-To-Date and Current Quarter ended December 31, 2018 is 5.8, 0.3 above (worse than) the target of 5.5.

**Accidents Per 100,000 Miles** for Year-To-Date and Current Quarter ended December 31, 2018 is 0.9, 0.1 below (better than) the target of 1.0 Accidents Per 100,000 Miles.





## Modal Update

### Paratransit

(1.2% of total system ridership for Year-To-Date Fiscal Year 2019)



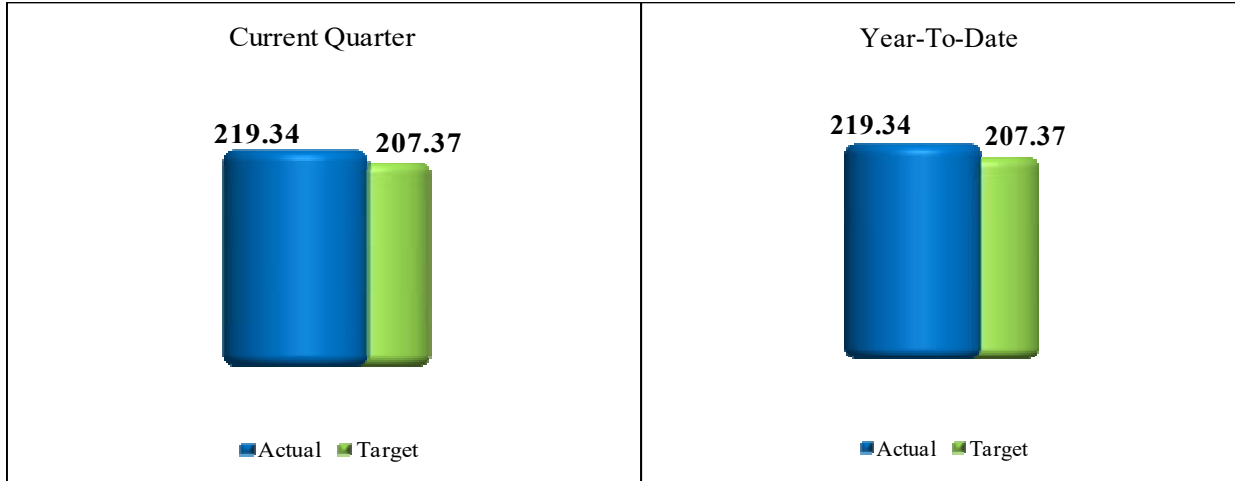
DART is responsible for providing complementary paratransit service in accordance with the Americans with Disabilities Act of 1990 (the “ADA”). In Fiscal Year 2013, we transitioned to a new service delivery model and a new contractor, MV Transportation, Inc. (MV), for providing paratransit service. MV 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 first quarter of FY 2019, the Travel Ambassadors provided training to 153 individuals.

The department’s current contract for Paratransit service will expire at the end of September 2019. Mobility Management Services released a Request for Proposal (RFP) in September 2018 and was authorized by the DART Board in January 2019 to award a new contract to MV Transportation for a base period of three years and three months. Part of this contract will include bringing a new software solution, RouteMatch, to help streamline the scheduling of trips. The new contract enables DART to provide Paratransit, Microtransit, and Transportation Assistance Program rides all under one technology solution, with the intent of using the software to determine the most appropriate trip for the customer while taking into account each individual customer’s mobility needs.

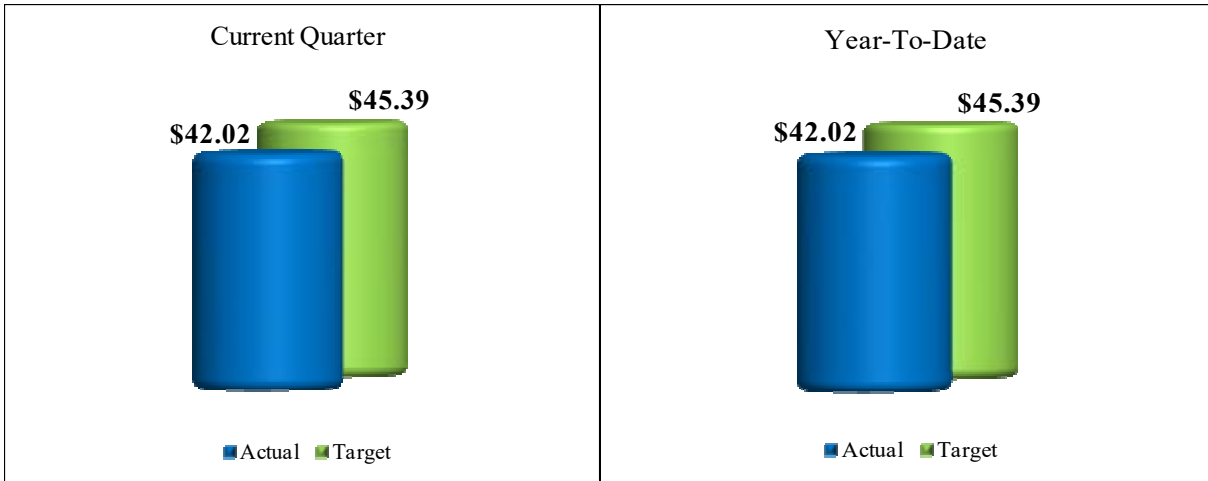
A pilot program with a Transportation Network Company (TNC) (e.g., Uber, Lyft, etc.) began in mid-2017 and is providing valuable information and feedback that will be used as part of the forthcoming contract. During the first quarter of FY 2019, 15,545 trips were provided as part of the Lyft pilot. Trips with TNC providers will be a part of the forthcoming MMS Contract, with Lyft being one of the providers at startup.

**Exhibit 22  
Paratransit Ridership  
(in Thousands)**



**Paratransit Ridership** for Year-To-Date and Current Quarter ended December 31, 2018 is 219,341, 11,974 above (better than) the target of 207,367.

**Exhibit 23  
Paratransit Subsidy Per Passenger**



**Subsidy Per Passenger** for Year-To-Date and Current Quarter ended December 31, 2018 is \$42.02, \$3.37 (7.42%) below (better than) the target of \$45.39.

**Exhibit 24**  
**Paratransit Subsidy Per Passenger**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$9,757,638		\$539,388		\$9,218,250		219,341		\$42.02
Budget	\$9,999,394		\$586,830		\$9,412,564		207,367		\$45.39
Variance	(\$241,756)		(\$47,443)		(\$194,313)		11,974		(\$3.37)
% to Target	97.58%		91.92%		97.94%		105.77%		92.57%

**Complaints Per 1,000 Trips** for Year-To-Date and Current Quarter ended December 31, 2018 is 3.5, 0.5 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.





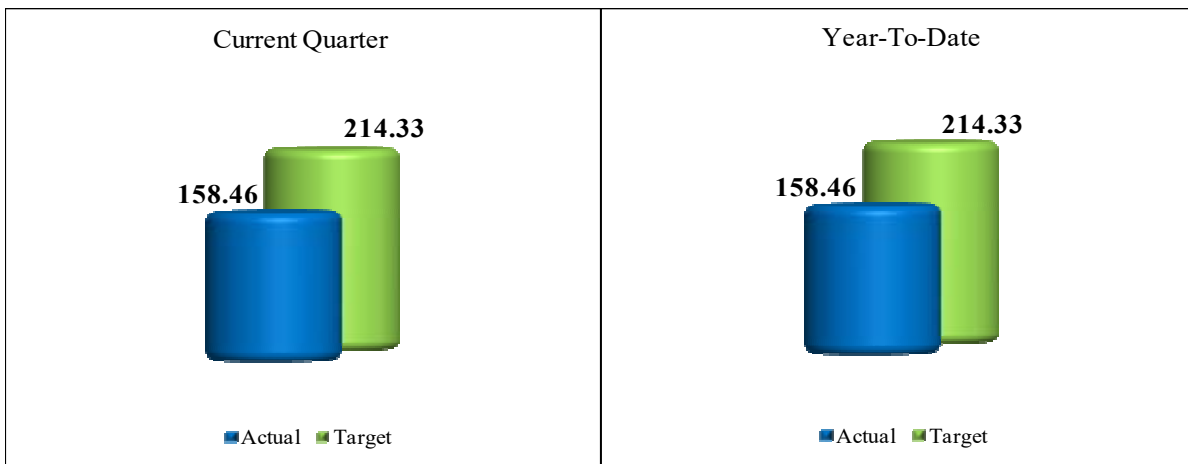
## Modal Update Vanpool

*(0.9% of total system ridership for Year-To-Date Fiscal Year 2019)*



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 250 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 25  
Vanpool Ridership  
(in Thousands)**

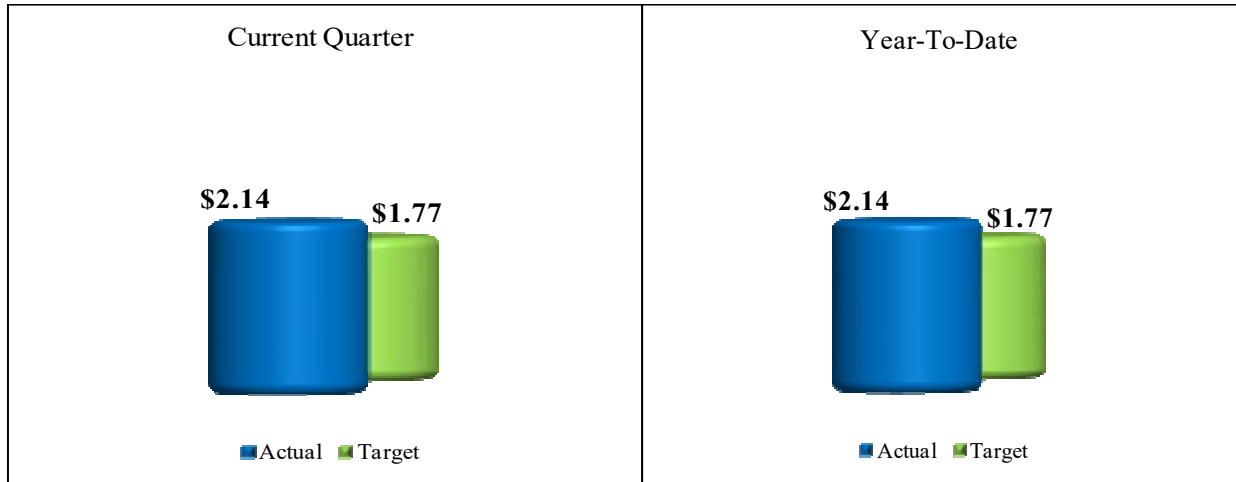


**Vanpool Ridership** for Year-To-Date and Current Quarter ended December 31, 2018 is 158,456, 55,876 below the target of 214,332.

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.



**Exhibit 26  
Vanpool Subsidy Per Passenger**



**Subsidy Per Passenger** for Year-To-Date and Current Quarter ended December 31, 2018 is \$2.14, \$0.37 (20.73%) above (worse than) the target of \$1.77.

**Exhibit 27  
Vanpool Subsidy Per Passenger Calculation**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$702,776		\$363,357		\$339,419		158,456		\$2.14
Budget	\$844,629		\$464,352		\$380,277		214,332		\$1.77
Variance	(\$141,853)		(\$100,995)		(\$40,858)		(55,876)		\$0.37
% to Target	83.21%		78.25%		89.26%		73.93%		120.73%

The primary factor contributing to the increase of TRE Subsidy Per Passenger is ridership. Both expenses and revenues were down; \$141,853 (16.79%) and \$100,995 (21.75%) respectively, driving net subsidy down by \$40,858 (10.74%). The greater decline ridership, 55,876,504 (26.07%), drove subsidy per passenger above target.



## Exhibit 28 DART Scorecard of Key Performance Indicators

FY16A	FY17A	FY18A	Indicators	FY 2019 Quarter 1					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
<b>Ridership Performance</b>									
67.16	65.82	62.69	Total Agency Ridership (M) <sup>[1]</sup>	18.60	16.59	112.11%	18.60	16.59	112.11%
65.55	64.35	61.33	Fixed-Route Ridership (M) <sup>[1]</sup>	18.23	16.17	112.70%	18.23	16.17	112.70%
33.69	32.11	30.26	Ridership - Bus (M)	10.03	8.04	124.75%	10.03	8.04	124.75%
29.81	30.14	29.03	Ridership - LRT (M) <sup>[1]</sup>	7.70	7.60	101.30%	7.70	7.60	101.30%
2.05	2.10	2.04	Ridership - TRE (M)	0.50	0.53	93.51%	0.50	0.53	93.51%
810.33	795.72	771.01	Ridership - Paratransit (000s)	219.34	207.37	105.77%	219.34	207.37	105.77%
792.01	674.58	596.00	Ridership - Vanpool (000s)	158.46	214.33	73.93%	158.46	214.33	73.93%
<b>Efficiency Measures</b>									
\$5.90	\$6.36	\$6.94	Subsidy Per Passenger - Total System <sup>[1]</sup>	\$5.70	\$6.48	87.85%	\$5.70	\$6.48	87.85%
\$5.53	\$5.98	\$6.52	Subsidy Per Passenger - Fixed-Route <sup>[1]</sup>	\$5.29	\$6.05	87.47%	\$5.29	\$6.05	87.47%
\$6.19	\$6.90	\$7.50	Subsidy Per Passenger - Bus	\$5.70	\$7.37	77.38%	\$5.70	\$7.37	77.38%
\$4.54	\$4.68	\$5.13	Subsidy Per Passenger - LRT <sup>[1]</sup>	\$4.46	\$4.42	100.86%	\$4.46	\$4.42	100.86%
\$9.00	\$10.63	\$11.73	Subsidy Per Passenger - TRE	\$9.82	\$9.30	105.60%	\$9.82	\$9.30	105.60%
\$41.15	\$41.47	\$44.97	Subsidy Per Passenger - Paratransit	\$42.02	\$45.39	92.58%	\$42.02	\$45.39	92.58%
\$0.36	\$0.54	\$0.61	Subsidy Per Passenger - Vanpool	\$2.14	\$1.77	120.73%	\$2.14	\$1.77	120.73%
15.25%	13.27%	13.12%	Farebox Recovery Ratio - Fixed-Route	12.79%	14.54%	87.94%	12.79%	14.54%	87.94%
12.26%	12.12%	11.59%	Farebox Recovery Ratio - Bus	9.09%	10.21%	89.01%	9.09%	10.21%	89.01%
16.60%	16.17%	15.09%	Farebox Recovery Ratio - LRT	15.91%	18.52%	85.93%	15.91%	18.52%	85.93%
27.63%	14.01%	14.86%	Farebox Recovery Ratio - TRE	25.33%	28.03%	90.35%	25.33%	28.03%	90.35%
9.52%	9.17%	10.19%	Administrative Ratio	8.18%	9.24%	88.60%	8.18%	9.24%	88.60%
<b>Service Quality</b>									
89.91%	90.35%	90.73%	On-Time Performance - Fixed Route	88.38%	91.00%	97.12%	88.38%	91.00%	97.12%
79.21%	80.39%	82.52%	On-Time Performance - Bus	81.19%	83.00%	97.82%	81.19%	83.00%	97.82%
92.53%	92.12%	92.28%	On-Time Performance - LRT	91.02%	93.00%	97.87%	91.02%	93.00%	97.87%
97.89%	98.55%	97.39%	On-Time Performance - TRE	92.94%	97.00%	95.81%	92.94%	97.00%	95.81%
10,325	9,898	9,696	Mean Distance Between Service Calls - Bus	7,717	12,220	63.15%	7,717	12,220	63.15%
30,011	19,836	20,776	Mean Distance Between Service Calls - LRT	21,204	21,000	100.97%	21,204	21,000	100.97%
<b>Customer Satisfaction</b>									
41.27	34.12	34.62	Complaints Per 100,000 Passengers - Fixed-Route	26.61	37.71	70.57%	26.6	37.71	70.57%
57.10	52.46	54.00	Complaints Per 100,000 Passengers - Bus	39.16	57.00	68.71%	39.2	57.00	68.71%
22.38	16.65	16.59	Complaints Per 100,000 Passengers - LRT	11.61	19.50	59.52%	11.6	19.50	59.52%
5.16	4.43	3.68	Complaints Per 100,000 Passengers - TRE	5.83	5.50	106.01%	5.8	5.50	106.01%
4.14	3.90	3.38	Complaints Per 1,000 Trips - Paratransit <sup>[2]</sup>	3.53	3.00	117.62%	3.5	3.00	117.62%
<b>Safety</b>									
1.95	1.92	1.89	Accidents Per 100,000 Miles - Fixed-Route	1.82	1.97	92.22%	1.82	1.97	92.22%
2.51	2.26	2.23	Accidents Per 100,000 Miles - Bus	2.11	2.30	91.69%	2.11	2.30	91.69%
0.45	0.52	0.82	Accidents Per 100,000 Train Miles - LRT <sup>[3]</sup>	0.70	0.35	199.28%	0.70	0.35	199.28%
0.37	0.66	0.09	Accidents Per 100,000 Miles - TRE	0.86	1.00	85.77%	0.86	1.00	85.77%

[1] FY17 Budget restated to include Streetcar Ridership in the LRT; therefore, will not tie to previous reports.

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

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

## Capital and Non-Operating Budget Summary

Exhibit 29 provides a summary of the capital and non-operating expenditures for the first quarter of FY 2019.

**Exhibit 29**

<b>Capital and Non-Operating Costs Actuals vs. Budget/Projections (In Thousands)</b>						
Mode	FY19 YTD Actuals	FY19 YTD Projection	YTD \$ Variance	Projected Year-End	FY19 Total Budget	Projected Variance
Agency-Wide	\$3,771	\$3,233	\$563	\$21,188	\$25,876	\$4,688
Bus	2,137	3,824	5,884	32,288	36,531	4,243
Light Rail Transit	7,974	7,791	5,162	46,373	45,507	(865)
Streetcar	0	106	5,389	718	5,366	4,648
Commuter Rail / RR Management	1,259	13,536	8,112	144,205	141,874	(2,331)
Paratransit	52	35	42	479	297	(182)
P&D/Startup/Non-Ops	3,013	5,562	4,488	24,610	24,058	(552)
Road Improvements/ITS	0	133	1,945	1,902	12,011	10,109
<b>Total Capital</b>	<b>\$18,206</b>	<b>\$34,221</b>	<b>\$31,586</b>	<b>\$271,763</b>	<b>\$291,520</b>	<b>\$19,756</b>

Actuals are below the projection due primarily to early Commuter Rail expenditures on the Cotton Belt project taking longer than anticipated to ramp up. Later this year, however, expenditures will increase at a fast pace and will occur earlier than initial plans. Light Rail expenditures will also grow as work on Red & Blue Line Platform Extension moves ahead rapidly.

# APPENDIX

**Dallas Area Rapid Transit  
Operating Revenues and Expense Summary  
For the three months ended December 31, 2018  
(reported on a Budget Basis Amounts in thousands)**

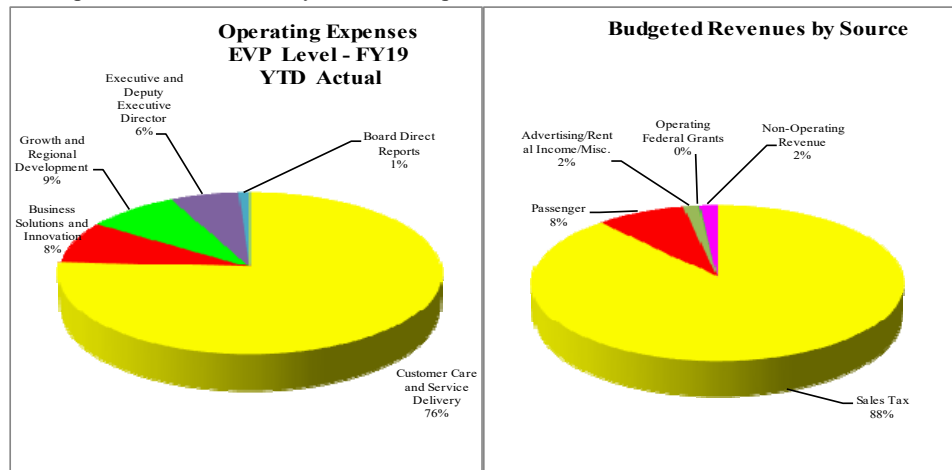
**ACTUAL VS. BUDGET SUMMARY**

	<b>FY19 YTD Actual</b>	<b>FY19 YTD Budget</b>	<b>(Under) / over Budget</b>	<b>% Variance</b>
<b>Revenues</b>				
Sales Tax	\$160,325	\$161,523	(\$1,198)	-0.7%
Passenger	15,012	17,235	(2,223)	-13%
Advertising/Rental Income/Misc.	2,722	2,545	177	7%
Operating Federal Grants	145	184	(39)	-21%
Non-Operating Revenue	3,143	3,237	(94)	-3%
<b>Total Revenues</b>	<b>\$181,347</b>	<b>\$184,724</b>	<b>(\$3,377)</b>	<b>-2%</b>

	<b>YTD Actual</b>	<b>YTD Budget</b>	<b>(over) Budget</b>	<b>% Variance</b>
<b>Operating Expenses at EVP level (YTD)</b>				
Customer Care and Service Delivery	\$99,510	\$100,948	\$1,438	1.4%
Business Solutions and Innovation	9,346	10,193	847	8%
Growth and Regional Development	9,903	11,401	1,498	13%
Executive and Deputy Executive Director	7,131	8,028	897	11%
Board Direct Reports	1,091	1,537	446	29%
Capital P&D	(2,783)	(2,783)	-	0%
Agency Wide [1]	1,301	190	(1,111)	-585%
<b>Total Operating Expenses at EVP Level</b>	<b>\$125,499</b>	<b>\$129,514</b>	<b>\$4,015</b>	<b>3%</b>

<b>Operating Expenses at EVP level (FY19 Projection)*</b>	<b>FY19 Projection</b>	<b>FY19 Budget [2]</b>	<b>(over) Budget</b>	<b>% Variance</b>
Customer Care and Service Delivery	\$413,660	\$415,150	\$ 1,490	0.4%
Business Solutions and Innovation	44,958	45,358	400	0.9%
Growth and Regional Development	45,526	46,254	728	1.6%
Executive and Deputy Executive Director	33,960	34,217	257	0.8%
Board Direct Reports	5,555	6,044	489	8.1%
Capital P&D	(12,207)	(12,207)	-	0.0%
Agency Wide [1]	8,950	9,450	500	5.3%
<b>(YTD)</b>	<b>\$540,402</b>	<b>\$544,266</b>	<b>\$3,864</b>	<b>0.7%</b>

\*As presented in the Monthly Financial Report.



[1] Benefits are allocated to each department based on the budgeted ratio for salary driven benefits and for staff driven benefits. If the agency is experiencing actuals that are under/over budget, this variance is not allocated to departments.  
[2] Based on Board Resolution No.170104 of September 18, 2018.

**DALLAS AREA RAPID TRANSIT  
STATEMENTS OF NET POSITION  
AS OF DECEMBER 31, 2018 AND SEPTEMBER 30, 2018**

	(In thousands)	
	<u>12/31/2018</u>	
	<u>Unaudited</u>	<u>9/30/2018</u>
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	\$105,821	\$98,361
Investments	344,811	390,208
Sales tax receivable	111,183	97,949
Transit Revenue Receivable, Net	3,611	7,001
Due from Other Governments	19,111	21,840
Materials and supplies inventory	38,485	35,915
Prepaid transit expenses and other	7,297	4,107
Restricted investments held by trustee for debt service	29,525	113,533
Restricted investments held for advance funding agreements	65,061	64,860
Restricted investments held to pay capital lease/leaseback liabi	6,374	6,374
<b>TOTAL CURRENT ASSETS</b>	<b><u>731,279</u></b>	<b><u>840,148</u></b>
<b>NONCURRENT ASSETS</b>		
Restricted investments held as security for capital lease/leaseback	6,544	6,796
Investments in joint venture	10,226	10,497
Capital assets		
Land and rights of way	618,596	619,043
Depreciable capital assets, net of depreciation	3,472,801	3,524,818
Projects in progress	94,917	93,435
Restricted investments held to pay capital lease/leaseback liabi	109,623	107,492
Unamortized debt issuance costs and other	583	687
<b>TOTAL NONCURRENT ASSETS</b>	<b><u>4,313,290</u></b>	<b><u>4,362,768</u></b>
<b>TOTAL ASSETS</b>	<b><u>5,044,569</u></b>	<b><u>5,202,916</u></b>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Deferred outflows of resources	87,159	89,210
<b>TOTAL ASSETS DEFERRED OUTFLOWS OF RESOURCES</b>	<b><u>\$5,131,728</u></b>	<b><u>\$5,292,126</u></b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET POSITION - CONT'D**  
**AS OF DECEMBER 31, 2018 AND SEPTEMBER 30, 2018**

	(In thousands)	
	<u>12/31/2018</u>	
	<u>Unaudited</u>	<u>9/30/2018</u>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	\$41,403	\$61,742
Commercial paper notes payable	95,100	125,000
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	1,531
Retainage Payable	7,392	7,002
Unearned revenue and other liabilities	118,102	111,309
Interest payable	13,435	54,507
Current portion of senior lien sales tax revenue bonds payable	59,974	58,291
<b>TOTAL CURRENT LIABILITIES</b>	<b><u>344,135</u></b>	<b><u>426,580</u></b>
<b>NON-CURRENT LIABILITIES</b>		
Accrued liabilities	39,747	39,748
Net pension liability	47,303	44,898
Net other post-employment benefits (OPEB) liability	23,989	22,667
Repayment due to State Comptroller	5,897	6,103
Senior lien sales tax revenue bonds payable	3,172,024	3,236,871
Transportation Infrastructure Finance and Innovation Act (TIF)	98,726	98,726
Capital lease/leaseback liabilities	109,623	107,492
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b><u>3,497,309</u></b>	<b><u>3,556,505</u></b>
<b>TOTAL LIABILITIES</b>	<b><u>3,841,444</u></b>	<b><u>3,983,085</u></b>
Deferred Inflows of resources	4,663	4,663
<b>TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOUR</b>	<b><u>3,846,107</u></b>	<b><u>3,987,748</u></b>
<b>NET POSITION</b>		
Net investment in capital assets	815,298	764,341
Restricted for debt service	16,090	59,026
Restricted as security for capital lease/leaseback liabilities	6,544	6,796
Unrestricted	447,689	474,215
<b>TOTAL NET POSITION</b>	<b><u>\$1,285,621</u></b>	<b><u>\$1,304,378</u></b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
**FOR THE THREE MONTHS ENDED DECEMBER 31, 2018 AND 2017 (UNAUDITED)**

	(In thousands)	
	For the three months ended	
	<u>12/31/2018</u>	<u>12/31/2017</u>
<b>OPERATING REVENUES:</b>		
Passenger	\$15,011	\$16,307
Advertising, rent and other	3,387	3,421
<b>Total Operating Revenues</b>	<b><u>18,398</u></b>	<b><u>19,728</u></b>
<b>OPERATING EXPENSES:</b>		
Labor	58,972	56,364
Benefits	28,367	30,658
Services	9,502	9,014
Materials and Supplies	12,050	11,551
Purchased Transportation	14,342	13,475
Depreciation and amortization	61,426	60,545
Utilities	5,309	4,824
Taxes, Leases, and Other	1,130	1,307
Casualty and liability	1,472	1,164
<b>TOTAL OPERATING EXPENSES</b>	<b><u>192,570</u></b>	<b><u>188,902</u></b>
<b>NET OPERATING LOSS</b>	<b><u>(174,172)</u></b>	<b><u>(169,174)</u></b>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	160,531	153,774
Investment income	4,611	56
Interest income from investments held to pay capital lease	2,131	2,131
Interest expense on capital leases	(2,131)	(2,131)
Interest and financing expenses	(39,644)	(38,374)
Build America Bonds tax credit	7,171	7,108
Other federal grants	16,345	20,754
Other non-operating revenues	3,670	4,232
Other non-operating expenses	(230)	(162)
<b>TOTAL NET NON-OPERATING REVENUES</b>	<b><u>152,454</u></b>	<b><u>147,388</u></b>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b><u>(21,718)</u></b>	<b><u>(21,786)</u></b>
<b>CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:</b>		
Federal capital contributions	2,961	3,859
State capital contributions	-	53
<b>TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBUR</b>	<b><u>2,961</u></b>	<b><u>3,912</u></b>
<b>CHANGE IN NET POSITION</b>	<b><u>(18,757)</u></b>	<b><u>(17,874)</u></b>
TOTAL NET POSITION - Beginning of the year	1,304,378	1,445,038
<b>TOTAL NET POSITION - End of the reporting period</b>	<b><u>\$1,285,621</u></b>	<b><u>\$1,427,164</u></b>





## 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.



## **Section 2 – Ridership Highlights**

R1 Introduction

R2 Total System Ridership

R3 Bus System Ridership

R4 Light Rail System Ridership

R5 Trinity Railway Express Ridership

R6 Dallas Streetcar

R7 Ridership Tables

1. Total Fixed Route Ridership – 25-Month Trending

2. Average Weekday Fixed-Route Ridership – 25-Month Trending

3. Passengers Boarding by Service Area City

R8 Bus Route Performance Analysis

R9 Route Performance Tables

R10 Route Performance Charts

## **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 realistic. Average weekday ridership is the primary measurement discussed in this report.

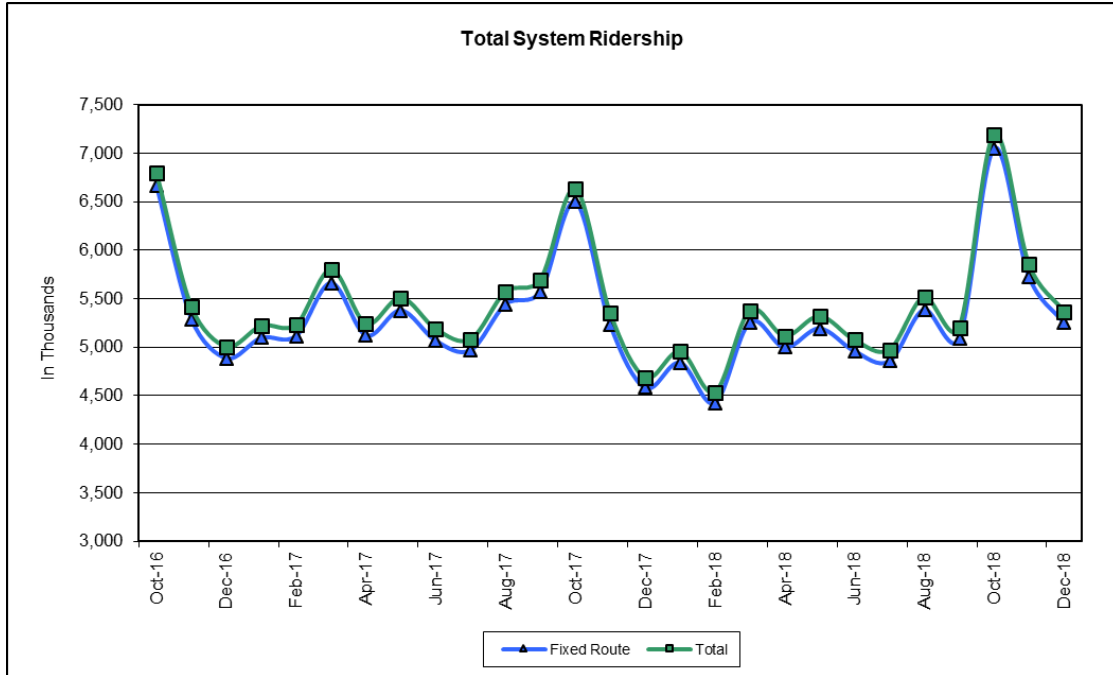
DART has started to use automatic passenger counters (APC) to report bus, streetcar, and TRE ridership for FY19. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample data collected monthly. Paratransit ridership is compiled from daily trip manifests.

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were first adopted in 1995 and were most recently updated in 2018, and these Standards define the performance metrics and benchmarks against which DART measures individual route performance. Each route is evaluated quarterly to determine if it performs above, at or below standard. Routes that fall below standard for all three performance measures are identified as deficient performers. A route with deficient performance is then reviewed to determine whether any follow-up action is needed; actions can range from targeted marketing to service adjustments to (in rare cases) discontinuation of service.

Central to the Service Standards update has been an interest in defining standards to assist in efforts to improve bus service quality and quantity, including network structure, service frequency, service span, and placement of appropriate passenger amenities. Many sections have been completely rewritten to reflect this interest.

Measurement system changes were incorporated into the Service Standards Monitoring Report effective with 1Q19. Each element of this report is accompanied by a series of charts or tables summarizing ridership and performance during the quarter.

## Total System Ridership

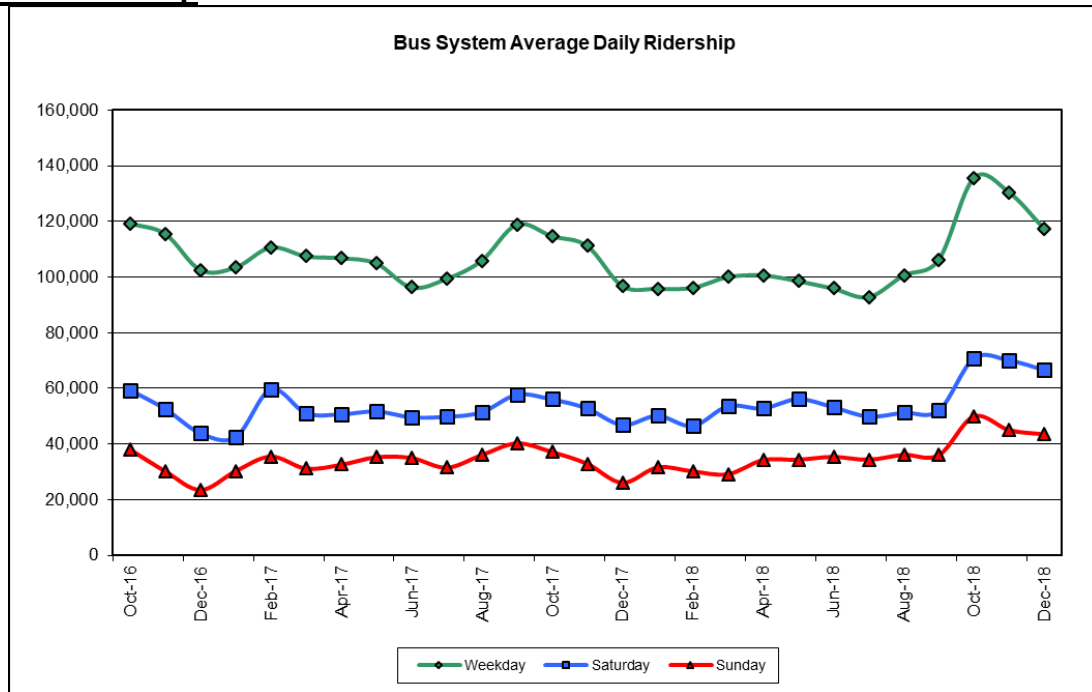


- Total system ridership includes fixed route (bus, light rail and commuter rail), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported. Total system ridership has been higher than the same period last year since bus APC numbers have been significantly higher than farebox-derived numbers, driving significant ridership gains overall. Moreover, TRE numbers from the APC system are slightly higher than from previous manual data collection methods.
- Total system ridership in the first quarter of FY 2019 was 18.4 million riders, an increase of 10.4 percent from the first quarter of FY 2018.
- Fixed route ridership totaled 18.0 million passengers in the first quarter of FY 2019, an increase of 10.5 percent from the first quarter of FY 2018. Recent upward trends continued across most fixed-route modes. The Dallas Streetcar was a notable exception.
- Bus System ridership totaled 9.7 million riders, 23 percent above the first quarter of FY 2018. The shift to APC data collection was the primary driver of these ridership increases. Side-by-side testing of APC and farebox data – validated by supplemental on-board data collection – shows that comparable APC counts are over 35% higher than farebox counts. This will have a significant impact on bus ridership numbers during FY19, but we expect this to stabilize over time. We would note that bus ridership would have declined for the quarter if not for the changes in counting methodology. 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).
- Trinity Railway Express ridership was 557,154 passengers in the first quarter, an increase of 0.2 % from the same period in FY 2018 (556,111). The shift to APC data collection was the primary driver of these ridership increases. For TRE, side-by-side testing of APC and manual counts – validated by supplemental on-board data surveys – shows that comparable APC

counts are 8-10% higher than the manual counts. TRE ridership would have declined for the quarter if not for the changes in counting methodology.

- Light rail ridership for the first-quarter period ended December 31, 2018 was 7.6 million, a decrease of 1.5 % from FY 2018 ridership of 7.7 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 improving. It is expected that the improved service quality will result in improving ridership levels.
- Dallas Streetcar ridership for the first-quarter period ended December 31, 2018 was 49,893, an increase of 49% from FY 2018 ridership of 33,531. We believe these increases stem from a combination of improved data collection and natural market growth for a relatively new service. APC units on streetcars have now been fully tested and validated and are in use on all vehicles.
- Paratransit ridership for the first-quarter period ended December 31, 2018 was 219,241, an increase of 10% from FY 2018 ridership of 199,274. Long-term trends indicate that ridership on Paratransit will increase as the overall population ages. Ridership is higher than actual trip counts due to including the count of Personal Care Attendants (PCAs), guests, and children. Paratransit certified customers are also given the ability to ride fixed route services for free to encourage transitioning some trips to fixed route when the customer can do so versus a trip on Paratransit vehicles.

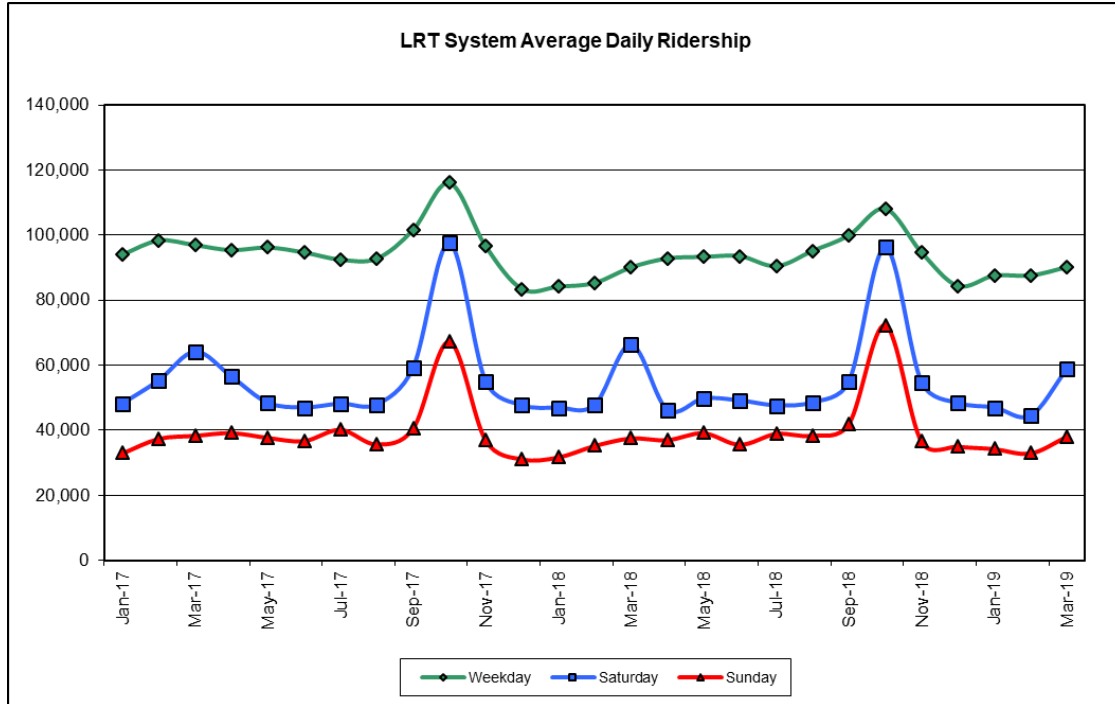
## Bus System Ridership



- Total bus ridership (including special-events ridership) in the first quarter of FY 2019 was 9.7 million riders, for 23 percent from the first quarter of FY 2018.
- Average weekday ridership in the first quarter was 127,810 daily riders, 19 percent increase from last year's average. Saturday bus system ridership averaged 69,169 daily riders, up 33 percent from last year. Sunday bus system ridership averaged 46,216 daily riders, an increase of 43 percent from last year.
- The shift to APC data collection was the primary driver of these ridership increases. Side-by-side testing of APC and farebox data – validated by supplemental on-board data collection – shows that comparable APC counts are over 35% higher than farebox counts. This will have a significant impact on bus ridership numbers during FY19, but we expect this to stabilize over time. We would note that bus ridership would have declined for the quarter if not for the changes in counting methodology. 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).
- The most heavily patronized routes in the first quarter, by route classification, were:

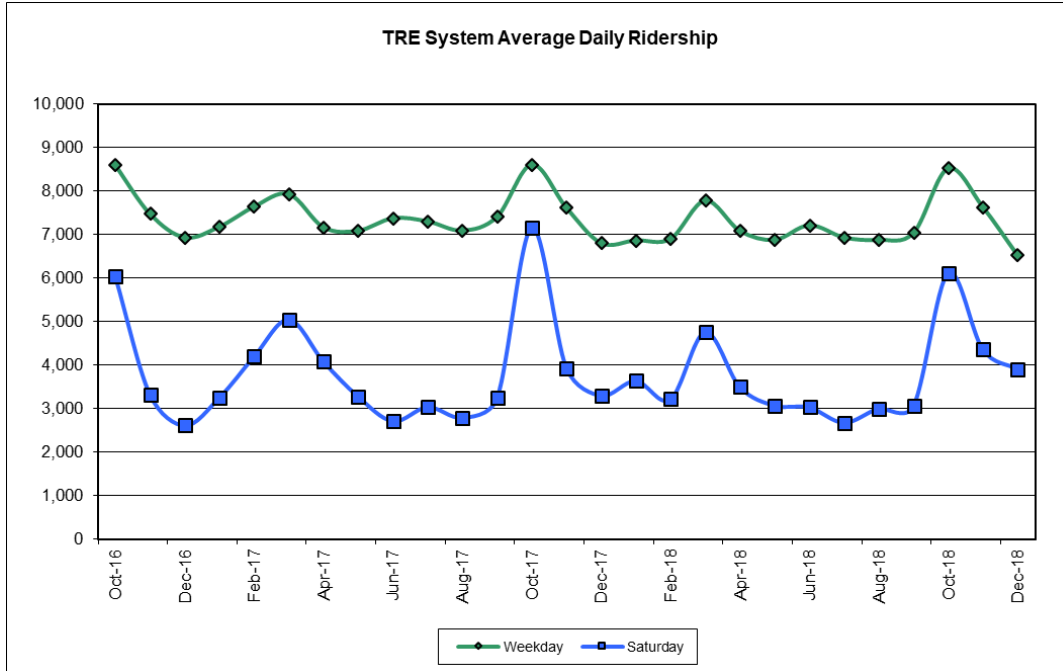
Route Type	Route	Weekday Average
Crosstown	466 Ledbetter	3,459
Express	283 Lake Ray Hubbard	1,196
Feeder	583 Skillman	2,131
Local	11 Jefferson-Malcolm X	4,827
Shuttle	883 UTD	4,865
Flex	870 East Plano	225
DART On Call	Farmers Branch	48
GoLink	Legacy	140

## Light Rail System Ridership



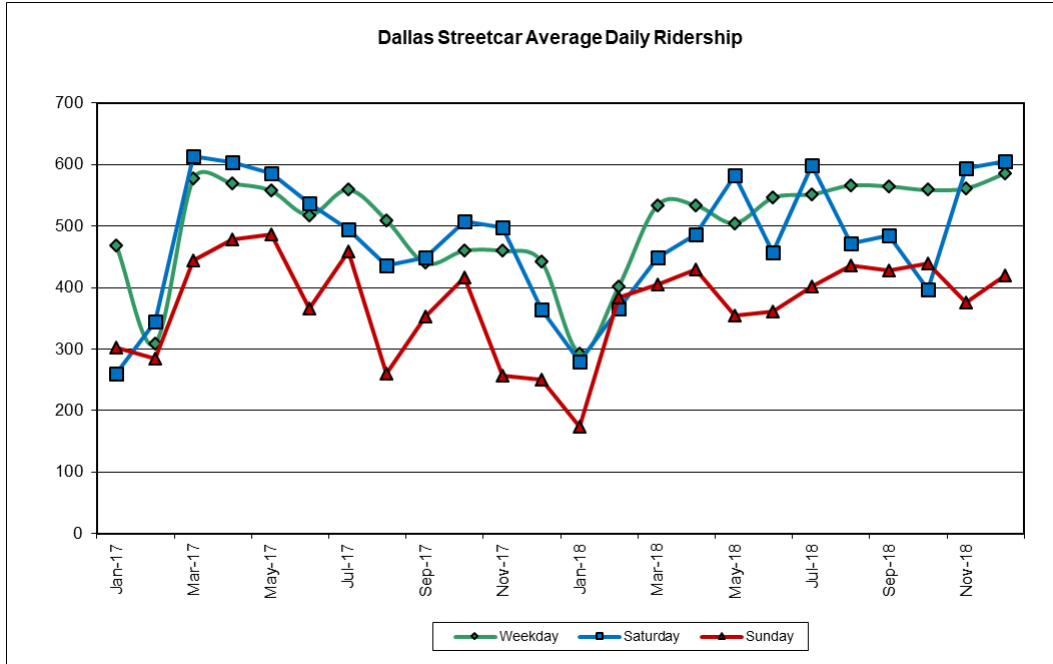
- LRT ridership in the first quarter totaled 7.6 million riders, a decrease of 1.5 % from FY 2018 ridership of 7.7 million.
- Weekday ridership in the first quarter averaged 95,736 passengers, a decrease of 3 percent from the first quarter of FY 2018.
- Saturday ridership in the first quarter averaged 66,498 passengers, a decrease of 0.4 percent from the FY 2018 level.
- Sunday ridership in the first quarter averaged 47,991 passengers, an increase of 6 percent from the FY 2018 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.
- 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 improving. It is expected that the improved service quality will result in improving ridership levels.
- The stations on the Blue Line South Oak Cliff segment to the University of North Texas-Dallas continue to experience ridership growth. In October, the UNT Dallas station had its highest average weekday ridership since the station opened, serving 903 daily riders. The Camp Wisdom station's 471 average weekday riders was the highest average since the station opened.

## Trinity Railway Express



- Trinity Railway Express ridership for the first-quarter period ended December 31, 2018 was 557,154, an increase of 0.2 % from the same period in FY 2018 (556,111). The shift to APC data collection was the primary driver of these ridership increases. For TRE, side-by-side testing of APC and manual counts – validated by supplemental on-board data surveys – shows that comparable APC counts are 8-10% higher than the manual counts. TRE ridership would have declined for the quarter if not for the changes in counting methodology.
- Weekday ridership on the TRE averaged 7,561 daily riders (a 0.8 percent decrease from last year) in the first quarter.
- Saturday ridership in the first quarter averaged 4,794 daily riders, a decrease of 0.1 percent from the first quarter of FY 2018.

## Dallas Streetcar



- Ridership on the Dallas Streetcar was 49,899 riders in the first quarter, 48 % percent higher than last year. The trend stems from a combination of improved data collection and natural market growth for a relatively new service. APC units on streetcars have now been fully tested and validated and are in use on all vehicles.
- Weekday ridership averaged 569 daily riders in the quarter, an increase of 25.3 percent.
- Saturday ridership averaged 532 daily riders an increase of 16.5 percent from last year.
- Sunday ridership averaged 411 daily riders, an increase of 33.6 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
2017	December	2,512.00	2,213.00	161.00	7.10	4893.00
	January	2,539.00	2,380.00	167.00	9.50	5095.00
	February	2,594.00	2,314.00	170.00	13.00	5091.00
	March	2,805.00	2,640.00	203.00	17.50	5666.00
	April	2,596.00	2,386.00	166.00	16.80	5165.00
	May	2,723.00	2,499.00	169.00	17.10	5408.00
	June	2,483.00	2,418.00	174.00	14.00	5089.00
	July	2,461.00	2,331.00	161.00	15.40	4968.00
	August	2,787.00	2,468.00	174.00	14.50	5444.00
2018	September	2,868.00	2,531.00	164.00	11.10	5574.00
	October	2,934.00	3,282.00	229.00	14.20	6459.00
	November	2,654.00	2,391.00	173.00	13.00	5231.00
	December	2,329.00	2,094.00	153.00	6.30	4582.00
	January	2,469.00	2,198.00	166.00	8.40	4841.00
	February	2,231.00	2,038.00	151.00	6.30	4426.00
	March	2,587.00	2,464.00	195.00	11.10	5257.00
	April	2,497.00	2,320.00	164.00	15.30	4996.00
	May	2,566.00	2,448.00	164.00	13.90	5192.00
	June	2,423.00	2,353.00	167.00	15.20	4958.00
	July	2,357.00	2,324.00	156.00	16.40	4853.00
	August	2,664.00	2,537.00	170.00	16.70	5388.00
2019	September	2,496.00	2,426.00	151.00	16.10	5089.00
	October	3,712.00	3,162.00	208.00	16.20	7098.00
	November	3,257.00	2,350.00	154.00	16.20	5777.00
	December	3,017.00	2,140.00	136.00	17.40	5310.00

All figures are in thousands (000) of riders.

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

<b>Year</b>	<b>Month</b>	<b>Bus Weekday</b>	<b>LRT Weekday</b>	<b>Commuter Rail Weekday</b>	<b>Streetcar Weekday</b>	<b>Fixed Route Total</b>
2017	December	102.6	86.4	6.9	0.3	196.2
	January	103.6	94	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
	April	108.7	95.4	7.2	0.6	211.9
	May	106	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	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	7	0.6	213.9
2019	October	140.4	108.2	7.7	0.6	256.9
	November	133.8	94.7	6.8	0.6	235.9
	December	120.8	84.4	5.9	0.6	211.7

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 First Quarter Fiscal Year 2019, Period Ending December 31, 2018

In Thousands

Description	Qtr 1 2019	Qtr 1 2018	% Change (2)	YTD 2019	YTD 2018	% Change
<b>Bus Ridership (1)</b>						
Addison	175	147	19.4%	175	147	19.4%
Carrollton	87	72	20.9%	87	72	20.9%
Farmers Branch	129	99	30.6%	129	99	30.6%
Garland	617	489	26.0%	617	489	26.0%
Glenn Heights	67	52	30.5%	67	52	30.5%
Irving	613	522	17.5%	613	522	17.5%
Plano	267	217	23.3%	267	217	23.3%
Richardson	687	456	50.8%	687	456	50.8%
Rowlett	11	5	126.3%	11	5	126.3%
Mesquite-Contracted	8	5	80.2%	8	5	80.2%
Arlington-Contracted	0	15	-100.0%	0	15	-100.0%
<b>Suburban Total</b>	<b>2,662</b>	<b>2,077</b>	<b>28.2%</b>	<b>2,662</b>	<b>2,077</b>	<b>28.2%</b>
<b>Dallas Total (3)</b>	<b>7,324</b>	<b>5,839</b>	<b>25.4%</b>	<b>7,324</b>	<b>5,839</b>	<b>25.4%</b>
<b>Bus Total</b>	<b>9,986</b>	<b>7,917</b>	<b>26.1%</b>	<b>9,986</b>	<b>7,917</b>	<b>26.1%</b>
<b>Light Rail</b>	<b>7,652</b>	<b>7,766</b>	<b>-1.5%</b>	<b>7,652</b>	<b>7,766</b>	<b>-1.5%</b>
<b>Commuter Rail</b>	<b>497</b>	<b>556</b>	<b>-10.6%</b>	<b>497</b>	<b>556</b>	<b>-10.6%</b>
<b>Streetcar</b>	<b>50</b>	<b>33.5</b>	<b>48.8%</b>	<b>50</b>	<b>34</b>	<b>48.8%</b>
<b>Total Passenger Boardings</b>	<b>18,186</b>	<b>16,272</b>	<b>11.8%</b>	<b>18,186</b>	<b>16,272</b>	<b>11.8%</b>

Type of Day	Qtr 1 2019	Qtr 1 2018	Inc (Dec)	YTD 2019	YTD 2018	Inc (Dec)
Weekdays	63	62	1	63	62	1
Saturdays/Holiday	14	14	0	14	14	0
Sundays/Holiday	15	16	-1	15	16	-1
<b>Total</b>	<b>92</b>	<b>92</b>	<b>0</b>	<b>92</b>	<b>92</b>	<b>0</b>

(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.

(4) Light Rail did not operate 12/6/2013 - 12/08/2013 due to the ice storm

## 1Q19 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the first quarter of FY 2019, specifically October-December 2018. This report marks a significant change in DART's traditional approach to bus performance measurement on a couple of levels:

1. It will be the first report to follow newly-adopted Service Standards. The Standards include a new process for measurement of route performance. Details on the new approach appear later in the document.
2. It will be the first report to use bus automatic passenger count (APC) data to measure ridership. We are seeing significant differences between ridership measured by APC units and what is collected using the older farebox-based approach.

The new Service Standards include significant changes in the route performance methodology. First, there is one new measure of performance: passenger miles per revenue mile, replacing the older passengers per mile metric. We believe this new metric – which can only be fully analyzed with the new availability of APC data – will allow for a more realistic comparison between routes and services. The older measure was prone to variations based upon the length of the route. In all there are now three measures of performance:

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

Second, the old Route Performance Index (RPI) system has been replaced with a new approach. Under the new Standards, there will not be a single measure of performance; each of the three performance measures will be evaluated separately. Within each type of service (e.g. crosstown service), routes will be compared to the average performance for all routes of the same type. Routes that fall below 75% of the average performance for each measure will be considered deficient, and routes that fail all three performance measures will be considered deficient performers overall.

Third, the route categories used to compare performance for like services have been changed per the new Standards. Rail feeder and Transit Center feeder routes are now combined into a single Feeder category for analysis.

For the first time we are using APC data to prepare this report. The newer APC units are being installed on all buses, Dallas Streetcar vehicles, and Trinity Railway Express (TRE) vehicles. We are also installing additional APC units on light rail cars. By May of this year, we expect that 100% of the DART bus fleet will have APC units installed.

We are seeing significant differences between ridership counts collected by bus APC units compared to the older farebox system. In recent months, comparable APC bus counts have averaged over 35% higher than farebox counts. For this reason, we are not including comparisons of ridership or performance to a year ago. We will add previous year comparisons when we are able to make an “apples to apples” comparison of APC data vs. other APC data.

We would also note that not all buses had APC units during Q1. Because of this, we will not be able to calculate passenger miles per revenue mile for a group of 10 DART-operated bus routes. We expect that later this year we will fill in the remaining gaps and will be able to report on all measures for all routes.

### Route Performance Tables

The following tables show route performance for 1Q19. We have included average Weekday, Saturday, and Sunday riders along with the three performance measures used for the analysis. Targets are shown for each service category. Performance measures shaded with green backgrounds indicate performance above the minimum level. Red backgrounds identify routes with deficiencies for specific measures. As before, routes are grouped with other routes of similar characteristics for the analysis.

#### *Riders per Revenue Hour*

The following table shows overall Q1 riders per revenue hour for each route/service, along with average Weekday, Saturday, and Sunday ridership.

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders/ Hour	Overall Target
Local	2	1,527	1,147	761	30.42	
Local	11	4,830	3,048	2,191	33.76	
Local	12	1,212	650	463	15.52	
Local	19	2,048	1,393	837	18.25	
Local	21	424	188	138	8.72	
Local	24	1,076	551	489	31.96	
Local	26	1,221	829	559	26.16	
Local	27	199	0	0	13.68	
Local	29	854	516	367	17.19	
Local	31	1,197	570	484	14.20	
Local	35	819	271	226	16.83	
Local	36	1,159	695	482	16.26	
Local	39	835	592	413	25.52	
Local	42	488	273	205	13.72	
Local	52	863	597	347	24.37	
Local	59	678	487	275	17.23	
Local	60	826	678	428	17.53	
Local	63	896	0	0	22.71	
Local	76	930	661	420	20.57	
Local	81	893	264	232	16.34	
Local	82	479	433	275	12.95	
Local	84	717	527	369	11.82	
Local	110	1,697	908	733	36.36	
Local	111	713	384	293	16.44	
Local	155	226	0	0	20.84	
Local	161	1,833	1,284	774	20.92	
Local	164	3,043	1,743	1,274	28.50	
Local	183	1,231	672	452	23.35	
Local Total	28	32,915	19,364	13,487	21.20	15.90
Express	205	386	0	0	21.78	
Express	206	1,043	0	0	30.87	
Express	208	940	0	0	19.57	
Express	210	199	0	0	10.01	
Express	211	219	0	0	6.40	

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders/ Hour	Overall Target
Express	278	532	0	0	26.99	
Express	283	1,202	0	0	30.16	
<b>Express Total</b>	<b>7</b>	<b>4,522</b>	<b>0</b>	<b>0</b>	<b>21.20</b>	<b>15.90</b>
Feeder	333	263	0	0	12.48	
Feeder	347	675	306	0	16.87	
Feeder	350	728	379	0	14.33	
Feeder	360	996	482	399	25.17	
Feeder	361	483	287	165	18.80	
Feeder	362	662	0	0	19.04	
Feeder	372	748	240	0	20.66	
Feeder	374	854	503	0	19.20	
Feeder	376	366	245	224	20.87	
Feeder	377	444	297	0	24.01	
Feeder	378	1,592	762	503	22.80	
Feeder	380	315	0	0	15.47	
Feeder	385	303	0	0	11.82	
Feeder	500	198	107	112	10.57	
Feeder	501	1,087	751	517	22.09	
Feeder	502	880	655	434	19.58	
Feeder	504	311	237	0	13.97	
Feeder	505	306	0	0	11.02	
Feeder	506	1,493	1,056	833	38.12	
Feeder	507	292	133	0	15.29	
Feeder	508	239	144	0	13.30	
Feeder	509	393	179	0	17.68	
Feeder	510	371	0	0	9.72	
Feeder	513	259	246	136	16.70	
Feeder	514	495	0	0	14.29	
Feeder	515	486	273	0	13.15	
Feeder	516	250	146	93	14.17	
Feeder	521	321	141	112	9.41	
Feeder	522	649	202	0	18.03	
Feeder	524	625	564	439	35.41	
Feeder	525	284	0	0	10.95	
Feeder	526	486	297	243	34.47	
Feeder	527	971	326	182	32.67	
Feeder	528	680	518	277	24.10	
Feeder	529	394	281	199	13.25	
Feeder	531	574	326	199	20.71	
Feeder	532	256	0	0	14.09	
Feeder	533	221	0	0	30.75	
Feeder	534	1,394	749	546	26.41	
Feeder	535	1,148	605	511	19.70	
Feeder	536	216	0	0	10.65	

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders/ Hour	Overall Target
Feeder	538	848	506	358	21.34	
Feeder	541	654	285	206	16.75	
Feeder	542	417	196	163	12.91	
Feeder	544	862	381	291	15.79	
Feeder	547	463	256	222	14.87	
Feeder	549	1,457	839	575	30.29	
Feeder	551	468	0	0	26.17	
Feeder	553	488	0	0	39.86	
Feeder	554	1,542	1,203	875	38.07	
Feeder	555	188	0	0	19.84	
Feeder	560	440	0	0	22.74	
Feeder	566	300	0	0	17.96	
Feeder	568	815	482	325	14.77	
Feeder	571	472	0	0	12.58	
Feeder	574	413	0	0	22.83	
Feeder	582	481	227	0	17.02	
Feeder	583	2,129	1,163	801	30.12	
Feeder	585	304	0	0	11.57	
Feeder	591	360	195	124	20.70	
Feeder	592	1,221	755	604	26.31	
Feeder	593	1,269	681	467	36.24	
Feeder	594	406	250	176	15.55	
Feeder	595	484	257	210	10.50	
Feeder	597	1,111	569	386	19.74	
<b>Feeder Total</b>	<b>65</b>	<b>41,304</b>	<b>19,684</b>	<b>11,909</b>	<b>20.19</b>	<b>15.14</b>
Crosstown	401	877	486	377	19.45	
Crosstown	402	1,339	873	653	18.28	
Crosstown	403	1,278	555	429	15.83	
Crosstown	404	2,800	1,796	1,051	27.95	
Crosstown	405	1,471	1,030	842	17.79	
Crosstown	408	1,759	1,264	904	25.10	
Crosstown	409	2,004	1,139	814	22.34	
Crosstown	410	960	587	427	21.50	
Crosstown	415	801	449	300	18.53	
Crosstown	428	2,018	1,523	940	20.85	
Crosstown	444	967	567	517	14.64	
Crosstown	445	917	573	393	27.83	
Crosstown	451	1,246	838	556	23.57	
Crosstown	452	657	396	330	17.75	
Crosstown	453	2,592	1,543	1,162	25.39	
Crosstown	463	1,790	1,174	709	27.80	
Crosstown	466	3,473	2,244	1,625	30.63	
Crosstown	467	2,393	1,542	1,062	29.17	
Crosstown	475	995	696	590	15.47	
Crosstown	486	2,884	1,696	860	31.42	

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders/ Hour	Overall Target
Crosstown	488	2,233	1,389	1,084	31.54	
<b>Crosstown Total</b>	<b>21</b>	<b>35,451</b>	<b>22,359</b>	<b>15,624</b>	<b>23.55</b>	<b>17.66</b>
Shuttle	702	635	718	329	77.35	
Shuttle	749	517	420	240	20.73	
Shuttle	840	172	90	0	11.31	
Shuttle	841	186	0	0	13.84	
Shuttle	843	82	0	0	12.79	
Shuttle	870	225	131	0	9.81	
Shuttle	887	95	0	0	8.73	
<b>Shuttle Total</b>	<b>7</b>	<b>1,912</b>	<b>1,358</b>	<b>570</b>	<b>20.06</b>	<b>15.04</b>
OnCall	Farmers Branch	48	0	0	3.02	
OnCall	Glenn Heights	22	0	0	1.54	
OnCall	Lake Highlands	22	0	0	1.46	
OnCall	Lakewood	23	0	0	1.58	
OnCall	North Dallas	37	0	0	2.11	
OnCall	Park Cities	10	0	0	0.87	
<b>OnCall Total</b>	<b>6</b>	<b>163</b>	<b>0</b>	<b>0</b>	<b>1.82</b>	<b>1.37</b>
GoLink	Inland Port	58	51	40	3.91	
GoLink	Kleberg	72	0	0	2.40	
GoLink	Rylie	28	0	0	1.85	
GoLink	N Central Plano	112	0	0	3.04	
GoLink	Legacy	140	0	0	3.18	
GoLink	Far N Plano	45	0	0	1.95	
GoLink	Rowlett	126	0	0	2.96	
<b>GoLink Total</b>	<b>7</b>	<b>579</b>	<b>51</b>	<b>40</b>	<b>2.84</b>	<b>2.13</b>
Site Specific	Baylor	252	0	0	17.81	
Site Specific	DFW	274	168	0	17.94	
Site Specific	MATA	1,037	1,988	1,520	38.10	
Site Specific	Medical City	106	0	0	12.37	
Site Specific	Galatyn Park	106	0	0	15.64	
Site Specific	TI	211	19	25	6.71	
Site Specific	UTD	8,798	3,075	1,746	77.92	
Site Specific	UTSW	262	0	0	24.30	
Site Specific	704	1,432	372	184	40.17	
Site Specific	705	333	208	165	11.43	
Site Specific	722	223	277	187	6.61	
Site Specific	768	904	407	150	28.14	
<b>Site Specific Shuttle Total</b>	<b>9</b>	<b>13,938</b>	<b>6,514</b>	<b>3,976</b>	<b>38.19</b>	<b>28.64</b>



### *Passenger Miles per Revenue Mile*

This is a new performance measure reported for the first time at DART. For some routes we did not have sufficient Q1 data to reliably estimate passenger miles for revenue mile, as not all routes had enough APC-equipped buses during Q1. With APC installations continuing rapidly, it is unlikely that we will see such gaps in subsequent quarterly reports.

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Local	2	252,484.88	42,611.44	5.93	
Local	11	1,029,365.66	120,446.36	8.55	
Local	12	221,448.22	64,063.82	3.46	
Local	19	378,868.85	82,835.71	4.57	
Local	21			Not Available	
Local	24	126,249.94	25,341.52	4.98	
Local	26	203,120.83	37,751.68	5.38	
Local	27	17,867.08	8,146.67	2.19	
Local	29	126,151.00	39,524.41	3.19	
Local	31	357,629.66	70,680.79	5.06	
Local	35	183,058.17	40,876.01	4.48	
Local	36	353,174.37	57,859.48	6.10	
Local	39	126,479.59	24,778.85	5.10	
Local	42	121,441.64	34,859.51	3.48	
Local	52	136,276.81	26,566.23	5.13	
Local	59	176,396.32	33,276.31	5.30	
Local	60			Not Available	
Local	63	126,329.48	24,712.02	5.11	
Local	76	200,662.06	41,433.39	4.84	
Local	81	182,446.22	46,758.05	3.90	
Local	82	123,796.60	38,778.11	3.19	
Local	84	179,381.36	65,357.51	2.74	
Local	110	672,826.07	55,365.58	12.15	
Local	111	205,647.93	37,806.89	5.44	
Local	155	45,859.37	9,003.02	5.09	
Local	161	765,319.99	103,022.96	7.43	
Local	164	1,155,529.37	136,583.07	8.46	
Local	183	723,740.04	71,685.93	10.10	
Local Total	28	8,191,551.50	1,340,125.33	6.11	4.58
Express	205	208,903.71	17,311.75	12.07	
Express	206	517,533.61	40,711.93	12.71	
Express	208	849,619.38	61,034.39	13.92	
Express	210	127,747.39	22,086.64	5.78	
Express	211	114,545.87	43,711.96	2.62	
Express	278	186,741.33	18,621.45	10.03	
Express	283	449,832.58	53,792.02	8.36	
Express Total	7	2,454,923.87	257,270.15	9.54	7.16

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Feeder	333	36,244.63	13,279.67	2.73	
Feeder	347	251,427.58	42,176.90	5.96	
Feeder	350	218,869.02	52,420.58	4.18	
Feeder	360	166,897.61	40,882.91	4.08	
Feeder	361	101,818.62	25,632.26	3.97	
Feeder	362	168,594.69	36,539.20	4.61	
Feeder	372	202,628.44	43,502.43	4.66	
Feeder	374	186,543.55	40,295.09	4.63	
Feeder	376	54,175.18	19,437.03	2.79	
Feeder	377	68,720.22	14,428.12	4.76	
Feeder	378	462,708.95	73,125.72	6.33	
Feeder	380	42,535.27	13,459.30	3.16	
Feeder	385	40,070.65	16,318.62	2.46	
Feeder	500	36,965.88	14,517.61	2.55	
Feeder	501	334,735.98	59,205.83	5.65	
Feeder	502			Not Available	
Feeder	504	47,528.51	15,599.12	3.05	
Feeder	505	50,768.50	17,636.58	2.88	
Feeder	506	159,409.13	36,518.74	4.37	
Feeder	507	41,045.98	13,343.12	3.08	
Feeder	508	24,837.44	9,637.82	2.58	
Feeder	509	93,953.30	24,207.87	3.88	
Feeder	510	73,631.85	26,953.60	2.73	
Feeder	513			Not Available	
Feeder	514	60,934.92	18,470.44	3.30	
Feeder	515	75,489.62	32,950.84	2.29	
Feeder	516	31,028.10	16,333.28	1.90	
Feeder	521	27,089.11	16,687.56	1.62	
Feeder	522	106,275.70	34,056.59	3.12	
Feeder	524			Not Available	
Feeder	525	37,750.12	15,221.59	2.48	
Feeder	526	59,764.24	14,019.38	4.26	
Feeder	527	118,498.61	25,686.81	4.61	
Feeder	528	120,746.85	26,360.55	4.58	
Feeder	529	86,348.99	34,735.33	2.49	
Feeder	531	133,467.41	30,786.78	4.34	
Feeder	532	29,849.07	11,641.43	2.56	
Feeder	533	15,446.03	4,476.79	3.45	
Feeder	534	468,956.95	60,602.36	7.74	
Feeder	535	217,847.89	56,520.80	3.85	
Feeder	536	37,354.10	11,681.96	3.20	
Feeder	538	121,606.53	40,405.71	3.01	
Feeder	541	97,292.79	30,729.15	3.17	
Feeder	542	55,910.39	20,672.23	2.70	
Feeder	544	182,788.32	53,532.78	3.41	

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Feeder	547	99,260.42	31,879.47	3.11	
Feeder	549	421,041.67	55,512.25	7.58	
Feeder	551	91,258.97	21,003.69	4.34	
Feeder	553	37,064.13	10,153.08	3.65	
Feeder	554	295,790.16	47,687.61	6.20	
Feeder	555	30,542.42	10,044.58	3.04	
Feeder	560	25,653.33	6,521.33	3.93	
Feeder	566	36,177.20	11,343.60	3.19	
Feeder	568			Not Available	
Feeder	571	122,224.23	40,209.03	3.04	
Feeder	574	137,346.94	25,103.43	5.47	
Feeder	582	51,492.61	17,790.70	2.89	
Feeder	583	363,325.70	62,464.16	5.82	
Feeder	585	41,416.92	21,869.78	1.89	
Feeder	591	31,396.70	12,942.37	2.43	
Feeder	592	216,695.85	49,946.62	4.34	
Feeder	593	224,761.45	41,169.07	5.46	
Feeder	594	38,718.68	16,711.32	2.32	
Feeder	595	67,399.00	28,774.88	2.34	
Feeder	597	369,521.86	65,491.42	5.64	
<b>Feeder Total</b>	<b>65</b>	<b>7,649,644.94</b>	<b>1,781,308.84</b>	<b>4.29</b>	<b>3.22</b>
Crosstown	401	211,418.45	40,671.31	5.20	
Crosstown	402	495,065.23	88,872.69	5.57	
Crosstown	403	415,979.65	89,990.07	4.62	
Crosstown	404	997,964.23	103,314.35	9.66	
Crosstown	405	533,507.97	83,911.17	6.36	
Crosstown	408	693,869.94	78,146.82	8.88	
Crosstown	409	454,484.32	74,970.77	6.06	
Crosstown	410	324,544.01	58,525.78	5.55	
Crosstown	415	235,061.29	39,137.63	6.01	
Crosstown	428	692,920.42	103,859.71	6.67	
Crosstown	444	213,903.60	65,270.89	3.28	
Crosstown	445	156,862.89	31,137.18	5.04	
Crosstown	451	403,310.24	54,979.29	7.34	
Crosstown	452	185,090.05	37,425.46	4.95	
Crosstown	453	827,906.36	103,145.90	8.03	
Crosstown	463	352,475.18	50,073.81	7.04	
Crosstown	466	944,071.21	113,553.37	8.31	
Crosstown	467	496,628.19	74,923.36	6.63	
Crosstown	475	390,868.88	79,119.32	4.94	
Crosstown	486	638,313.91	79,986.87	7.98	
Crosstown	488	627,906.97	71,586.27	8.77	
<b>Crosstown Total</b>	<b>21</b>	<b>10,292,153.01</b>	<b>1,522,602.02</b>	<b>6.76</b>	<b>5.07</b>
Shuttle	702	27,318.06	4,572.87	5.97	



Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Shuttle	749	84,002.80	23,582.13	3.56	
Shuttle	840			Not Available	
Shuttle	841	17,200.63	5,879.03	2.93	
Shuttle	843	6,219.33	2,938.02	2.12	
Shuttle	870	14,907.85	7,463.64	2.00	
Shuttle	887	8,349.92	7,258.60	1.15	
Shuttle Total	7	157,998.59	51,694.29	3.06	2.29

### *Subsidy per Passenger*

The following table shows overall Q1 subsidy per passenger for each route/service.

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Local	2	123,692	\$437,183.76	\$3.53	
Local	11	379,822	\$1,148,332.45	\$3.02	
Local	12	92,397	\$742,012.56	\$8.03	
Local	19	161,102	\$1,004,163.58	\$6.23	
Local	21	31,446	\$497,145.65	\$15.81	
Local	24	82,825	\$311,441.41	\$3.76	
Local	26	96,892	\$432,564.89	\$4.46	
Local	27	12,538	\$146,261.41	\$11.67	
Local	29	66,496	\$475,718.76	\$7.15	
Local	31	90,642	\$756,881.90	\$8.35	
Local	35	58,759	\$471,245.83	\$8.02	
Local	36	89,956	\$688,266.00	\$7.65	
Local	39	67,108	\$309,647.04	\$4.61	
Local	42	37,661	\$392,650.04	\$10.43	
Local	52	67,936	\$373,354.66	\$5.50	
Local	59	53,685	\$388,480.10	\$7.24	
Local	60	67,959	\$508,575.52	\$7.48	
Local	63	56,460	\$361,125.51	\$6.40	
Local	76	74,163	\$391,576.72	\$5.28	
Local	81	63,461	\$462,583.91	\$7.29	
Local	82	40,390	\$397,731.94	\$9.85	
Local	84	58,072	\$629,967.01	\$10.85	
Local	110	130,596	\$450,622.23	\$3.45	
Local	111	54,718	\$399,404.35	\$7.30	
Local	155	14,246	\$132,495.64	\$9.30	
Local	161	145,097	\$940,342.10	\$6.48	
Local	164	235,183	\$1,183,404.42	\$5.03	
Local	183	93,757	\$605,879.80	\$6.46	
Local Total	28	2,547,057	\$15,039,059.20	\$5.90	\$7.87
Express	205	24,314	\$207,295.76	\$8.53	

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Express	206	65,695	\$484,377.13	\$7.37	
Express	208	59,250	\$624,736.44	\$10.54	
Express	210	12,535	\$306,196.74	\$24.43	
Express	211	13,817	\$499,541.13	\$36.15	
Express	278	33,520	\$282,272.47	\$8.42	
Express	283	75,738	\$515,924.33	\$6.81	
<b>Express Total</b>	<b>7</b>	<b>284,869</b>	<b>\$2,920,344.00</b>	<b>\$10.25</b>	<b>\$13.67</b>
Feeder	333	16,551	\$210,812.75	\$12.74	
Feeder	347	46,835	\$458,632.40	\$9.79	
Feeder	350	51,200	\$488,590.18	\$9.54	
Feeder	360	75,477	\$428,917.82	\$5.68	
Feeder	361	36,952	\$289,840.75	\$7.84	
Feeder	362	41,675	\$349,732.03	\$8.39	
Feeder	372	50,511	\$356,113.56	\$7.05	
Feeder	374	60,845	\$427,224.31	\$7.02	
Feeder	376	29,860	\$216,181.52	\$7.24	
Feeder	377	32,141	\$209,184.91	\$6.51	
Feeder	378	118,486	\$696,013.34	\$5.87	
Feeder	380	19,863	\$204,267.40	\$10.28	
Feeder	385	19,083	\$269,535.39	\$14.12	
Feeder	500	15,641	\$254,219.00	\$16.25	
Feeder	501	86,776	\$540,106.30	\$6.22	
Feeder	502	71,098	\$393,627.06	\$5.54	
Feeder	504	22,897	\$227,523.48	\$9.94	
Feeder	505	19,307	\$271,806.02	\$14.08	
Feeder	506	121,349	\$350,851.67	\$2.89	
Feeder	507	20,261	\$202,749.81	\$10.01	
Feeder	508	17,046	\$186,531.72	\$10.94	
Feeder	509	27,282	\$221,884.79	\$8.13	
Feeder	510	23,404	\$375,244.67	\$16.03	
Feeder	513	21,811	\$214,164.11	\$9.82	
Feeder	514	31,198	\$305,333.07	\$9.79	
Feeder	515	34,452	\$363,939.51	\$10.56	
Feeder	516	19,201	\$190,074.09	\$9.90	
Feeder	521	23,842	\$303,723.50	\$12.74	
Feeder	522	43,695	\$352,100.06	\$8.06	
Feeder	524	53,874	\$281,915.47	\$5.23	
Feeder	525	17,890	\$232,523.56	\$13.00	
Feeder	526	38,453	\$156,054.69	\$4.06	
Feeder	527	68,506	\$283,016.42	\$4.13	
Feeder	528	54,218	\$301,053.62	\$5.55	
Feeder	529	31,721	\$356,328.02	\$11.23	
Feeder	531	43,714	\$320,811.38	\$7.34	
Feeder	532	16,122	\$187,280.31	\$11.62	

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Feeder	533	13,947	\$72,341.73	\$5.19	
Feeder	534	106,478	\$577,914.58	\$5.43	
Feeder	535	88,496	\$567,920.12	\$6.42	
Feeder	536	13,603	\$222,272.50	\$16.34	
Feeder	538	65,886	\$439,359.11	\$6.67	
Feeder	541	48,278	\$366,469.71	\$7.59	
Feeder	542	31,474	\$367,135.64	\$11.66	
Feeder	544	64,025	\$561,444.28	\$8.77	
Feeder	547	36,106	\$361,107.24	\$10.00	
Feeder	549	112,169	\$524,060.81	\$4.67	
Feeder	551	29,486	\$185,903.62	\$6.30	
Feeder	553	30,760	\$143,681.39	\$4.67	
Feeder	554	127,107	\$431,407.94	\$3.39	
Feeder	555	11,852	\$115,650.31	\$9.76	
Feeder	560	27,703	\$196,408.44	\$7.09	
Feeder	566	18,876	\$206,801.35	\$10.96	
Feeder	568	62,997	\$611,518.89	\$9.71	
Feeder	571	29,740	\$349,475.70	\$11.75	
Feeder	574	26,014	\$218,680.12	\$8.41	
Feeder	582	33,507	\$326,486.35	\$9.74	
Feeder	583	162,451	\$701,876.63	\$4.32	
Feeder	585	19,166	\$295,146.81	\$15.40	
Feeder	591	27,257	\$243,384.89	\$8.93	
Feeder	592	96,526	\$539,125.06	\$5.59	
Feeder	593	96,462	\$390,950.22	\$4.05	
Feeder	594	31,734	\$302,973.97	\$9.55	
Feeder	595	37,260	\$555,818.91	\$14.92	
Feeder	597	83,743	\$595,616.74	\$7.11	
<b>Feeder Total</b>	<b>65</b>	<b>3,056,340</b>	<b>\$21,948,841.74</b>	<b>\$7.18</b>	<b>\$9.58</b>
Crosstown	401	67,714	\$453,731.13	\$6.70	
Crosstown	402	106,360	\$856,885.84	\$8.06	
Crosstown	403	94,715	\$828,195.27	\$8.74	
Crosstown	404	217,312	\$973,432.95	\$4.48	
Crosstown	405	119,717	\$822,186.37	\$6.87	
Crosstown	408	142,058	\$699,707.99	\$4.93	
Crosstown	409	154,371	\$777,707.28	\$5.04	
Crosstown	410	75,074	\$515,301.59	\$6.86	
Crosstown	415	61,245	\$448,860.61	\$7.33	
Crosstown	428	162,532	\$1,022,001.76	\$6.29	
Crosstown	444	76,589	\$642,377.75	\$8.39	
Crosstown	445	71,659	\$366,568.68	\$5.12	
Crosstown	451	98,545	\$648,444.58	\$6.58	
Crosstown	452	51,885	\$481,529.48	\$9.28	
Crosstown	453	202,294	\$981,958.26	\$4.85	
Crosstown	463	139,852	\$645,507.33	\$4.62	

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Crosstown	466	274,593	\$1,055,555.54	\$3.84	
Crosstown	467	188,261	\$800,577.16	\$4.25	
Crosstown	475	81,278	\$723,083.89	\$8.90	
Crosstown	486	218,350	\$770,205.64	\$3.53	
Crosstown	488	176,380	\$635,249.60	\$3.60	
<b>Crosstown Total</b>	<b>21</b>	<b>2,780,784</b>	<b>\$15,149,068.72</b>	<b>\$5.45</b>	<b>\$7.26</b>
Shuttle	702	54,979	\$109,950.51	\$2.00	
Shuttle	749	42,080	\$289,954.27	\$6.89	
Shuttle	840	12,111	\$209,158.92	\$17.27	
Shuttle	841	11,697	\$194,535.97	\$16.63	
Shuttle	843	5,171	\$80,159.36	\$15.50	
Shuttle	870	16,004	\$239,471.99	\$14.96	
Shuttle	887	6,002	\$116,337.12	\$19.38	
<b>Shuttle Total</b>	<b>7</b>	<b>148,043</b>	<b>\$1,239,568.14</b>	<b>\$8.37</b>	<b>\$11.16</b>
OnCall	Farmers Branch	3,049	\$42,949.76	\$14.09	
OnCall	Glenn Heights	1,384	\$38,645.61	\$27.92	
OnCall	Lake Highlands	1,380	\$40,943.69	\$29.67	
OnCall	Lakewood	1,446	\$39,260.16	\$27.15	
OnCall	North Dallas	2,328	\$47,522.89	\$20.41	
OnCall	Park Cities	657	\$32,790.10	\$49.91	
<b>OnCall Total</b>	<b>6</b>	<b>10,244</b>	<b>\$242,112.21</b>	<b>\$23.63</b>	<b>\$31.51</b>
GoLink	Inland Port	4,945	\$47,928.44	\$9.69	
GoLink	Kleberg	4,512	\$81,870.59	\$18.15	
GoLink	Rylie	1,751	\$41,296.06	\$23.58	
GoLink	N Central Plano	7,055	\$100,812.67	\$14.29	
GoLink	Legacy	8,792	\$120,337.05	\$13.69	
GoLink	Far N Plano	2,821	\$63,115.61	\$22.37	
GoLink	Rowlett	7,931	\$116,410.29	\$14.68	
<b>GoLink Total</b>	<b>7</b>	<b>37,807</b>	<b>\$571,770.71</b>	<b>\$15.12</b>	<b>\$20.16</b>
Site Specific	Baylor	15,858	\$12,500.00	\$0.79	
Site Specific	DFW	19,596	\$34,648.90	\$1.77	
Site Specific	MATA				
Site Specific	Medical City	6,700	\$6,900.00	\$1.03	
Site Specific	Galatyn Park	6,652	\$16,030.25	\$2.41	
Site Specific	TI	13,916	\$68,750.00	\$4.94	
Site Specific	UTD	623,523	\$266,041.59	\$0.43	
Site Specific	UTSW	16,482	\$24,875.00	\$1.51	
Site Specific	704	98,190	\$401,359.08	\$4.09	
Site Specific	705	26,380	\$331,165.69	\$12.55	
Site Specific	722	20,737	\$439,313.64	\$21.19	
Site Specific	768	64,890	\$90,450.00	\$1.39	



Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Site Specific Total	9	912,925	\$1,692,034.16	\$1.85	\$2.47

### Route Deficiencies

Under the new Service Standards, a route is considered a deficient performer when it fails to meet any of the three standards. In the table below we have included a short writeup for each of the deficient routes describing known issues, and where possible, potential future service changes or other actions for the route.

Route	Discussion
12	Route 12 is a Dallas local route that serves North Oak Cliff, operating on Commerce, Fort Worth Avenue, Colorado, and several other streets. It is one of the higher ridership routes on this list but does not perform especially well on any measure. We will examine alternatives during upcoming Service Plan work.
27	Route 27 is a Dallas local route that serves portions of Harry Hines and Uptown between Downtown and Parkland Station. It is a perennial low performer and was proposed for elimination a number of years ago. After complaints from a facility serving Seniors, service was retained despite low performance. We will examine alternatives during upcoming Service Plan work.
42	Route 42 is a Dallas local route that serves Oak Cliff, operating primarily on Edgefield Drive. Edgefield sits only 1/3-mile from the Tyler/Vernon corridor, and this route is a rare example of duplication in the DART network. Given challenges operating on relatively narrow streets and proximity to other routes, we will examine whether this route should be discontinued, with resources reallocated to other services.
82	Route 82 is a Dallas local route that serves Skillman and Live Oak to the North and Beckley and Zang to the south. It is effectively a branch of the former Route 1, a route which was re-branded as Routes 81 and 82 in March 2018 service changes. Parts of this route are relatively close to other parallel services, and this route is an example of duplication in the DART network. We will examine options during upcoming Service Plan work.
84	Route 84 is a relatively new Dallas route that was created from the older Capitol branch of Route 24, and then extended from Mockingbird Station to Richland College via Greenville Avenue. Operations began in March 2018, and the route is still in its developmental stage. We will monitor future ridership growth and evaluate this route to determine whether future actions are warranted.
210	Route 210 is an express route anchored at Jack Hatchell Transit Center in Plano. Many of the customers moved to Route 208 when that route was established, and we have reduced service levels on 210 since the riders moved over to the NW Plano service. The upcoming Service Plan should examine the future of this route and whether resources should be allocated to provide more service on 208, which has periodic overcrowding.



<b>Route</b>	<b>Discussion</b>
<b>211</b>	Route 211 is an express route in Plano, connecting Parker Road Station with the Legacy area. It operates during peak periods only and has not performed well since service was initiated. In order to encourage additional ridership, we have recently added additional stops along Spring Creek and will monitor the impact on ridership.
<b>333</b>	Route 333 is a feeder route operating in Addison, Carrollton, and a small portion of Far North Dallas, mainly along Marsh Lane. It is a perennial low performer, and we believe it may be a candidate (along with Route 536) for potential conversion to GoLink demand responsive service. Service Planning staff are examining options for future service changes.
<b>385</b>	Route 385 is a feeder route operating in Garland, mainly the southern part from Lake Ray Hubbard Park & Ride, with connecting service to Rowlett Station. It has historically been a low performer, and we believe it is a candidate for potential conversion to GoLink demand responsive service. Service Planning staff are examining options for future service changes.
<b>403</b>	Route 403 is a crosstown route operating on Belt Line, and then continuing south from Downtown Carrollton Station to Irving Convention Center Station. It serves Richardson, Dallas, Carrollton, Farmers Branch, and Irving. It was created in March 2018 by breaking the old Route 400 alignment into two separate routes with an overlapping section of more frequent service between Carrollton and Richardson. 403 is the western part of the new 402/403 route service. Many sections of the route did not have weekend service until the route was changed. This route is still in the developmental stage for ridership, and staff will continue to assess how it is doing.
<b>444</b>	Route 444 is a crosstown route operating in Dallas, mainly in Oak Cliff, with key route segments on Clarendon, 8 <sup>th</sup> , Corinth, and Lancaster. It has traditionally been a moderate performer – particularly on the western end of the route along Clarendon. We will examine options during upcoming Service Plan work.
<b>475</b>	Route 475 is a crosstown route operating in Dallas between Lake Highlands Station and Lake June Station, with service on Plano, Northcliff, Buckner, St. Francis, and Jim Miller. There are a number of sections that overlap with other routes. It has traditionally been a moderate performer. We will examine options during upcoming Service Plan work.
<b>500</b>	Route 500 is a feeder route operating in Irving and the Cypress Waters section of Dallas. It has traditionally been a low performer. This route (along with nearby service on Route 510) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>504</b>	Route 504 is a feeder route operating in Irving, running along Story Lane. It has traditionally been a low-performing route. We will examine options during the upcoming Service Plan work.
<b>505</b>	Route 505 is a feeder route operating in Irving, running along Northgate, Rochelle, and Esters. It has traditionally been a low-performing route. We will examine options during the upcoming Service Plan work.
<b>508</b>	Route 508 is a feeder route operating in Irving. This route (along with nearby service on Route 507) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.

<b>Route</b>	<b>Discussion</b>
<b>510</b>	Route 510 is a feeder route operating in Irving. It has traditionally been a low performer. This route (along with nearby service on Route 500) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>515</b>	Route 515 is a feeder route operating in Dallas along Ewing and Ramona, connecting to rail stations in Oak Cliff. We will examine this route in greater detail during the upcoming Service Plan work.
<b>516</b>	Route 516 is a feeder route operating in Dallas to connect the Singing Hills neighborhood to Camp Wisdom Station. We will examine this route in greater detail during the upcoming Service Plan work.
<b>521</b>	Route 521 is a feeder route operating in Dallas and the Park Cities, connecting Cityplace Station, Mockingbird Station, and sections along Hillcrest Road. Ridership has improved in recent years, but this route remains underperforming. We will examine this route in greater detail during the upcoming Service Plan work.
<b>525</b>	Route 525 is a feeder route operating in the Stemmons Corridor of Dallas, primarily along Regal Row, Texas 183, and IH-35E. We will examine this route in greater detail during the upcoming Service Plan work.
<b>529</b>	Route 529 is a feeder route operating in Dallas, primarily along Lemmon Avenue and Marsh Lane. It connects Inwood/Love Field and Royal Lane Stations. We will examine this route during the upcoming Service Plan work.
<b>532</b>	Route 532 is a feeder route operating in Dallas and Farmers Branch, primarily on Forest Lane and Midway Road. It is anchored at Royal Lane Station. This route may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>536</b>	Route 536 is a feeder route operating in Addison and Carrollton, anchored at either end by Trinity Mills Station or Addison Transit Center. This route (along with nearby service on Route 333) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>542</b>	Route 542 is a feeder route operating in Dallas and Cockrell Hill, mainly along Davis Street. The western part of the route (along with Route 568) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>547</b>	Route 547 is a feeder route operating in the southwestern part of Dallas, mainly along Cockrell Hill south of Westmoreland Station. DART will implement changes to this route in August 2018 that should add to the ridership base and improve productivity for the service.
<b>571</b>	Route 571 is a feeder route operating in Richardson in Garland, mainly along Buckingham. We will examine this route during the upcoming Service Plan work.
<b>585</b>	Route 585 is a feeder route operating in Dallas and Richardson, serving Hamilton Park, TI, Richland College, and surrounding residential neighborhoods. This route was established in March 2018 and is in its developmental phase. Staff will continue to review ways to improve ridership and performance.
<b>595</b>	Route 595 is a feeder route operating in East Dallas and Pleasant Grove, generally along Haskell, Scyene, and Prairie Creek.

<b>Route</b>	<b>Discussion</b>
<b>843</b>	Route 843 is a flex route operating in the southeastern sector of Plano. This route is a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>870</b>	Route 870 is a flex route operating in East Plano. This route is a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>887</b>	Route 887 is a flex route operating in Rowlett. With service now available in the entire City of Rowlett through the Rowlett GoLink service, staff will likely propose to discontinue this service for a future service change.
<b>Park Cities On Call</b>	The Park Cities On Call has now been re-branded as a GoLink service. It serves Highland Park and parts of University Park and Dallas. It traditionally has very light ridership, and subsidy per passenger will continue to be unusually high while a dedicated vehicle is assigned to the zone. Once appropriate TNC support is available for this zone, we plan to discontinue use of dedicated vehicles, and performance should improve.
<b>Rylie GoLink</b>	The Rylie GoLink zone serves low-density residential areas in the far southeastern part of Dallas. Performance for this zone is affected by the low densities and use of dedicated vehicles. Effective in Q2 this zone will share its dedicated vehicle with the nearby Kleberg zone, and we will rely on TNC support to improve cost-effectiveness.
<b>Far North Plano GoLink</b>	The Far North Plano zone is a new zone in its developmental stage. Effective in Q2 DART added TNC support to this zone with the aim of improving long-term cost-effectiveness.

The following table shows routes that underperformed for two of the three performance measures but had insufficient data to report passenger miles per revenue mile. We expect that if the passenger miles data were available, these routes would be categorized as deficient performers:

<b>Route</b>	<b>Discussion</b>
<b>21</b>	Route 21 is a local route operating in Dallas, generally in Oak Cliff along Bishop, Llewellyn, and Edgefield. Sections of the route track closely with other routes in the area, diminishing potential ridership. We will examine this route in greater detail during upcoming Service Plan work.
<b>568</b>	Route 568 is a feeder route operating in West Oak Cliff in Dallas. It has generally been a low performer historically. This route (along with parts of Route 542) is a potential candidate for GoLink conversion, and we will examine options during upcoming Service Plan work.
<b>840</b>	Route 840 is a flex route operating in South Irving. This route is a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.

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# FY 2019 Quarterly Marketing & Communications Report 1st Quarter

## 2018 State Fair of Texas

Sept. 29 – Oct. 21 • Location: Fair Park

### Project Overview:

The State Fair of Texas is DART's largest rider event of the year. In 2018, weather for the duration of the fair was rainy and cold but the Fair drew large crowds on sunny days which helped attendance increase.

### Project Elements:

- Game Day Survival Guide brochure
- Rider Insider brochure: "Discover What's New" at the State Fair
- Paid print, social, digital outdoor and radio
- Signage on DART buses, trains, windscreens, corner markers and infotainment screens
- Earned and owned social and digital media and media relations

### Highlights:

- This year's focus was on efficiency and improving the rider experience. We made several operational changes, adding the following:
  - DART Police led operations/collaborations with State Fair officials.
  - DART Police added staff to lead line dispersal, manage traffic control, and escort buses to downtown stations.
  - Bus Operations added shuttle service to ease Fair Park Station platform overcrowding.
  - Volunteers distributed cards with information on returning to the stations to help instruct riders and ease confusion.
  - Amenities added barriers to control lines at Fair Park Station.





## 2018 State Fair of Texas (continued)

### Highlights (continued):

- Collaborated with Culture Map Dallas. Agreement included:
  - Sponsorship of seven articles in their State Fair of Texas editorial series; five DART banner ads; inclusion in 11 Daily Digest emails; one sponsored DARTable downtowns article; and one sponsored DARTable bike trails video and article.
  - The DART banner ads generated 664,926 impressions.
  - The seven DART-sponsored articles in the editorial series received 46,446 pageviews and reached more than 86,000 people on social media.



### By the Numbers:

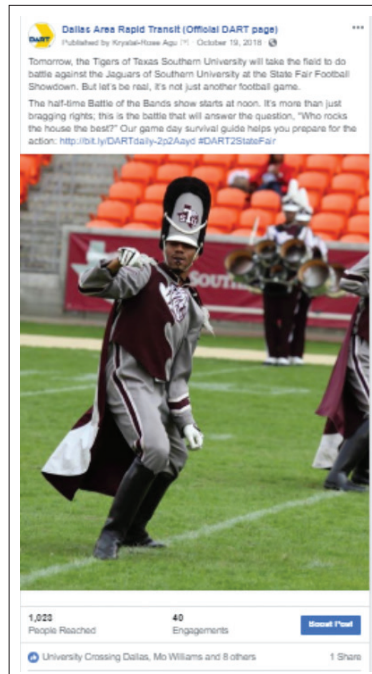
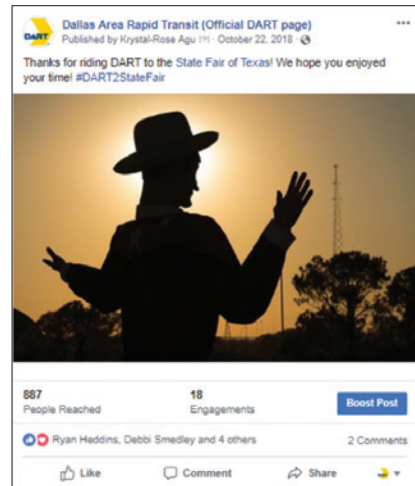
- Fair attendance was down nearly 9 percent in 2018, and ridership on rail, bus and TRE was down accordingly 8.6 percent. Ridership numbers:
  - DART Rail: 2.5 million
  - DART bus: 1.7 million
  - TRE: 4.4 million
- Pageviews on DART.org/statefair increased 23.9 percent.
  - Total pageviews for all Fair-related pages on the DART.org website, including the main Fair page and football game pages was 133,450.
- 12 DART Daily articles were viewed 843 times; 27 Facebook posts generated 142,400 impressions; 32 tweets on Twitter earned 77,600 impressions; and 10 Instagram posts received 383 likes and/or comments.
- 40,000 copies each of a Game Day Survival Guide brochure and the Rider Insider brochure were distributed on DART vehicles and to nine downtown Dallas hotels.



## 2018 State Fair of Texas (continued)

### By the Numbers (continued):

- Paid digital ads on Facebook and Twitter generated nearly 2.7 million impressions and over 7,700 clicks.
- Print, digital, radio and signage advertising resulted in 49.5 million impressions.
- Earned article placement in Addison Magazine, Destination DFW, Concierge Connection, Good Life Family and Living Well magazines generated 116,000 impressions.





## Stuff a Bus

Nov. 5 – Dec. 17 • Location: Mockingbird Station

### Project Overview:

DART partnered with K104 and Smooth R&B 105.7 to host a Stuff a Bus event Dec. 14 at Mockingbird Station. North Texans were asked to donate new and unwrapped gifts, as well as blankets and socks.



### Project Elements:

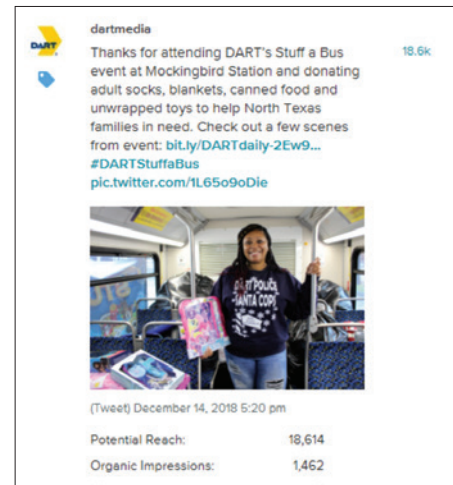
- DART Police selected families and distributed gifts themselves. Officers identified families in need while on duty and out in the community.
- Bus Operations collected blankets and socks, which were distributed to 27 nursing facilities.

### Highlights:

- DART collected 500 blankets and 500 pairs of socks for the nursing homes and received an abundance of toys and canned goods.
- News coverage on Fox 4 News, CBS 11 News, NBC 5, WBAP News/Talk 820 and KLIF 570 News reached over one million people.
- During the Nov. 5 to Dec. 17 promotional period, our Stuff a Bus posts on Instagram represented 31 percent of impressions, 31.4 percent of reach and 61 percent of engagements.

### By the Numbers:

- Eight Facebook posts generated 9,496 impressions and reached nearly 7,000 people.
- Eight Twitter posts earned nearly 16,000 impressions and had a potential reach of more than 497,000 people.
- DART posted 11 Instagram stories and one regular post. Instagram stories are moments captured and shared at the top of one's Instagram page. Combined, these posts generated 3,217 impressions, reached 2,498 people and earned 1,729 engagements.



## GoPass® Tap Card Launch

Nov. 30, 2018

### Project Overview:

Created awareness and adoption of our new reloadable GoPass Tap transit card.

### Project Elements:

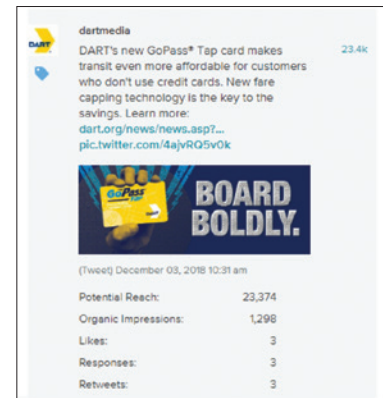
- Internal communication plan
- Divisional employee roadshow prior to launch
- Marketing efforts that targeted current cash paying customers
- Animated “How to Ride” video for riders
- Activation events at top cash-sales platforms and bus routes
- Akard Station marketing banners and window decals
- Reduced-fare rider education and GoPass Tap card registration
- Press releases issued by DART and Pay Near Me
- Media relations targeting local and trade media
- DART advertising assets including Bus Kings, Ultra Super Kings, and Ultra Headliner exteriors; bus and rail interiors, INFOtransit digital signage on buses, corner markers, Rail Ultra Super Kings and windscreens

### Highlights:

- Development of campaign creative messages that resonated well with riders:
  - UnCash Your Commute
  - Board Boldly

### By the Numbers:

- Signage: 1,322 units
  - Market value: \$550,122
  - Impressions: 17.3 million
- Three posts on Facebook generated 15,487 impressions, a reach of 8,932 and 174 engagements, and three tweets on Twitter generated more than 4,000 impressions.
- Two DART Daily articles were viewed 253 times.



## Human Capital Recruitment Campaign

### Project Overview:

DART recognizes the need to bring an extraordinary array of talent to the workforce. The recruitment campaign concept and creative focused on:

- Building awareness that DART is actively recruiting and hiring
- Driving applicants to [DART.org/employment](http://DART.org/employment)

### Project Elements:

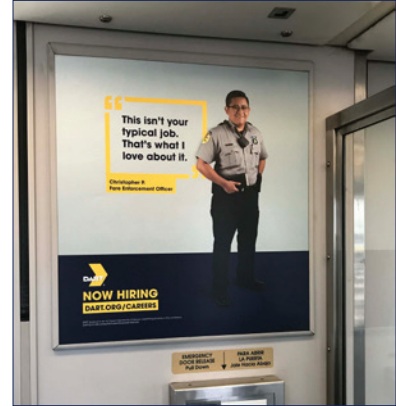
- Bus and rail interiors, INFOtransit digital signage on buses, corner markers and windscreens

### Highlights:

- Campaign features actual employees from headquarters, police, fare enforcement and operators with lifestyle quotes on why they chose DART for their career.

### By the Numbers:

- Signage: 882 units
  - Market value: \$256,698
  - Impressions: 8 million





## AURORA Art Festival

Nov. 3, 2018 • Location: Downtown Dallas

### Project Overview:

AURORA is a biennial public art event, featuring interactive light, video and sound art by a selection of leading international and local artists at locations across downtown Dallas. The free public event presents an expansive curation of interactive light, video, sound and performance artworks, transforming downtown Dallas into an indoor/outdoor presentation space for public art.



### Project Elements:

- DART expanded our footprint at the event to showcase the D-Link electric bus with futuristic lighting designed by AURORA.
  - The onsite presentation was a big hit with many positive comments about DART and D-Link service.
  - Visitors also received themed promotional items for showing their DART pass.



### Highlights:

- The public art event was expanded to include a week of citywide programs of collateral, events, installations and exhibitions.
- The main exhibition and show was held at City Hall Plaza and surrounding streets for a stunning evening.
- Even though a severe thunderstorm cut the event short, AURORA welcomed 45,000 attendees and featured 22 artists from seven countries.



### By the Numbers:

- Four posts on Facebook and Twitter generated nearly 12,000 impressions and reached more than 57,000 people.
- One Instagram post earned 499 impressions, generated 70 engagements and reached 379 people.

## Dallas Holiday Parade

Dec. 1, 2018 • Location: Downtown Dallas

### Project Overview:

DART was an official sponsor of the Holiday Parade event and a Participating organization with float presence during the parade.



### Project Elements:

- Featured on DART GoPass® app
- DART.org/specialevents
- Social and digital media
- 460 day passes for use by clowns and parade volunteers
- DART instructions on parade website
- DART recommended in email marketing to reserved bleacher seat ticket holders

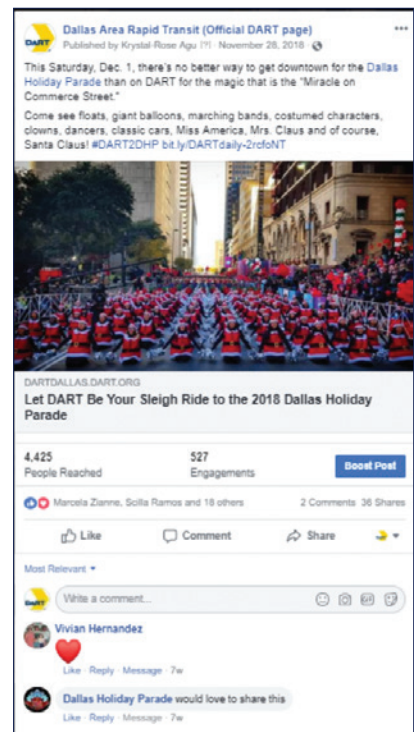


### Highlights:

- The largest Dallas Holiday Parade to date, and DART was very well received.
- The DART team included a “spokesmodel” and 12 employees to walk in the parade.
- Promotion for the 2018 Dallas Holiday Parade on DART’s social and digital channels spanned Nov. 15-30, 2018.

### By the Numbers:

- More than 450,000 people attended the parade.
- DART’s parade team grew by five people this year.
- Four Facebook posts generated 9,130 impressions, a reach of 6,708 and 237 engagements; five tweets on Twitter earned 7,028 impressions and a potential reach of 73,847, and one Instagram post generated 678 impressions, 31 engagements and a reach of 534.
- Three posts on DART Daily were viewed more than 300 times.



# Airport Marketing

## Project Overview:

Promoted riding DART to both Dallas/Fort Worth International Airport and Dallas Love Field.

## Project Elements:

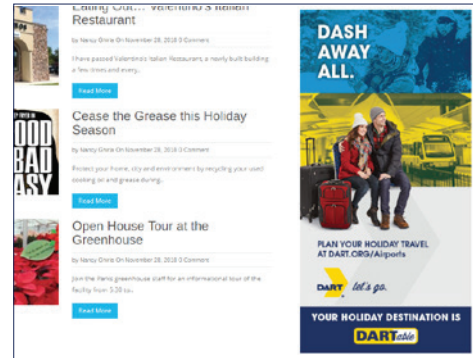
- Print, online and outdoor digital
- Hispanic television
- Windscreens and INFOtransit digital signage on buses and corner markers

## Highlights:

- Campaign featured new DARTable creative
- Campaign targeted moms, families and business travelers.

## By the Numbers:

- Media: 438,392 spots/ads
  - Market value: \$151,128
  - Impressions: 60 million
- Signage: 23 units
  - Market value: \$60,450
  - Impressions: 4.8 million





## Transit Education

*Year-Around Program • Location: Service Area Cities and Beyond*

### Project Overview:

The Transit Education program staff began the fiscal year with a robust community presence at schools, organizations, faith-based institutions and community events. The team's activity spanned seven cities in 35 different zip codes, and staff provided education and awareness to 34,311 people.

In addition, the team managed inquiries and early entries for the 2019 Student Art Contest, and hosted its kickoff partner planning meeting for the 2019 Older Americans Month Information and Health Fair.

### Project Elements:

- Transit Education webpage
- Social and digital media promotion of Student Art Contest
- Student Art Contest print/TV ads
- Press Release for Stuff a Bus at S. S. Conner Elementary
- KDFW TV – Stuff a Bus at S. S. Conner Elementary

### Highlights:

- For the fourth year, Transit Education supported a Stuff a Bus for S. S. Conner Elementary in the Dallas Independent School District.
  - Students stuffed the bus with books and toys that were delivered to The Bridge, an innovative homeless recovery center in downtown Dallas.
  - Fox 4 covered the event on News at 6 and Good Day at 7, and this media coverage generated 173,455 impressions.
- Transit Education supported the Mayor's Star Council DART Bus Stop Project.



## Transit Education (continued)

### By the Numbers:

- 76 community outreach programs
- 34,311 face-to-face impressions
  - 9,817 elementary school students; 4,373 middle school students; and 2,834 high school students
  - 13,013 adults
  - 4,275 senior citizens
- 7,041 Transit Education webpage views
- 11 Student Art Contest media partners
  - Media value: \$184,603
  - Impressions: 15.5 million
- Print media: 11 ads
  - Market value: \$21,208
  - Impressions: 1.6 million
- Seven Student Art Contest tweets on Twitter have generated 9,283 impressions and a potential reach of more than 97,000; and four posts on Facebook have generated 9,687 impressions, 227 engagements and a reach of 6,963.
- Four Student Art Contest Instagram stories have generated 725 impressions, 479 engagements and a reach of 603; and a video posted on Instagram generated 453 impressions and a reach of 315.
- Three Student Art Contest stories on DART Daily have been viewed nearly 300 times.



**Poco rigor en la formación de los guardias**

Caso XTC Colaborar revela limitaciones en preparación

Los policías de guardias están en un momento crítico de su formación, según un informe de la XTC Colaborar, una organización que promueve la transparencia y la responsabilidad en el gobierno.

El informe dice haber recibido 24 quejas de incumplimiento de los estándares de formación de guardias, que participan en actividades de seguridad de alto riesgo desde el inicio de 2018 hasta mediados de octubre de 2018.

Algunos de los problemas de seguridad más comunes que se mencionaron en el informe incluyen:

- Falta de capacitación adecuada.
- Falta de supervisión adecuada.
- Falta de comunicación adecuada.
- Falta de documentación adecuada.

El informe también menciona que algunos de los guardias no recibieron la capacitación necesaria para manejar situaciones de alta tensión o para usar el arma de fuego.

El informe concluye que la XTC Colaborar recomienda que el departamento de policía tome medidas para mejorar la formación de los guardias, incluyendo la implementación de programas de capacitación más rigurosos y la contratación de personal adicional para supervisar a los guardias.

**Líder de Southwest reinventó la industria**

El líder de Southwest Airlines, Herb Kelleher, es conocido por su enfoque innovador y su compromiso con el cliente. Su filosofía de negocio se basó en la simplicidad y la eficiencia, lo que permitió a Southwest convertirse en una de las aerolíneas más exitosas del mundo.

Kelleher revolucionó la industria aérea al introducir el concepto de "no-hubs", lo que permitió a Southwest operar rutas directas entre ciudades, reduciendo los tiempos de viaje y los costos. Además, se enfocó en proporcionar un excelente servicio al cliente, lo que generó una alta fidelidad entre los pasajeros.

Gracias a su liderazgo, Southwest se convirtió en una empresa modelo de innovación y servicio al cliente en la industria aérea.

**¡CONVOCAMOS A TODOS LOS ARTISTAS JOVENES!**

Temas: "Mi próximo paréntesis"

Fecha límite: 25 de enero de 2019

**CONCURSO DE ARTE ESTUDIANTIL DE DART, EDICIÓN 2019**

Patrocinadores: DART, DART.org/artcontest, DART Let's go.

AMy HSU Patnaik Law Office

Alameda de Integridad

Consejo Regulatorio de la Industria Aeronáutica

El presente informe fue elaborado por el Comité de Asesoría de la XTC Colaborar, una organización que promueve la transparencia y la responsabilidad en el gobierno.

214-971-9416

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## Media Relations – Earned Media

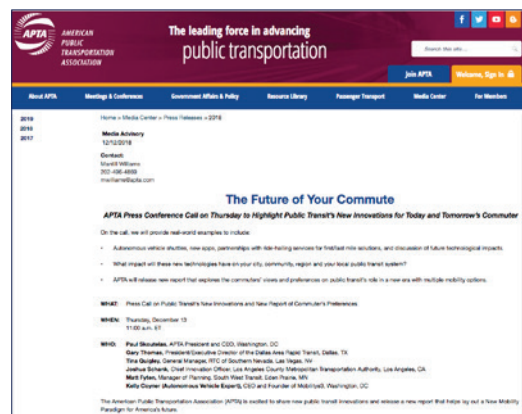
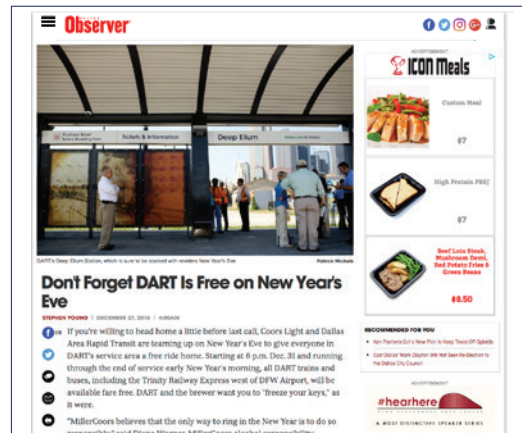
### Project Overview:

DART's media relations team proactively works 24 hours a day, seven days a week, to keep the public informed of any events, incidents, activities, facilities, equipment, plans or employees that could result in social, local, national or international media coverage.

### Project Elements:

DART issued press releases, rider alerts and DART Daily articles:

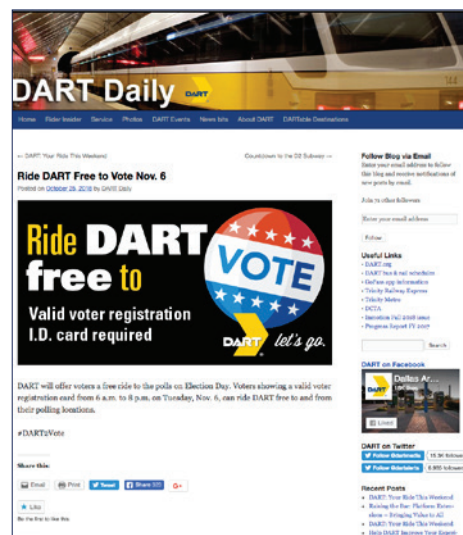
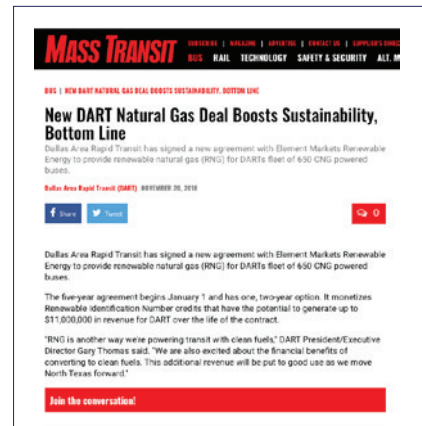
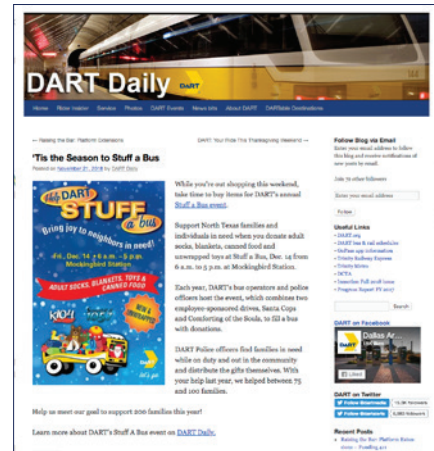
- Routes 410, 486 To Switch Bays at Forest/Jupiter Station, Effective Monday, January 14, 2019 (12/31)
- What's in store for 2019? (12/31)
- DART Employees Driving Support to Needy North Texas Families (12/21)
- DART Employees Moving Busloads of Food for North Texans in Need (12/19)
- DART, Coors Light to 'Freeze the Keys' New Year's Eve (12/17)
- Dallas students stuffing a DART bus with holiday cheer (12/14)
- Nearly 80 Percent of Commuters See Public Transit as Backbone of Lifestyle that Includes Ride-hailing, AVs, and Emerging Technologies, According to New Study (12/13)
- Coors Light Freezes the Keys on New Year's Eve, Provides Free Rides on DART (12/13)
- APTA Press Conference Call: The Future of Your Commute (12/12)
- Stuff a Bus Activity Could Impact On-Call Stops at Mockingbird Station, Effective Friday, December 14, 2018 (12/10)
- DART and TRE reindeer, sleighs getting a rest at Christmas (12/10)



## Media Relations – Earned Media (continued)

### Project Elements (continued):

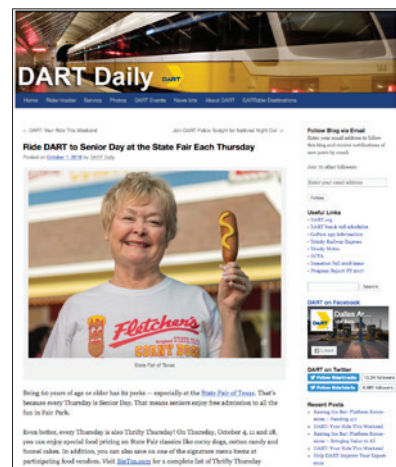
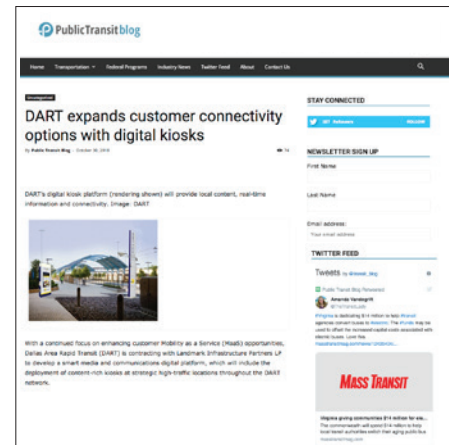
- Buses to Replace TRE Trains Between Three Stations During TEXRail Construction, effective all-day Wednesday through Saturday, Dec. 12-15, 2018 (12/10)
- Raising the Bar: Platform Extensions - Getting ready for three-car trains (12/4)
- Cash Customers Benefitting from New DART GoPass Tap Card (12/3)
- Green Line Trains, Bus Routes to be Impacted by BMW Dallas Marathon Run, Effective Sunday, December 9, 2018 (11/27)
- DART's Annual Holiday Stuff a Bus Event Returns December 14 (11/27)
- Farmers Branch Tree Lighting Ceremonies to Close Denton Drive, Effective Saturday, December 1, 2018 (11/20)
- New Natural Gas Deal Boosts DART Sustainability, Bottom Line (11/19)
- Downtown Dallas Bus Routes to be Detoured During Holiday Parade, Extra Rail Service Added, Effective Sat, Dec 1, 2018 (11/19)
- DART announces Thanksgiving holiday service schedule (11/13)
- Bus Riders Advised of Detours During Annual Turkey Trot, Effective November 22, 2018 (11/13)
- Buses to Replace TRE Trains Between Three Stations During TEXRail Construction, Effective All Day, Saturday, November 17, 2018 (11/12)
- Are you ready for the Cotton Belt? (11/12)
- DART's Holiday Travel Guide (11/9)
- Downtown Bus Riders Should Prepare for Detours During Dallas Veterans Day Parade on Mon, Nov. 12 (11/9)
- Voters Ride Free on Election Day (11/5)



## Media Relations – Earned Media (continued)

### Project Elements (continued):

- Bus Riders Should Prepare for Detours During the Dallas Bike Ride on Saturday, November 3, 2018 (11/1)
- Construction Project to Disrupt Orange Line on Saturday, November 3, 2018 (11/1)
- DART Expands Customer Connectivity Options with Digital Kiosks (10/30)
- Countdown to the D2 Subway (10/26)
- Help ID a Suspect (10/23)
- DART Board Selects Officers for Fiscal Year 2019 (10/23)
- DART Partners with Union Gospel Mission Dallas for Employment Opportunities for Mission Men and Women (10/22)
- DART is Calling All Young Artists to Make Their Masterpiece (10/18)
- Construction Projects to Disrupt Orange Line Over Two-Week Period, Effective October 27-28, November 3-4, 2018 (10/17)
- Wanted: Student Artists (10/17)
- Westmoreland Station Celebrates the Hispanic Heritage of West Oak Cliff (10/9)
- DART, DCTA and Lyft Challenge Dallas-Fort Worth Residents to Ditch Their Car for 30 Days (10/9)
- Mesquite COMPASS - DART Express Bus Route 282 Service Public Meeting, Tuesday, Oct. 23, 7 p.m., Mesquite Arts Center (10/8)
- Ride DART to Senior Day at the State Fair Each Thursday (10/2)
- Join DART Police Tonight for National Night Out (10/2)
- TRE to Offer Special Service for Texas-Oklahoma Game Oct. 6 (10/2)

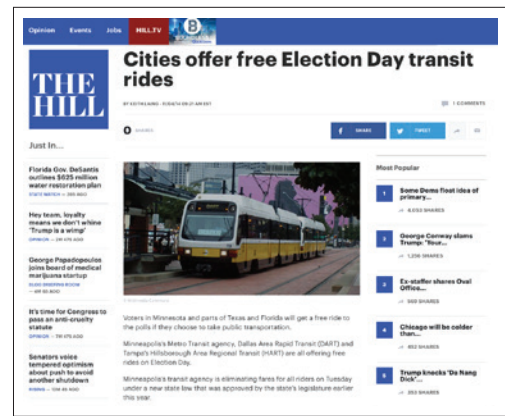




## Media Relations – Earned Media (continued)

### Highlights:

- One of the nation’s fastest growing logistics and distribution centers is in southern Dallas and mostly outside the regular service area of DART. With many operations employing a few hundred people over nontraditional hours, there isn’t enough ridership to justify regular service with a full bus. So, DART developed a successful on-demand service through a smartphone app. The Dallas Inland Port “GoLink” service makes about 50 trips a day and costs DART an additional \$150,000 annually.
  - 104 million impressions, including a placement in the Wall Street Journal
- A valid voter registration card was all you needed for a free ticket to ride Dallas Area Rapid Transit (DART) from 6 a.m. to 8 p.m. on Election Day, Nov. 6. The long-standing tradition by DART helped make it easier for people to get to the polls. On election day riders rode DART bus, light rail, Paratransit and Trinity Railway Express commuter rail between CentrePort/DFW Airport station and Union Station.
  - 60 million impressions
- Miller Coors and DART teamed up on New Year's Eve to give everyone a free ride home. Starting at 6 p.m. Dec. 31 and running through the end of service early New Year's morning, all DART trains and buses, including the Trinity Railway Express west of DFW Airport, were free. DART and the brewer wanted you to "freeze your keys."
  - 12 million impressions



## Media Relations – Earned Media (continued)

### By the Numbers:

- October – Broadcast

- o 1 million Positive
- o 1.1 million Neutral
- o 1.8 million Negative

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**3.9 million Total Viewers/Impressions**

- October - Print/Online

- o 16.2 million Positive
- o 27 million Neutral
- o 3.6 million Negative

---

**46.8 million Total Viewers/Impressions**

- November – Broadcast

- o 2 million Positive
- o 785,700 Neutral
- o 1.8 million Negative

---

**4.5 million Total Viewers/Impressions**

- November - Print/Online

- o 167 million Positive
- o 120 million Neutral
- o 24.8 million Negative

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**311.8 million Total Viewers/Impressions**

- December – Broadcast

- o 4.2 million Positive
- o 585,053 Neutral
- o 1.4 million Negative

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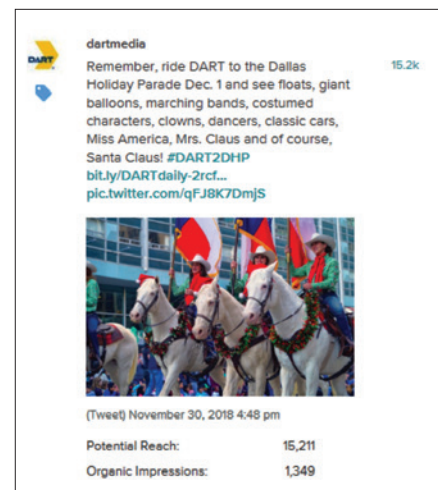
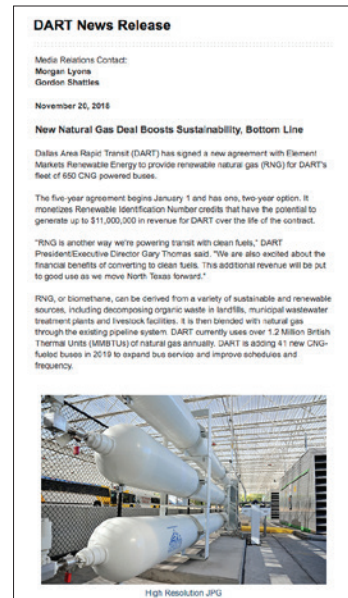
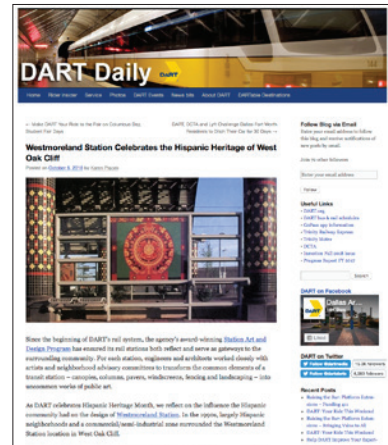
**6.2 million Total Viewers/Impressions**

- December - Print/Online

- o 184.2 million Positive
- o 10 million Neutral
- o 4 million Negative

---

**198.2 million Total Viewers/Impressions**



## Media Print

### Project Overview:

- Promoted campaigns during first quarter included:
  - Discover DARTable – Airport Holiday
  - Discover DARTable generic
  - D-Link
  - State Fair 2018
  - Stuff a Bus
  - Student Art Contest
  - E-Pass
  - TRE



### Project Elements:

- Print, outdoor, radio and TV
- Online, mobile and social media

### Highlights:

- Leveraged partnerships to get free insertions promoting the Student Art Contest, Stuff a Bus and State Fair of Texas.
  - Market value: \$231,203
  - Impressions: 17.2 million



### By the Numbers:

- 1.3 million ads
  - Market value: \$632,223
  - Impressions: 130.7 million





## Ongoing Revenue

October – December 2018

### Project Overview:

The Advertising revenue program generates non-fare-based revenue through sale of advertising on the interiors and exteriors of DART's bus and rail fleets and at transit locations conversely, while the focus of the Employer Pass Program is to recruit larger groups of riders to generate a dependable revenue stream.



### Highlights:

Advertising Revenue Program:

- Revenue to DART increased 2.6 percent despite a decline in sales of 16 percent compared to the same year ago period.
  - Contributing to the decline was a continuing migration of advertising dollars to digital media and the lagging effect of reorganization at DART's sales vendor, Intersection Media.
  - DART does not currently have digital media options in its portfolio, but digital ads will be made available on the bus fleets' INFOtransit digital screens beginning in Q2 FY 2019 and later on the interactive kiosks.
- The Miller Coors Free Ride New Year's Eve partnership entered its fourth year, providing a worthwhile public safety amenity and revenue to DART from pass sales underwritten by the sponsor, and additional revenue to DART through advertising.



Employer Pass Program:

- This program grew in riders for the first time since 2015, when many government agency customers converted to a pay-by-the-month transportation benefit system.
- DART's financial system is not equipped at this time to process monthly payment for annual pass customers; however, DART's Market Development/Sales and the Finance departments will conduct a pilot project for this option in 2019.
  - If successful, this should lead to a return of several thousand government employees, as well as the addition of large private sector employers whose benefits systems operate on a monthly basis.

## Ongoing Revenue (continued)

### By the Numbers:

#### Advertising Revenue Program:

- DART received \$987,501 in revenue from advertising in Q1 FY 2019, compared to \$962,499 in the same period last year, an increase of 2.6 percent.
- Advertising sales totaled \$1.1 million, which was down from \$1.3 million the prior year – a decrease of 16 percent.



#### Employer Pass Program:

- In the first nine months of 2018, annual pass sales were 13,669, which exceeded 2017 sales of 13,390.
- 192 companies participated in 2018, compared to 197 in 2017.





## Community Engagement

October – December 2018

### Project Overview:

Community Engagement representatives offered card registration for participants, and presented GoPass® Tap Card overviews, including:

- Instructions and demonstrations on how to use the cards.
- Information on new fare structure and passes.



### Project Elements:

- Presentations at the following locations:
  - Larry Johnson Recreation Center, Nov. 14
  - Martin Luther King, Jr. Community Center, Nov. 20
  - Brady Marrillac Center, Nov. 26
  - Park South Family YMCA, Nov. 28
  - Thurgood Marshall Recreation Center, Dec. 3
  - Sunrise Senior Center, Dec. 6
  - Farmers Branch Senior Center, Dec. 19



### By the Numbers:

- Over 100 people received information on GoPass Tap cards, GoPass app and fare change at these locations from November to December 2018.
- More than 30 people attended the presentation at Brady Marrillac Center.

## Customer Service

October – November 2018

### Project Overview:

Customer Service celebrated Customer Service Week Oct. 1-5. The theme was Excellence Happens Here/ We Are All STAR – playing on a Hollywood theme.

### Project Elements:

- Between Oct. 1-5, daily competitions were held, and Customer Service employees dressed up for the Hollywood theme of the day.
  - First, second and third place winners were announced daily.
  - Judges were from other departments.
- Each pod, or work area, (there are five representatives in each pod) also competed by decorating their respective spaces.
  - A contest was held on the last day of the celebration and employees from other departments served as judges.

### Highlights:

- In addition to Customer Service Week, the division celebrated International Men's Day on Nov. 19.
  - Nevin Grinnell, VP and CMO, was honored at the celebration for his great leadership.
  - All male employees in Customer Service were treated to lunch.
  - There also was a tie-tying competition to see who was the fastest.
    - Willie Cambell was the winner.



## Table of Contents

### Section 4 – Planning Progress

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P&D7	Bicycle Pedestrian Program Development
P&D9	Construction and Installation of Standard Shelters
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P&D13	Bus Corridor Concept Development
P&D15	Downtown Dallas Circulator Options
P&D17	Five-Year Action Plan Score Card

# Executive Summary

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

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

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

- ✓ *Service Planning & Scheduling performs specific functions to include short-range and 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 increased and continues to be strong. On February 12, 2019, DART Board approved funding to increase the contract value to add 3 additional buses for the service demand.
- **Shuttle Service & Ridership:**
  - ✓ **STAR Transit - Mesquite:** Average daily ridership during 1Q19 was 144 passengers in October; 134 in November; and 120 in December. This showed an increase over the same three months in FY 2018 (65, 55, 106). The City of Mesquite and STAR Transit held a public meeting on October 23, 2018 regarding the additional stops at Walmart and Mesquite Rodeo. After receiving feedback from the public, the City of Mesquite decided to make no changes on the existing route.
  - ✓ **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

# Executive Summary

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adjustments were implemented in March 2017 to provide consistent daytime frequency on weekends. Route 704 average weekday ridership was 1,480 in October; 1,361 in November, and 1,448 in December. Route 705 average weekday ridership was 228 in October; 384 in November, and 403 in December.

- ✓ Park Cities: Average weekday ridership during first quarter FY 2019 was 11 passenger trips per day during October; 11 passenger trips during November; and 9 passenger trips during December. This showed an increase compared to the same three months in FY 2018 (8, 10, 9).
- ✓ Amazon Shuttle: GoLink ridership for Amazon continued to increase during 1Q19. Average daily ridership during 1Q19 was 52 passengers in October; 54 in November; and 46 in December. DART and Amazon discuss adding a shelter on site property for GoLink riders. Amazon will procure a contractor to construct the pad/sidewalk. The shelter will be provided by DART early in 2019.
- On-Time-Performance (OTP) Projects:
  - ✓ 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 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 1Q19 averaged 81.23%; first quarter numbers are usually lower than the rest of the year due to the impact of State Fair ridership and traffic. Light rail OTP for 1Q19 averaged 89.59%.
  - ✓ During 1Q19, staff developed a baseline evaluation of all bus routes using new Tableau reports. Staff also tested Swiftly software which includes new tools for improved development of running times. The results of FY18 showed improved performance in OTP for the 1Q19.
  - ✓ Legacy: The Legacy TMA was formed in the 1Q19. DART agreed to provide funding to the TMA and one DART staff person will serve on the TMA.
  - ✓ The Microtransit pilot project was implemented October 2018 (1Q19). Other pilot tests of the service were implemented in Plano. Results in 2019 showed increased ridership. A survey of customer satisfactory will be implemented in the 2Q19.
- Special Events:
  - ✓ State Fair: The 2018 State Fair of Texas began on Friday, September 28, and extended through Sunday, October 21. 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.
  - ✓ New Year's Eve: Special service proceeded with the same corporate sponsor as in previous years. The sponsor provided free rides on the network from 6:00 p.m. until the end of service. Rail service was also extended later, same as the previous year, and no extension of bus service. Midnight fireworks were provided, though none of the official viewing locations were on the rail network.

# Executive Summary

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- ✓ Other Special Events: The BMW Dallas Runs (Marathon, 5K, and 10K) were held on Saturday December 9. The Green Line was serviced, requiring a bus bridge between Baylor and Fair Park Stations. Extra trains were operated on that day, as well as November 22 (Turkey Trot Run) and December 1 (Dallas Holiday Parade).
- 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 was implemented December 2018. 4 Enhanced Bus Shelters will be installed in FY19.
- 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. By the end of 1Q19, ridership had not reached the desired levels. A public hearing was called for ending D-Link in FY19 and potentially replacing it with an on-demand service approved in 1Q19. Ridership analysis in early FY19 showed that while ridership had increased, it did not meet the Board goals.
- Vanpool Program: An EPR was created this reporting period to seek proposals for the Vanpool Program. The 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 and consultation. The completion of the 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 Vehicles (SUV's) that were formerly restricted as ineligible are now considered as legal vanpools under the Buy America waiver. DART is currently meeting with Trinity Metro 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 FY19. During FY19 DART will work on the development of a new Transit Service Plan. This Plan will govern future bus service changes throughout the DART service area. As part of the planning effort, DART will evaluate the current system, solicit public stakeholder comments, rider input on potential changes, and develop alternative service strategies for consideration. We expect a draft Service Plan to be completed in late 3Q19.
- Service Standards: The Board of Directors adopted the new revised Standards at the October 9, 2018 meeting. The revised Standards includes several changes. Highlights include the definition and service category of Core Frequent Route Network, Route Restructuring (for more frequent service and wider service spans), Schedule Adjustments and the Realignment of Express Routes to Transit Centers and Stations. Revisions to the Route Performance Measurement System; and a new Point-based System for placement of amenities was also revised. The new Standards will form the support for a number of other service planning efforts in FY19.
- Regional Service Policy and Operations: Four cities maintain contracts with the DART Mobility Services LGC in FY19 including Mesquite, Allen, Wylie and Fairview. All four contracts will end on September 30, 2019 unless the DART Board agree to extend the



# Executive Summary

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contract. Mesquite completed its Transit System and Financial Plan plus its plan for Membership in 2018. The planning process for Allen, Wylie and Fairview was delayed because Collin County requested that the planning effort be funded and administered by North Central Texas Council of Governments (NCTCOG). This funding was approved in 2019 by the Regional Transportation Council (RTC) and it is anticipated that the funding will be available for planning work in FY20. This delay has prevented Allen, Wylie and Fairview from meeting the requirements of Board Policy III.07 within the required 36 months.

- ✓ The Board planned to discuss the policy in February 2019 to determine if DART would extend the agreements into FY20.
  - ✓ Planning was completed for service for Greenville Economic Development Commission during the 1Q19.
- Plano Senior Rides: No changes were made to the Plano Senior Rides program in 1Q19.
  - DART Rides Program: In the 1Q19, DART expanded the Transit Assistance Program (TAP), to Carrollton, Rowlett, parts of the City of Dallas, part of Addison, Irving, and several other areas. The TAP program is also known as the Taxi Voucher Program.

## *Mobility Program Development*

- 511DFW: The 511DFW website had 2,680,023 hits in 1Q19, and the Phone system received 24,616 calls during the same time. 11,957 incidents reported, road closures, detour information and additional traveler assistance information from TxDOT center-to-center (C2C) and 511DFW's EcoTrafiX were posted on the 511DFW website. 268,826 Waze events (Waze App: used to program travel), were also posted on the 511DFW website during this quarter. 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 and improvements to the 511DFW website with the Interactive Voice Response (IVR) system now includes bilingual (English and Spanish) support for all the components of 511DFW system.
- Integrated Corridor Management Project: The integrated Corridor Management Project on US 75 has ended. In 1Q19, the only remaining work involved the completion of the Rowlett Parking Lot Camera Occupancy lots and testing of the accuracy of the system. At the end of 1Q19, it was determined that the system and entry signage was not working correctly. A plan for correcting the system was developed and will be implemented by Streetline in the 2Q19.
- Rowlett Parking: The Rowlett reserved parking program was managed by the Rowlett Volunteers On Patrol. The program is working well. Lot capacity at the peak periods averages about 85% on weekdays.
- 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 estimates have been developed and shared with Dallas



# Executive Summary

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Public Works for repair and reconstruction of Kiest Blvd from Illinois Avenue to Cedar Crest (specifically between the SOC Bus Facility and Southerland). DART is working with Dallas staff to process the approved ILA by DART Board through the Dallas City Council. This will allow the transfer of funds to the City of Dallas to complete the PASS and Street Repair funding transaction. DART and Garland staff are working together concurrently on 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 DART Board approved a contract to construct 13 Crewroom buildings to address the deficiencies regarding the number of facilities supporting DART's bus operation. At the end of 1Q19, DART has constructed ten Crewrooms at the following locations: Dallas Convention Center, Parkland, Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, 8<sup>th</sup> & Corinth, Glenn Heights and Forest Lane. Six locations are 100% complete and four locations need electric meter by Oncor and water/sewer tie-ins to public mains which are underway. Permit applications for Park Lane and Downtown Carrollton are under review. Project will be completed by 4Q19.
- Standard Shelter Installation: During 1Q19, 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 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. The new amenities contract was awarded in 1Q19.
- Collin County Rides: Ridership for the Collin County Rides (CCR) continued to experience strong ridership growth since the taxi-operated Demand Response Service program began in October 2016. Collin County Rides ridership growth reached 690 in December 2018, the last month of 1Q19.
- Mobility on Demand Pilot Test: DART's Mobility on Demand Sandbox project continued to increase in 1Q19, with GoLink services operating in Rylie-Kleberg, Inland Port, North Central Plano, Rowlett, Legacy and Far North Plano zone. GoLink rebounded in all zones in October 2018 from summer lows, with the exception of the Inland Port Zone. October daily ridership reached 635 overall. GoPool technology was completed and tested, with outreach efforts made to increase the number of drivers. Preparations continued for the fully integrated GoPass 3.0 app to go live February 25, 2019, integrating GoLink and Uber in the first zones.

<b>Strategic Priorities</b>	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
<b>Description</b>	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site-Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson Galatyn Station Shuttle, McKinney Avenue Streetcar and UTD, Parkland Hospital and weekend Inland Port.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1Q19: Additional weekend service were added for Inland Port. GoLink is funded 50% by Amazon.</li><li>• 3Q18: DART has added two more shuttle vendors to the SAM system for contract bidding.</li><li>• 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.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• 1Q19: DFW Airport will relinquish control of the circulator service once TEXRail begins service. Trinity Metro will assume the lead role with DART and DFW as funding partners. A draft ILA is currently being reviewed by the three parties pending further disposition.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• NCTCOG has agreed to fund the DFW Site-Specific Shuttle until a permanent agreement between DART, Trinity Metro and DFW Airport can be negotiated.</li></ul>

**Project Manager(s)** Rob Smith / Dan Dickerson

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<b>Strategic Priorities</b>	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
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1Q19: Halff Associates and NCTCOG continued preliminary planning and design work on Red Line, Blue Line Station Pedestrian areas.</li><li>• 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 Trail/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.</li><li>• 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.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Continue to await station site approval from Capital Planning for Bike Share locations.</li><li>• 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.</li><li>• Additional analysis of the <i>2014 On Board Survey</i> 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.</li></ul>

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### Schedule

- 1Q19: The Trinity Spine Trial Project which will impact Lawnview Station is set to go into the design phase. Internal kickoff meeting is slated for February 22, 2019.
- 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.

### Project Manager(s)

Dan Dickerson / Patricio Gallo

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<b>Strategic Priorities</b>	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
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1Q19: DART Board of Directors approved the revised amenity warrants.</li><li>• 1Q19: Notice to proceed issued for new amenities contract.</li><li>• 1Q19: Board of Directors approved award of new amenities contract.</li><li>• 4Q18: Revised amenity warrants and presented to the DART Board of Directors.</li><li>• 4Q18: Amenities contract RFP issued and advertised to potential vendors.</li><li>• 4Q18: DART, AT&amp;T, City of Dallas and DDI approved alternatives for Commerce &amp; Field Street bus stop.</li><li>• 3Q18: DART, AT&amp;T, City of Dallas and DDI drafted alternatives for Commerce &amp; Field Street bus stop.</li><li>• 3Q18: EPR completed for amenities contract. EPR approved by Finance and Procurement.</li><li>• 2Q18: DART worked with AT&amp;T and City of Dallas to temporarily close and relocate the Commerce &amp; Field bus stop.</li><li>• 2Q18: Issued an interlocal agreement with AT&amp;T to temporary relocate Commerce &amp; Field Street bus stop and develop a permanent shelter solution.</li><li>• 2Q18: Worked with contractors to improve sidewalk and ADA accessibility at three existing shelter locations within the City of Dallas.</li><li>• 2Q18: Scope of work completed for the 2018-2020 shelter contract.</li><li>• 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.</li><li>• 1Q18: Placed 10 shelter pads and installed 10 shelters.</li></ul>

# Construction & Installation of Standard Shelters

Service Planning  
and Scheduling

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**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 3<sup>rd</sup> bid package for placement of a total of 3 shelters and 3 bench pads in Carrollton, Addison, Dallas and Richardson.
- 3Q18: Initiate EPR for a new shelter contract.

**Project Manager(s)** Jennifer Jones

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<b>Strategic Priorities</b>	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
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1Q19: The vanpool fleet noted a slight growth this quarter from 171 vans to 178. To avoid a conflict of interest, the vanpool provider (Enterprise) related that they would not compete for service within DART's service area.</li><li>• 4Q18: 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.</li><li>• 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.</li><li>• 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.</li><li>• 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.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• 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.</li><li>• 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.</li><li>• 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.</li></ul>



- Schedule**
- 1Q19: DART continues to work with Trinity Metro on a joint vanpool procurement. An ILA and Scope of Work is slated for completion around 2Q19. The purpose of the joint procurement is to encourage/entice vanpool vendors outside the region to participate in a competitive bid.
  - 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

- 1Q19: Enhanced Bus Shelters installation is a part of the new amenities contract that was awarded in December 2018.
- 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.

### 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 that DART evaluate the extent of the market for Downtown Dallas shuttles. Specifically, they have requested DART's assistance 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

- 1Q19: Board Approved Public Hearing to end D-Link Service in December 2018.
- 1Q19: D-Link averaged 223 weekday riders, 277 Saturday riders; and 187 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.
- 4Q18: D-Link averaged 312 weekday riders, 401 Saturday riders; and 283 Sunday riders.
- 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.

### 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.

**Project Manager(s)** Hans-Michael Ruthe

# FY 2019 Score Card Five-Year Action Plan

## Service Planning and Scheduling

Objectives	Services	Activities
<b>INCREASE RIDERSHIP</b>		
<ul style="list-style-type: none"> <li><i>Expand Services</i></li> </ul>	Service Changes  Core Frequent Route Network  Route Restructuring  Schedule Adjustments  Realignment of Express Routes to Transit Centers and Stations	<p>Proposed August 2019 service changes were developed and include:</p> <ul style="list-style-type: none"> <li>Core Frequent Route Network changes involving a group of five major routes that would be rescheduled to have frequencies similar to the light rail system – 15 minutes peak, 20 minutes midday, and 20-30 minutes at other times are underway.</li> <li>Route Restructuring also included involves several changes to straighten route alignments and make service more direct.</li> <li>Schedule Adjustments are aimed at improving scheduled recovery time and on time performance of the routes. Many adjustments target peak periods.</li> <li>Realignment of Downtown Express Routes, creating bi-directional routes in Downtown Dallas that should improve reliability and on time performance. Changes to Downtown Express route alignments would affect Routes 205, 206, 208, 210, 278, and 283.</li> </ul>
<ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul>	Improved Passenger Support Facilities	Enhanced Bus Shelters installation is a part of the new amenities contract that was awarded in December 2018.
<b>IMPROVE COST EFFECTIVENESS</b>		
<ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>	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.
	Site-Specific Shuttles	Weekend commuter service in the Inland Port zone began during 1Q19 under a funding partnership with Amazon.

# FY 2019 Score Card Five-Year Action Plan

Service Planning  
and Scheduling

	Non-Traditional Vanpool	Noted a slight increase in the vanpool fleet from 171 to 178 vanpool groups. This was anticipated due to ad campaigns from the previous quarter.
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Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163  
214/749-3278

PDPR-052

**TO:** Distribution

**SUBJECT: FIRST QUARTER FY 2019  
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the First Quarter FY 2019 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 December 31, 2018, including Systems Integration and Real Estate.

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

THM/ta

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# ACRONYMS

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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  
D-B – Design-Build  
DART - Dallas Area Rapid Transit  
DFW - Dallas/Fort Worth  
DGNO - Dallas, Garland & Northeastern Railroad Company  
EA - Environmental Assessment  
EIS - Environmental Impact Statement  
FAA - Federal Aviation Administration  
FEIS - Final Environmental Impact Statement  
FFGA - Full Funding Grant Agreement  
FHWA - Federal Highway Administration  
FRA - Federal Railroad Administration  
FTA - Federal Transit Administration  
FWTA - Fort Worth Transportation Authority (now known as Trinity Metro)  
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  
PMOR – Program Manager/Owner’s Representative  
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

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## **DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2**

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### **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**

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### **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**

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### **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**

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### **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.

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**ADDITIONAL CAPITAL DEVELOPMENT**

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**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.

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**SAFETY & SECURITY PROJECTS**

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**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

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**STREETCAR PROJECTS**

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**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.

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**LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I**

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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).

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**LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II**

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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).

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**LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III**

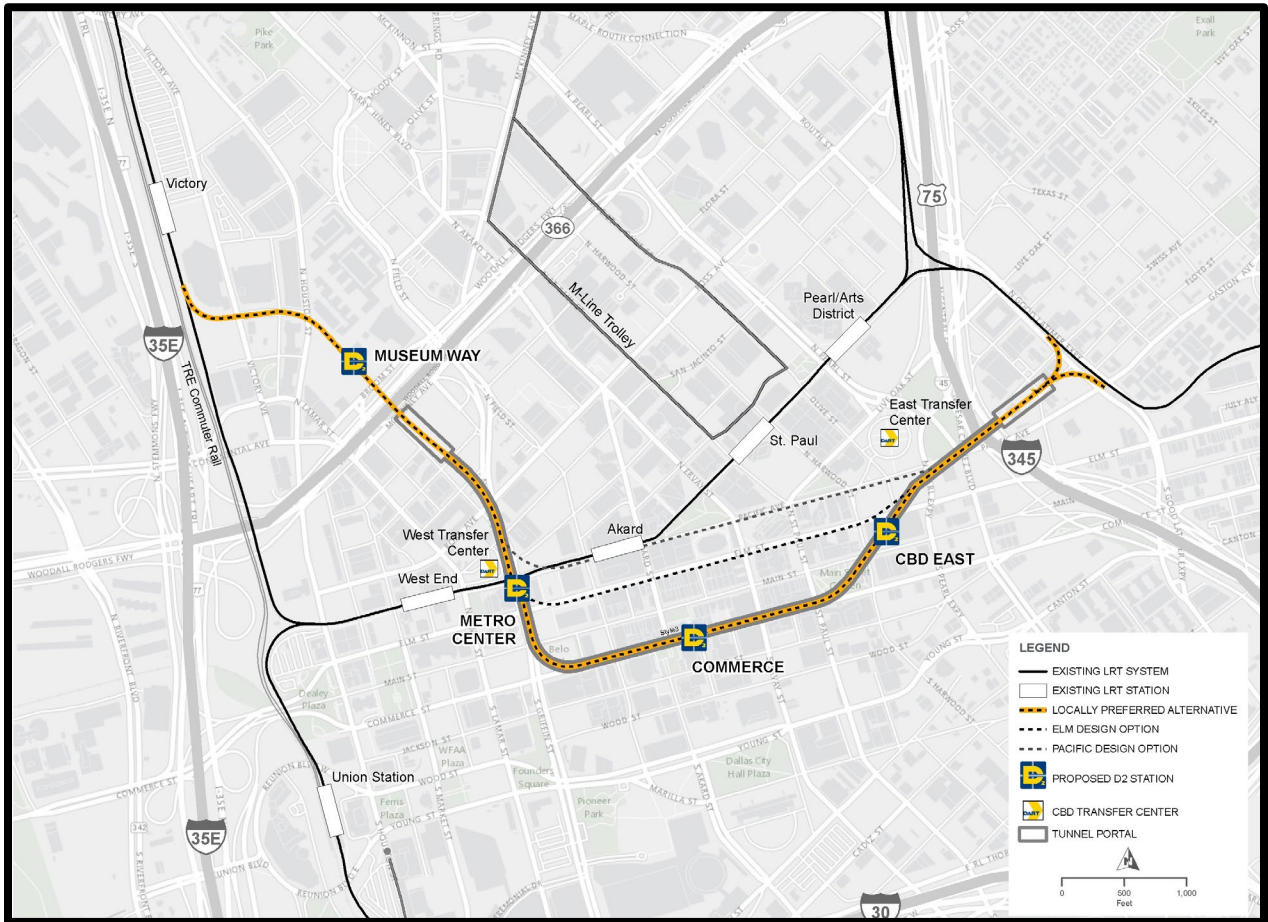
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The LRT Buildout Phase III consisted of the southward 2.6-mile extension of the Blue Line (South Oak Cliff Corridor) to UNT-Dallas, including two new stations.



# Dallas Central Business District (CBD) D2 Alignment

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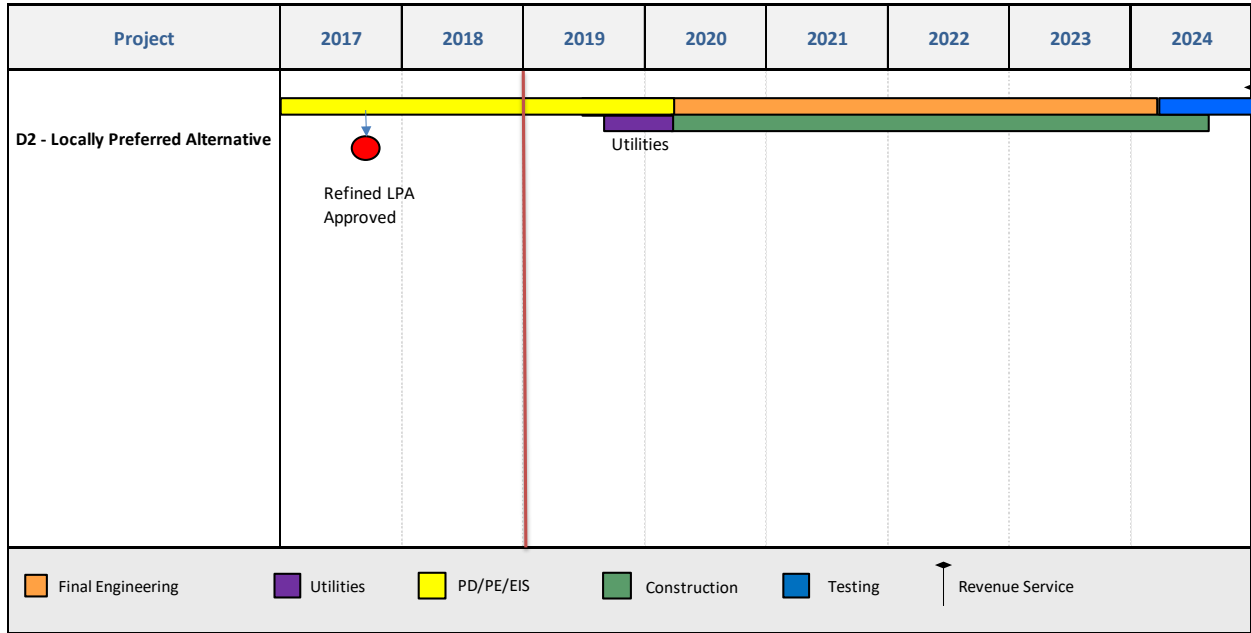


# Summary Control Schedule

D2 Alignment

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

12/31/2018





<b>DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT</b>			
<b>Cost Summary</b>			
<b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
Dallas Central Business District (CBD) D2 <sup>(3)</sup>	\$ 1,412.5	\$ 15.4	\$ 7.3

- 1) Committed values reflect activity through 12/31/18.
- 2) Expended to Date values reflect activity in DART's General Ledger through 12/31/18.
- 3) Control Budget reflects approved FY19 Financial Plan.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) Total FY19 Financial Plan value \$1,489.5 including projected financing costs.

**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

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D2 Alignment

**Status (Continued)** The Project Development (PD) effort is focused on the Commerce Alternative. Current and upcoming work includes: completing 10% design level and completing the individual environmental, existing conditions technical memos by March 2020.

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 October 24, 2018, the project team held its second Stakeholder Committee Meeting. The project team has held project coordination meetings with TxDOT; standing, bi-weekly project briefings with the City of Dallas; and one-on-one Stakeholder meetings on an "as needed" basis.

**Issues** None

# Six-Month Look Ahead

**D2 Alignment**

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

Project	2019					
	January	February	March	April	May	June
D-2						
	<p>Newsletter #2 Distributed Oct 2018</p> <p style="text-align: right;">10% Design will be completed by March 2019</p> <p>Stakeholders Committee Meeting Oct 24, 2018</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>Documentation of Existing Environmental Conditions by February 2019</p>					
 Project Development (Preliminary Engineering/EIS, Public Outreach Activities)						



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

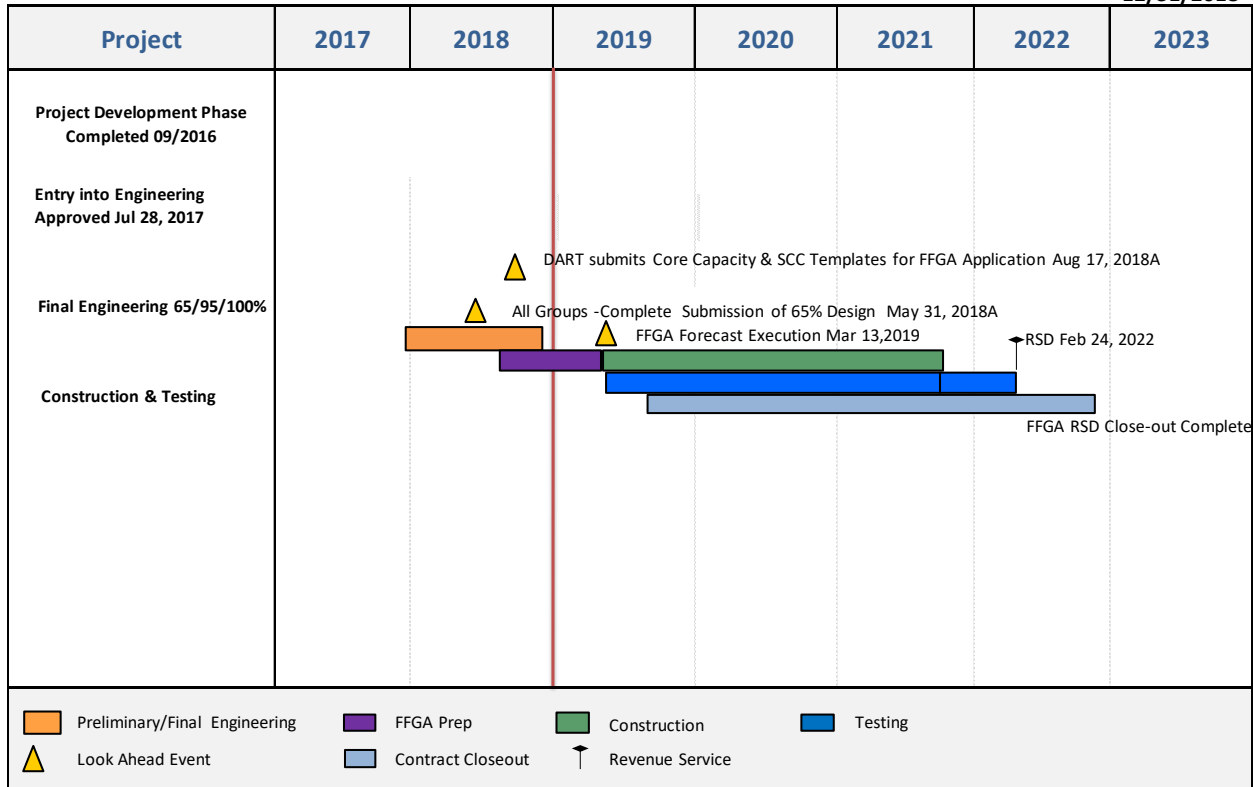
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# Summary Control Schedule

## Interrelated Projects Platform Extensions

### Red and Blue Line Platform Extensions Summary Control Schedule

12/31/2018





# Cost Summary

## Interrelated Projects Platform Extensions

<b>RED &amp; BLUE LINE PLATFORM EXTENSIONS PROJECT</b>			
<b>Cost Summary</b>			
<b>(in millions of dollars)</b>			
	<b>Control Budget</b> <sup>(3, 4, 5)</sup>	<b>Current Commitment</b> <sup>(1)</sup>	<b>Expended to Date</b> <sup>(2)</sup>
Red & Blue Line Platform Extensions	\$ 128.7	\$ 35.1	\$ 22.3

- 1) Committed values reflect activity through 12/31/18.
- 2) Expended to Date values reflect activity in DART's General Ledger through 12/31/18.
- 3) Control Budget reflects Proposed Re-Baseline Budget and FFGA application value submitted on 08/17/18.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) CBD Second Alignment (D2) was removed from the Capital Investment Grant (CIG) Program on 03/20/18 and deleted from this slide.
- 6) Control Budget for Red and Blue Line Platform Extension Project reflects an increase of ≈\$4.2M for Unallocated Contingency identified in DART's Capital Reserves.

**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

# Red & Blue Line Platform Extensions

## Interrelated Projects Platform Extensions

**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.

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.

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

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.

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

**Status (Continued)** On October 30, 2018, the Board authorized award of construction contracts pending FFGA execution. FFGA execution trending to March 2019.

**Issues** **Schedule Mitigation**










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

**FFGA Execution**

The FTA-provided roadmap anticipated execution of the FFGA in March 2019. DART is evaluating next steps due to the government shutdown on December 20, 2018

# Six-Month Look Ahead

## Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS						
Six-Month Look Ahead						
Project	2019					
	January	February	March	April	May	June
<b>Red and Blue Line Platform Extensions - Pre-Construction/Construction Related Activities</b>	CMGC - All Groups Submitted 65% Design NTE Cost Proposals Sep 07, 2018A CMGCs Submit Construction Final Proposal Issue NTP for Construction Group B CMGC  CMGCs Begin Long-Lead Mtl. Procurement  CMGCs - Complete Preconstruction Services CMGC - Groups A- E Continue Preconstruction Services to 100% Design Completion Commence Group B Aerial Station Construction Spring Valley & Walnut Hill (Government Shutdown Impact) Issue NTP for Construction Group E CMGC 					
<b>Red and Blue Line Platform Extensions - Design Related Activities</b>	Group A Designer Issue IFC Drawings Oct 31, 2018A Group B Issue IFC Drawing Oct 19, 2018A Begin DSDC Services  RBPE Final Design Complete Nov 09, 2018A Systems Design IFC Complete Nov 09, 2018A					
<b>Red and Blue Line Platform Extensions - OCIP Procurement Process</b>	Commence OCIP Coverage for RBPE Construction  Marketing/Preproposal Conference London Sep 10, 2018 A NTP OCIP - Completed DART Reviews & Makes Selection Oct 19, 2018A COTW/DART Board Review & Approval OCIP Finance Committee Review & Approves OCIP Nov 13, 2018A OCIP Solicitation Proposals Due Sep 28, 2018A					
<b>Red and Blue Line Platform Extensions - Federal Process</b>	DART Submits SCC Templates for FFGA Application 08/17/18A Executive Branch Review  Commence Congressional 30-Day FFGA Review  RBPE - FFGA Executed (Government Shutdown Impact)  PMOC Risk Analysis and Report to FTA Oct 19, 2018A					
 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 (Dec 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%	90%	
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%	95%	
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%	95%	
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%	95%	
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%	95%	
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

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

- 1) Control Budget reflects approved FY19 Financial Plan value (pending City of Dallas Streetcar Interlocal Agreement Execution).
- 2) Committed values reflect activity through 12/31/18.
- 3) Expended to Date values reflect activity in DART's General Ledger through 12/31/18.

- 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.

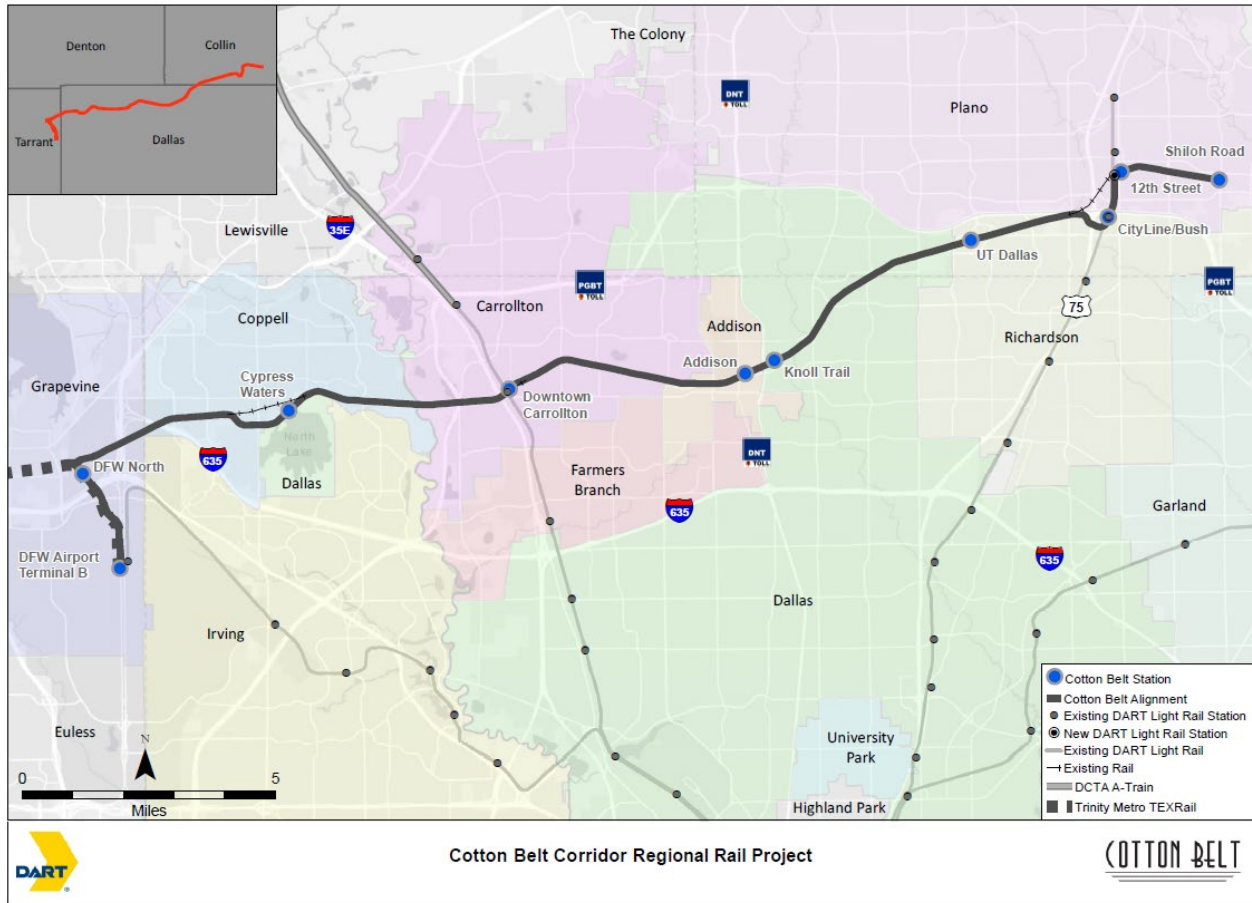


# Commuter Rail

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# Cotton Belt Map

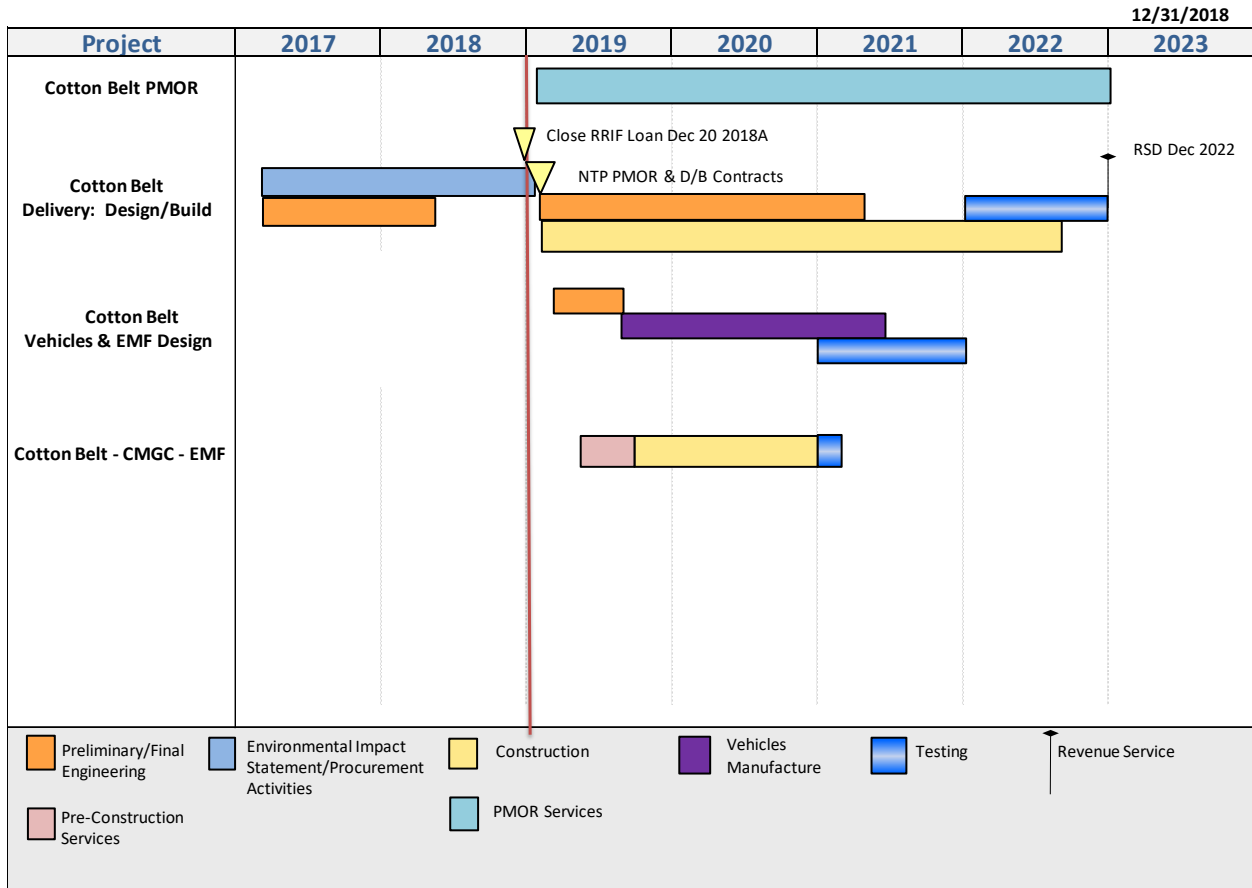
**Commuter  
Rail**



# Summary Control Schedule

Commuter Rail

## Cotton Belt Summary Control Schedule





# Cost Summary

**Commuter  
Rail**

<b>COMMUTER RAIL Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Cotton Belt Corridor Facilities	\$ 1,135.0	\$ 14.0	\$ 7.7

- 1) Expended to date values reflect activity through 12/31/18, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 12/31/18.
- 3) Control Budget reflects Proposed Baseline Budget and FY19 Financial Plan Value.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.

- 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 Agency 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 have been addressed in the Final EIS (FEIS).

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

**Status (Continued)** Since December 2016, DART staff has been coordinating with FTA, FRA, and FAA in a series of One DOT meetings. Moving forward these meetings will only be held as needed.

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 negotiations were completed in November 2018. Board authorization to award contracts was received on December 11, 2018.

On October 12, 2018, two additional solicitations were issued: one for vehicle procurement and Equipment Maintenance Facility (EMF) design and a separate solicitation for construction of the EMF. Proposals are anticipated in January 2019.

DART is coordinating with lending authorities during the application process for the Railroad Rehabilitation & Improvement Financing (RRIF) loan. Confirmation of RRIF loan funding was received on December 20, 2018.

Anticipated date for project completion is December 2022.

**Issues** **Change for Double Track**

The Board requested a cost proposal to increase double tracking in the corridor for consideration at the January 2019 committee meeting.

# Six-Month Look Ahead

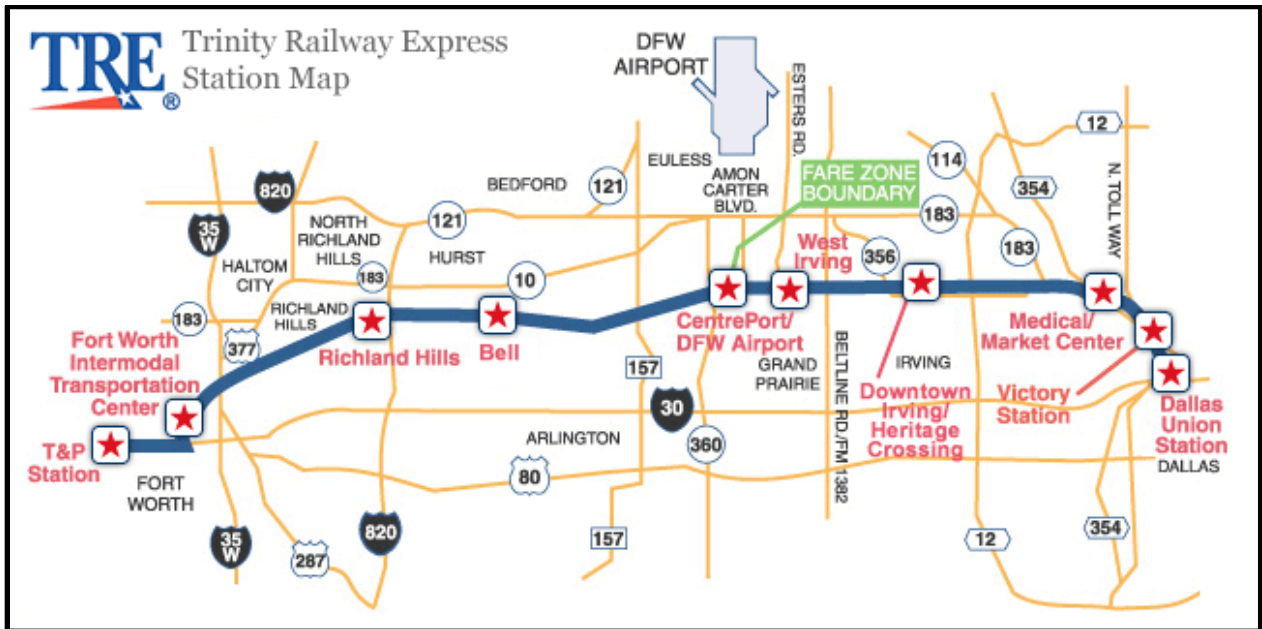
## Cotton Belt Six-Month Look Ahead

Project	2019					
	January	February	March	April	May	June
<b>Cotton Belt - Preliminary Engineering Activities and Environmental Impact Documentation</b>	CCO Committee PMOR/D-B Contracts Nov 13, 2018A Complete Negotiations PMOR/D-B Contracts Sep 30, 2018A COTW/DART Board Approval PMOR/D-B Dec 11,2018A <b>RRIF Loan Closing Dec 20,2018A</b> <div style="text-align: center;">▲ DART Board Briefing</div> Award Cotton Belt PMOR & Design/Build Contracts Dec 11, 2018A					
<b>Cotton Belt - PMOC &amp; D/B</b>	<div style="text-align: center;">▲ NTP PMOR to WSP</div> <div style="text-align: center;">▲ NTP Cotton Belt Design/Build Contract</div>					
<b>Cotton Belt - EMF &amp; Vehicles</b>	<div style="text-align: center;">▲ RFP for Vehicles &amp; EMF Responses Due</div> <div style="text-align: center;">▲ NTP EMF Design &amp; Vehicle Design/Manufacturing</div> <div style="text-align: center;">EMF CM/GC RFP Submissions Due ▲</div> <div style="text-align: center;">▲ EMF CM/GC- Issue RFP</div>					
<div style="display: flex; align-items: center;"> <span style="margin-right: 5px;">▲</span> <span>Look Ahead Event</span> </div>						



# Trinity Railway Express (TRE) Projects

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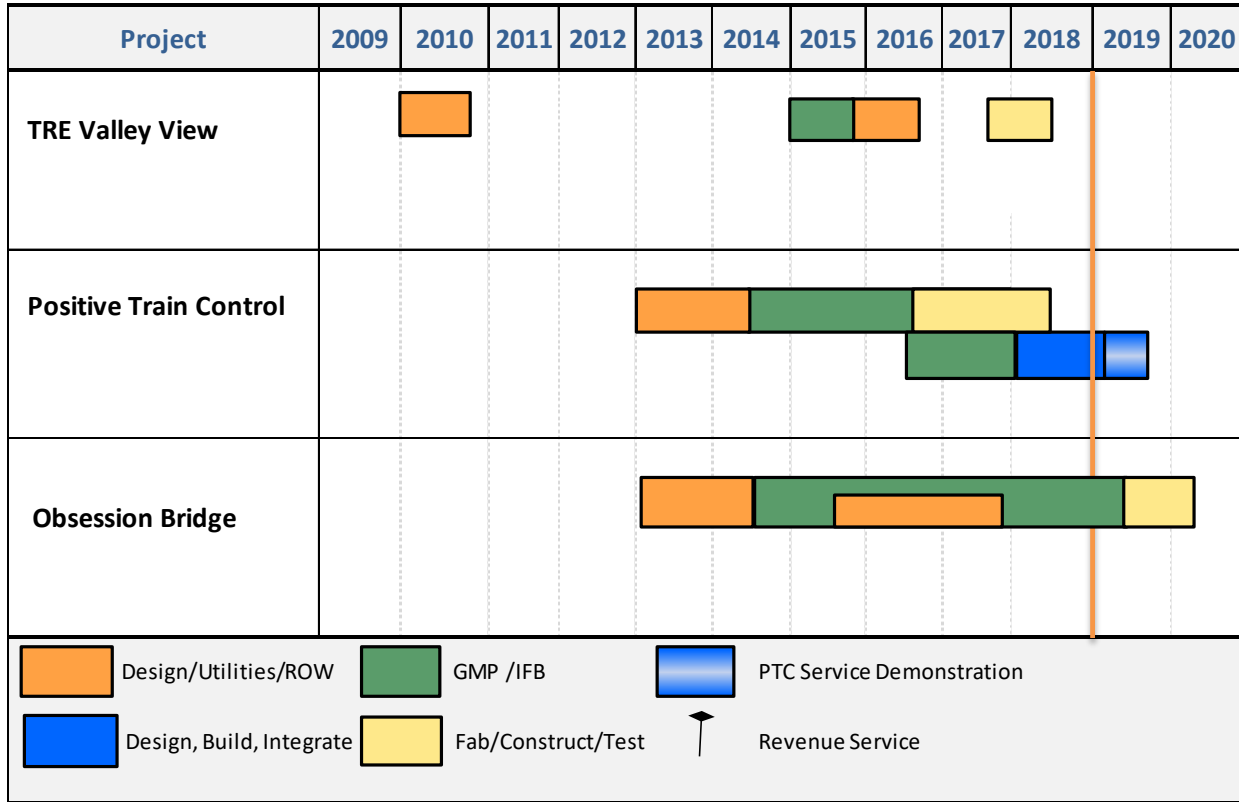


# Summary Control Schedule

TRE Projects

## TRE Projects Summary Control Schedules

12/31/2018





# Cost Summary

## TRE Projects

<b>TRE PROJECTS Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Valley View to West Irving Double Tracking <sup>(3,4,5)</sup>	\$ 22.7	\$ 23.3	\$ 21.9
Positive Train Control (PTC)	34.8	41.0	14.8
TRE Obsession Bridge	9.6	0.6	0.5

- 1) Expended to date values reflect activity through 12/31/18, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 12/31/18.
- 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.

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 100% complete. The contractor completed open items with authorities having jurisdiction in September 2018, including installation of fire lane 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

# Valley View to West Irving Double Tracking

TRE  
Projects

**Status (Continued)** resolved, DART and the contractor are working on resolution of commercial issues by February 2019. Contract closeout is in progress with anticipated close-out in February 2019, 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 February 2019.

**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 31<sup>st</sup> each year; and requires FRA compliance reviews and reports due to Congress by July 1, 2018.

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

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

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

Major testing activities completed includes Critical Feature Validation and Verification, F59PH & Bombardier Cab Car Brake Test consisting of Low Speed (20 mph) and High Speed (79 mph), Route Navigation and Speed Verification, Wayside Interface Unit (WIU) Field Validation and Verification, Lab Integration Nearest Neighbor, Lab Integration End to End – Cycle 1, and Field Integration Testing.

Wabtec has completed installation on 17 of 17 onboard vehicles, 38 of 38 WIUs, and 3 of 3 Base Station 220 MHz data radios.

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

- System Engineering 55% complete
- Test Procedure Development 100% complete
- Engineering Functional Requirements 81% complete
- Track Data Services (GIS) 90% complete

# Positive Train Control (PTC)

**TRE  
Projects**

<b>Status (Continued)</b>	• Communication Implementation	92% complete
	• Wayside Implementation	99% complete
	• Onboard Installation	90% complete
	• Interoperable Train Control Message (ITCM) Hosting	70% complete
	• Back Office System	83% complete
	• System Integration	19% complete
	• Training	88% complete

## **Issues**    Delays

Delays in the delivery of onboard antennas resulted in four vehicles being completed at 95%, with the intent to install the antennas at the end of the installation cycle. Antennas have been delivered, and both antennas have been installed on all the vehicles.

Delays in the release of the CADD files for the Valley View project is impacting the software configuration for the affected Control Points. The final version of the CADD files were delivered for the Valley View project and incorporated in the configuration and testing of the affected Control Points.

**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 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**

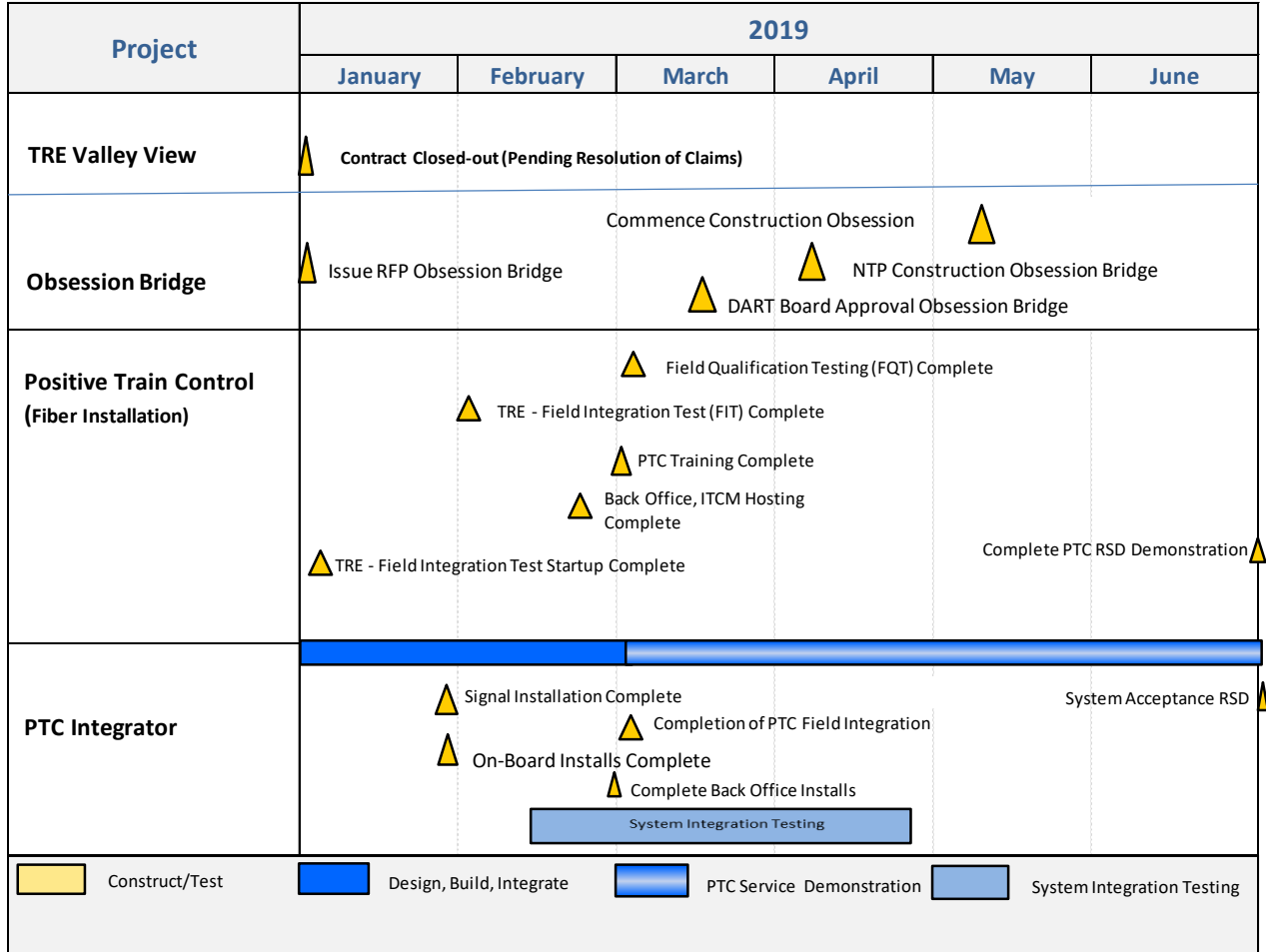
This work will also require coordination with the Army Corp of Engineers and the Environmental Protection Agency and requires a 404 Permit.



# Six-Month Look Ahead

**TRE  
Projects**

## TRE Projects Six-Month Look Ahead



# 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 (Dec 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	\$199,637	\$4,860,029	\$363	100%	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	\$220,397	\$29,185,345	\$939,915			

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

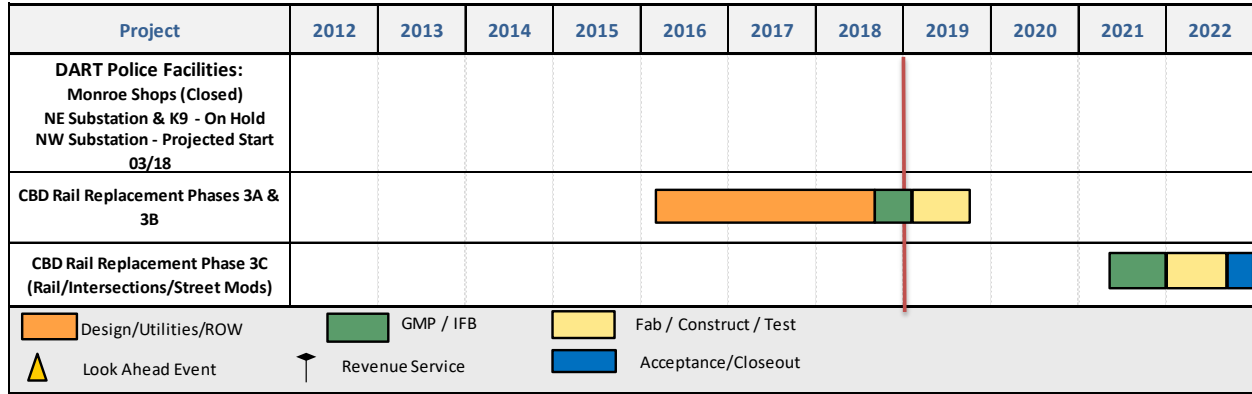
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# Summary Control Schedule

Additional Capital Development

## Additional Capital Development Projects Summary Control Schedules

12/31/2018



# Cost Summary

## Additional Capital Development

<b>ADDITIONAL CAPITAL DEVELOPMENT</b>			
<b>Cost Summary</b>			
<b>(in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
DART Police Facilities <sup>(3)</sup>	\$ 31.5	\$ 27.4	\$ 27.4
CBD Rail Replacement	43.0	9.5	9.3

- 1) Expended to Date values reflect activity through 12/31/18, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 12/31/18.
- 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. Interdepartmental meetings will be conducted in First Quarter Calendar Year 2019 to define next steps.

**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 Advanced Traffic Signal Controller (ATC) controller from external devices. City of Dallas will add detections to city streets to improve signal priority for light rail operation.

The Texas A&M Transportation Institute (TTI) provided train travel time comparison analysis for before and after ATC deployment at CBD. City is working on the overall train travel time improvement of post ATC deployment. DART is collecting pedestrian signal timing information to improve pedestrian movement at the CBD intersections.

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

Design NTP was issued on February 5, 2018, and the 100% complete design documents were received on July 16, 2018.

A solicitation for construction services was issued on October 26, 2018. Bids were received in December 2018. Board authorization is anticipated in January 2019. Contractor's NTP is anticipated in February 2019.

**Phase IIIB – Intersection Work**

Phase IIIB is 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** None

# Six-Month Look Ahead

**Additional Capital  
Development**

## Additional Capital Development Projects Six-Month Look Ahead

Project	2019					
	January	February	March	April	May	June
<b>DART Police Facilities</b> Monroe Shops - Completed NE Substation & K9 Holding Area @ LBJ Sta. - On Hold NW Substation - On Hold						
<b>CBD Rail Replacement Phase 3A &amp; 3B (3C Rail Option)</b>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="width: 100px; height: 15px; background-color: #4CAF50;"></div> <div style="width: 500px; height: 15px; background-color: #FFEB3B;"></div> </div> <ul style="list-style-type: none"> <li style="margin-left: 40px;">▲ Construction Award Recommendation</li> <li style="margin-left: 40px;">▲ COTW/BOARD Approval Construction Svc. - Phases 3A &amp; 3B (3C Rail Option)</li> <li style="margin-left: 40px;">▲ Award of Construction Contract - Phases 3A &amp; 3B (3C Rail Option)</li> <li style="margin-left: 80px;">▲ Issue NTP Construction 3A &amp; 3B (3C Rail Option)</li> <li style="margin-left: 120px;">▲ Construction Phases 3A &amp; 3B Northbound</li> <li style="margin-left: 160px;">▲ Construction Phases 3A &amp; 3B Southbound</li> </ul> <p style="margin-left: 20px;">Procurement Activities in Progress</p>					
<div style="display: flex; justify-content: space-around; align-items: center; margin-bottom: 5px;"> <div style="width: 40px; height: 15px; background-color: #FF9800; border: 1px solid black;"></div> Design/Utilities/ROW                     </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-bottom: 5px;"> <div style="width: 40px; height: 15px; background-color: #4CAF50; border: 1px solid black;"></div> GMP /IFB                     </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-bottom: 5px;"> <div style="width: 40px; height: 15px; background-color: #FFEB3B; border: 1px solid black;"></div> Construct/Test                     </div>						
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="width: 15px; height: 10px; background-color: #FFC107; border: 1px solid black; margin-right: 5px;"></div> 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 (Dec 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.

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# Safety & Security Projects

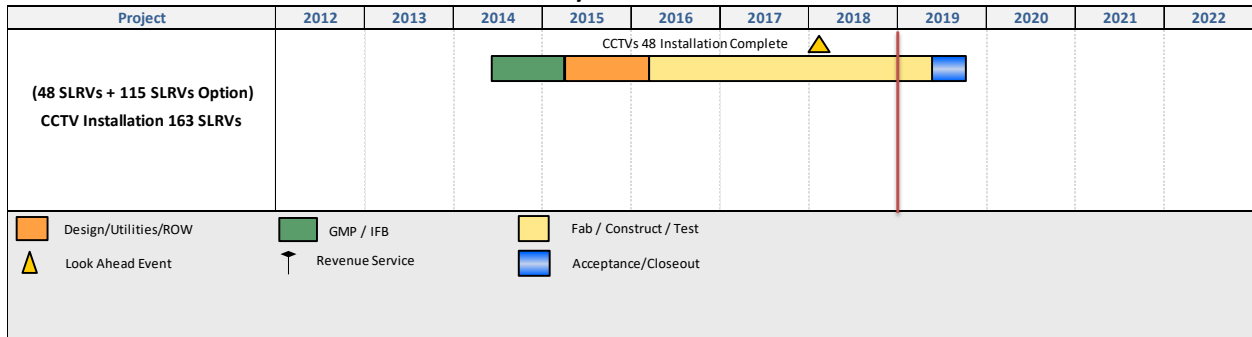
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# Summary Control Schedule

## Safety & Security Projects

### Safety & Security Projects Summary Control Schedule

12/31/2018



# Cost Summary

## Safety & Security Projects

<b>SAFETY &amp; SECURITY PROJECTS</b>			
<b>Cost Summary</b>			
<b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2,3)</sup></b>
Safety & Security Improvements Outlying Stations	\$ 5.0	\$ 0.4	\$ 0.1
Safety & Security Improvements Downtown Dallas	3.0	0.6	0.4
Pedestrian Barriers @ Bush Turnpike Station	1.0	0.0	0.0
Signalized Crossing @ Arapaho Station	0.5	0.0	0.0
Signalized Crossing @ Ledbetter Station	0.5	0.0	0.0
Pedestrian Barriers @ Fair Park	0.2	0.0	0.0
CCTV – 163 Vehicles	12.3	11.1	8.4
Fare Barrier West End Station	3.0	0.1	0.1
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
<b>Total Safety &amp; Security Projects</b>	<b>25.7</b>	<b>12.2</b>	<b>9.0</b>

- 1) Committed values reflect activity through 12/31/18.
- 2) Expended to Date values reflect general ledger activity posted through 12/31/18.



**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.

A total of 119 out of 163 vehicles have been completed fleetwide as of December 2018.

**Issues** None

# Other Safety & Security Projects

## Safety & Security Projects

- 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 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 March 2019.

Installation of a CCTV display monitor at West End Station was completed in 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 was completed in November 2018. An application for a Certificate of Appropriateness was approved by the City of Dallas in September 2018. Construction completion is anticipated in June 2019.

**Issues** None

# Six-Month Look Ahead

## Safety & Security Projects

### Safety & Security Projects Six Month Look Ahead

Project	2019					
	January	February	March	April	May	June
CCTV For 163 SLRVs (48 + 115)	Material Delivery/Install/Construct/Test					
			 Complete Installation Fleet 51			Complete Installation Fleet 50 - July 16, 2019  Final Vehicle Acceptance - July 16, 2019 
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;">  Design/Utilities/ROW   Look Ahead Event                 </div> <div style="width: 30%;">  GMP /IFB   Acceptance/Closeout                 </div> <div style="width: 30%;">  Material Delivery/Install/Construct/Test                 </div> </div>						

# Change Control Summary

## Safety & Security Projects

Safety and Security Projects - Change Control Summary

Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note b) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (Dec 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%	78%	
		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

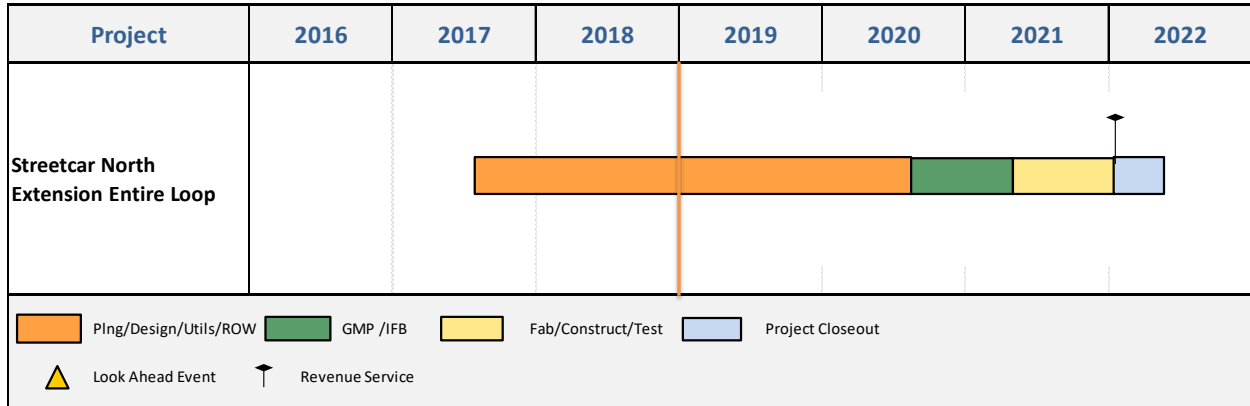
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# Summary Control Schedule

Streetcar Projects

## Dallas Streetcar Projects Summary Control Schedules

12/31/2018



# Cost Summary

## Streetcar Projects

<b>STREETCAR PROJECTS</b>			
<b>Cost Summary</b>			
<b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2,3,5)</sup></b>
Northern Streetcar Extension <sup>(4)</sup>	\$ 7.9	\$ 0.8	\$ 0.4
Streetcar Extension Vehicles	8.7	8.6	8.4
Streetcar Vehicles	10.6	10.3	10.5
<b>Streetcar Projects Total</b>	<b>\$ 27.2</b>	<b>\$ 19.7</b>	<b>\$ 19.3</b>

- 1) Committed values reflect activity through 11/30/18.
- 2) Expended to Date values reflect general ledger activity posted through 10/31/18.
- 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 10/31/18.



# 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 was requested from the second highest technically ranked offeror. A cost proposal was received, and negotiations are continuing with the second offeror.

**Issues** None

# Six-Month Look Ahead

## Streetcar Projects

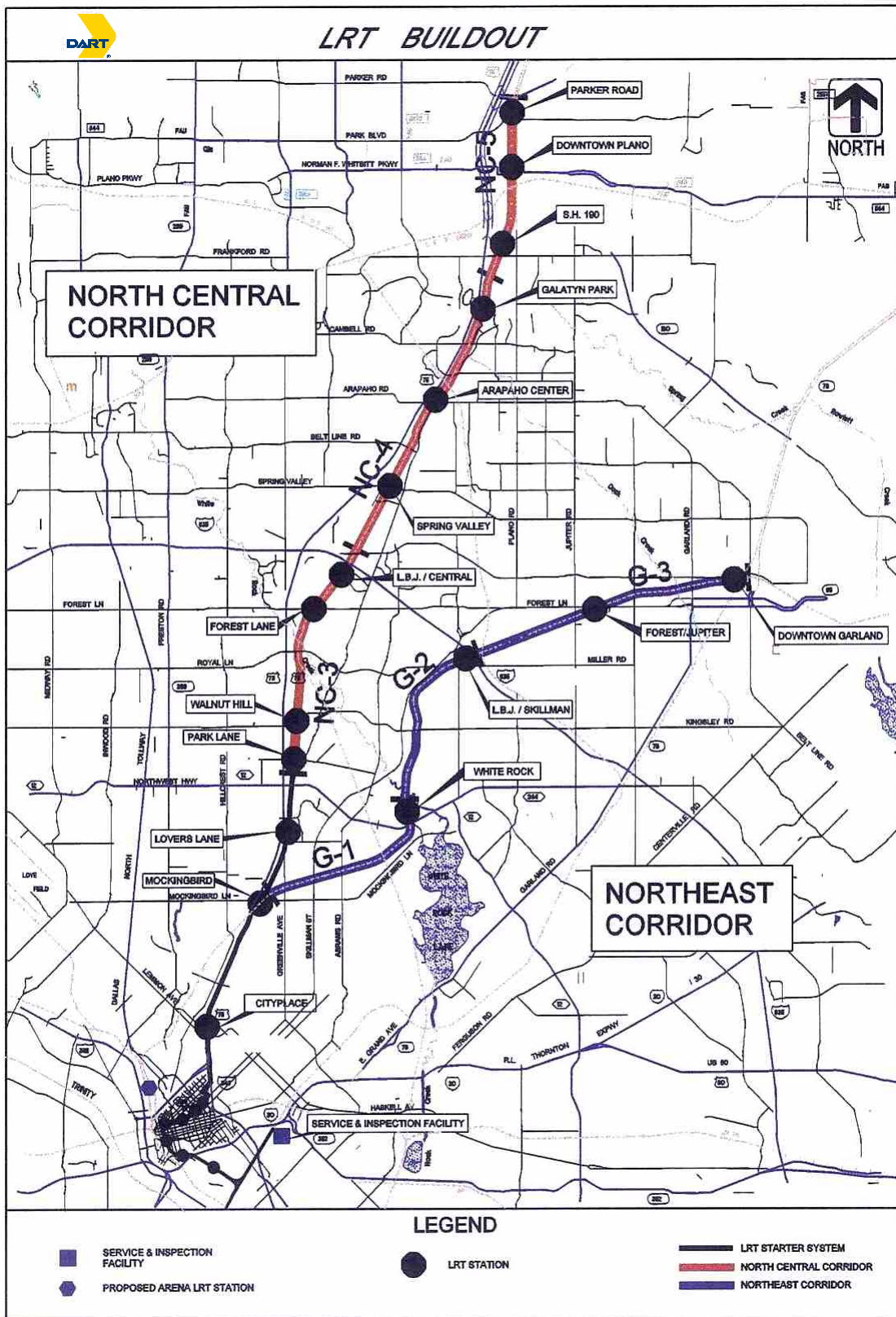
### Dallas Streetcar Projects Six Month Look Ahead

Project	2019					
	January	February	March	April	May	June
Streetcar North Extension Entire Loop	Ping/Design/Utils/ROW					
		▲ Evaluate & Negotiate Prelim Eng & Final Design		Prepare ROD ▲		
		▲ NTP for Preliminary Engineering				DART to Proceed with NEPA ▲
			Prelim Engineering to 30% & Estimate ▲			
			CCB Approval Noise & Vibration Study ▲			Prepare Budget ▲
			Start RFP to GPC6 Noise & Vibration Study ▲		NTP Noise & Vib Study ▲	
 Ping/Design/Utils/ROW		 GMP /IFB		 Look Ahead Event		



# LRT Buildout Phase I

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**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.



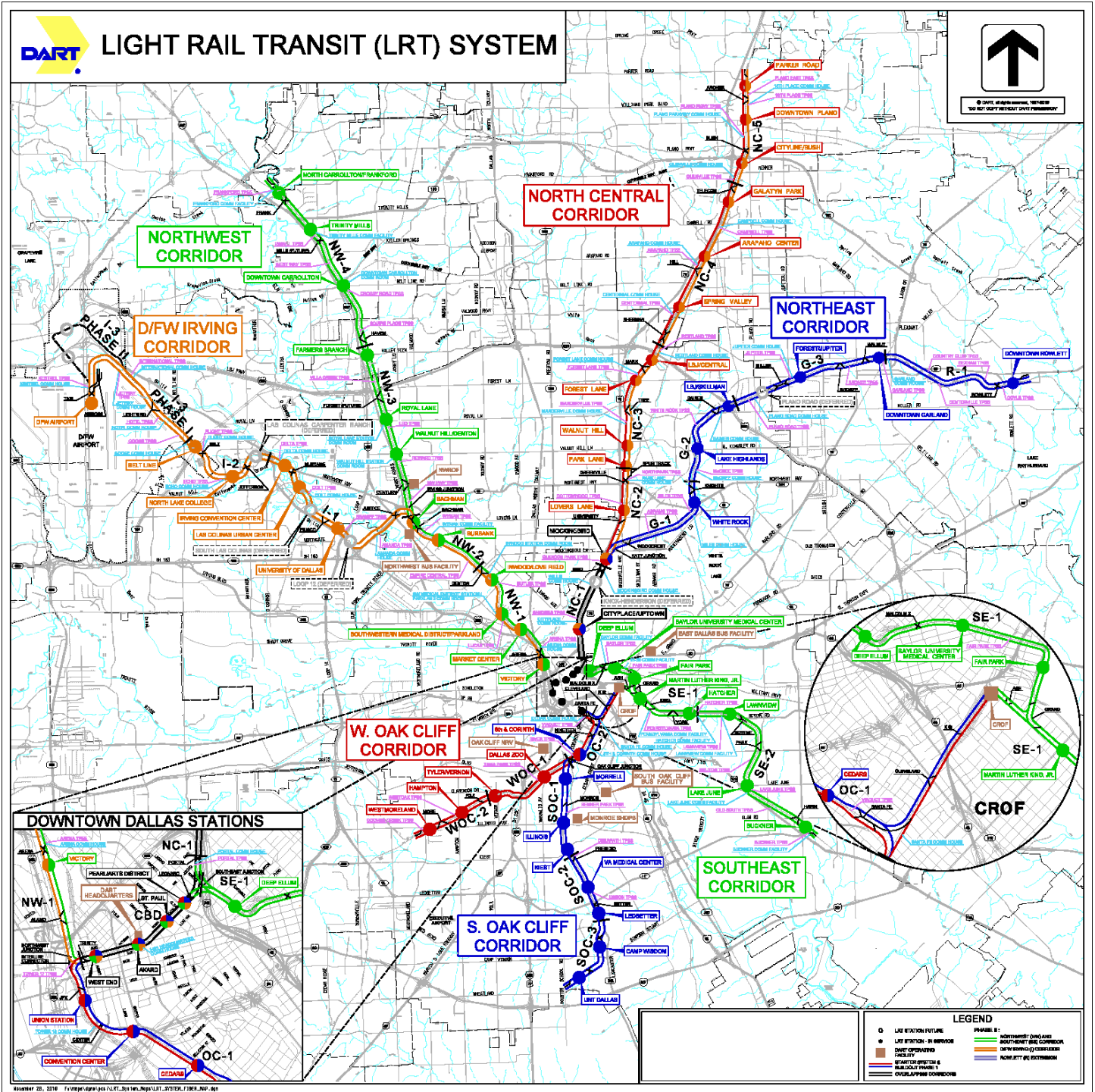
# LRT Buildout Phases II & III

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# Map

## LRT Buildout Phases II & III



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# LRT Buildout Phase IIB

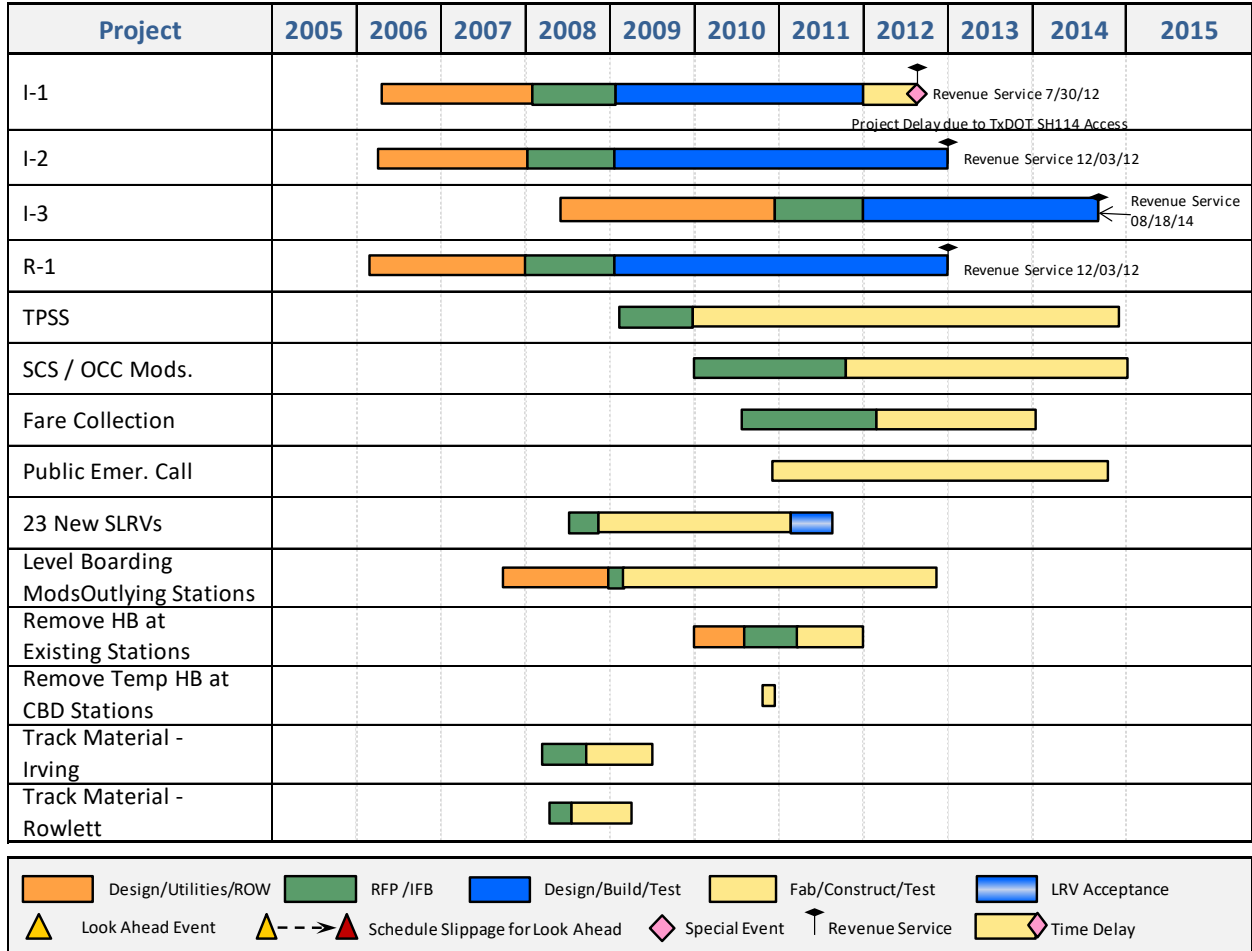
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# Summary Control Schedule

**LRT Buildout  
Phase IIB**

## LRT Buildout Phase IIB Summary Control Schedule

12/31/2017



# Cost Summary

## LRT Buildout Phase IIB

<b>LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)</b>			
	<b>Control Budget</b> <small>(3,4,5,6,7,8,9,10,11,12)</small>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
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
<b>LRT Buildout Phase IIB Total</b>	<b>\$ 1,318.5</b>	<b>\$ 1,300.4</b>	<b>\$ 1,299.4</b>

- 1) Committed values reflect activity through 12/31/18.
- 2) Expended to date values reflect activity through 12/31/18, 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

<b>LRT BUILDOUT PHASE III Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(3,4,5)</sup></b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
General Phase III <sup>(6)</sup>	\$ 43.8	\$ 20.4	\$ 20.4
SOC-3 <sup>(6)</sup>	128.3	128.2	128.2
NWROF <sup>(6)</sup>	18.0	18.0	18.0
Systems – Phase III <sup>(6)</sup>	4.5	4.5	4.5
Vehicles – Phase III <sup>(6)</sup>	20.6	20.6	20.6
<b>LRT Buildout Phase III Total</b>	<b>\$ 215.2</b>	<b>\$ 191.7</b>	<b>\$ 191.7</b>

- 1) Committed values reflect activity through 12/31/18.
- 2) Expended to date values reflect activity through 12/31/18, 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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### Section 6 – Quarterly Investment Report – December 2018

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10	Callable Securities Analysis
11	Debt Obligations



**DALLAS AREA RAPID TRANSIT**  
**QUARTERLY INVESTMENT REPORT**

**As Of**  
**December 31, 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.*

A handwritten signature in blue ink, appearing to read "Joe Costello".

\_\_\_\_\_  
*Joe Costello, Sr. Vice President Finance*

A handwritten signature in blue ink, appearing to read "Dwight Burns".

\_\_\_\_\_  
*Dwight Burns, Treasurer*

A handwritten signature in blue ink, appearing to read "Beverly Adler".

\_\_\_\_\_  
*Beverly Adler, Assistant Treasurer*

A handwritten signature in blue ink, appearing to read "Wallace Waits".

\_\_\_\_\_  
*Wallace Waits, Senior Manager Cash and Debt Administration*

# Quarterly Investment Report - Summary

**1st Qtr. FY19**

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 raised the target range for the Fed Funds Rate by 25 basis points from 2-1/4 to 2-1/2 percent on December 19. Economic indicators released since November's Committee meeting pointed to continued strengthening of the U.S. labor market with the unemployment rate at historic lows (3.7%). The long-term inflation expectations remained at two percent (2%) on a 12-month basis, and real gross domestic product (GDP) was projected to remain strong in 2019.

## Yield to Maturity Managed Funds

FY18	3/31	<b>1.473</b>
	6/30	<b>1.645</b>
	9/30	<b>1.813</b>
FY19	12/31	<b>1.937</b>

Portfolio	Ending Amortized Book Value as of December 31, 2018					Fund Totals	YTM	Compliant
	Agencies	Treasuries	CP	Pools	MMF's			
<b>Managed Funds</b>								
Operating	\$ 257,947,329	\$ -	\$ -	\$ 104,445,976	\$ -	\$ 362,393,305	1.817%	Yes
Financial Reserve	50,001,218	-	-	100	-	50,001,318	2.130%	Yes
Capital Reserve	11,300,000	-	-	2,432,187	-	13,732,187	1.472%	Yes
Platform Extensions	-	-	19,953,367	42,600,487	-	62,553,853	2.492%	Yes
Cotton Belt	-	-	-	16,185,294	-	16,185,294	2.480%	Yes
Insurance	12,200,000	-	-	-	-	12,200,000	1.664%	Yes
	<b>\$ 331,448,546</b>	<b>\$ -</b>	<b>\$ 19,953,367</b>	<b>\$ 165,664,045</b>	<b>\$ -</b>	<b>\$ 517,065,958</b>	<b>1.937%</b>	
<b>Constrained Funds</b>								
Debt Service	\$ -	\$ -	\$ -	\$ 29,347,436	\$ 177,869	\$ 29,525,305	2.479%	Yes
Regional Toll Road	-	-	-	-	1,516,268	1,516,268	1.890%	Yes
City of Irving ILA	-	-	-	3,235,514	-	3,235,514	2.480%	Yes
COD Streetcar	-	-	-	-	11,601	11,601	1.889%	Yes
Toyota	-	-	-	863,376	-	863,376	2.480%	Yes
	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 33,446,325</b>	<b>\$ 1,705,738</b>	<b>\$ 35,152,064</b>	<b>2.450%</b>	
<b>All Funds</b>	<b>\$331,448,546</b>	<b>\$ -</b>	<b>\$19,953,367</b>	<b>\$199,110,370</b>	<b>\$ 1,705,738</b>	<b>\$552,218,021</b>	<b>1.970%</b>	

The investment rating of each investment was reviewed on 12/31/18 and found to be in compliance with PFIA.

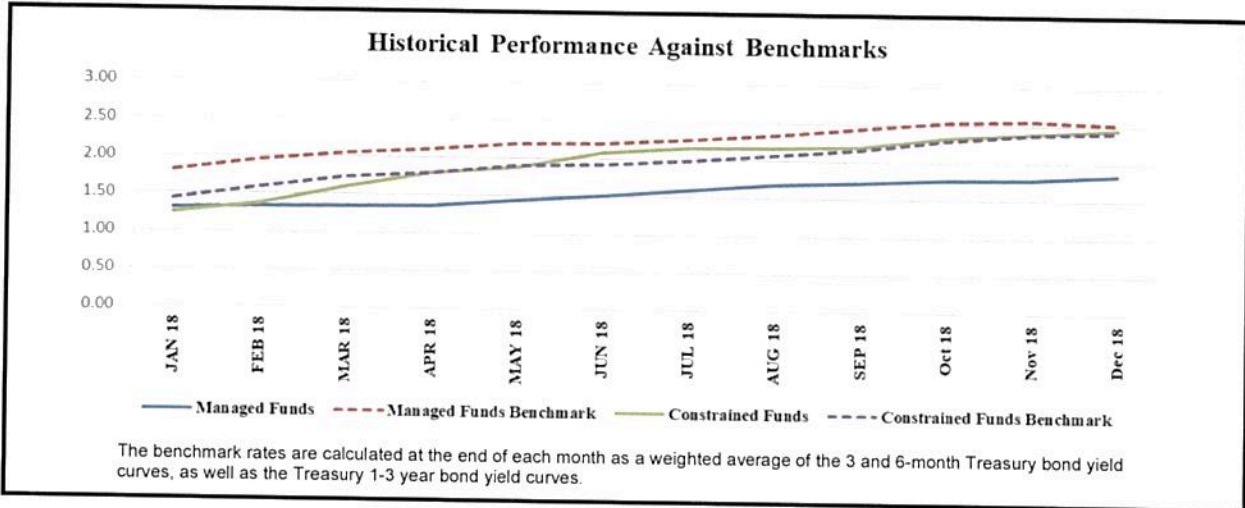
The investment strategy for the **Operating Fund** is to seek higher yielding liquid investments in the 1 day to 5 years range while increasing the coverage to shorter term investments. Strategies for the other funds are:

<b>Capital Reserve</b>	1-6 months (10%), 6-12 months (10%), laddered 2-5 years (80%)
<b>Financial Reserve</b>	laddered maturities managed so as to replace called/matured investments
<b>Insurance</b>	laddered maturities managed so as to replace called/matured investments
<b>Platform</b>	investment maturities tied to expected project expenditures
<b>Regional Toll Road</b>	100% money-market funds
<b>Streetcar</b>	100% money-market funds
<b>Debt Service</b>	100% money-market and local government investment pools
<b>Toyota</b>	100% money-market funds



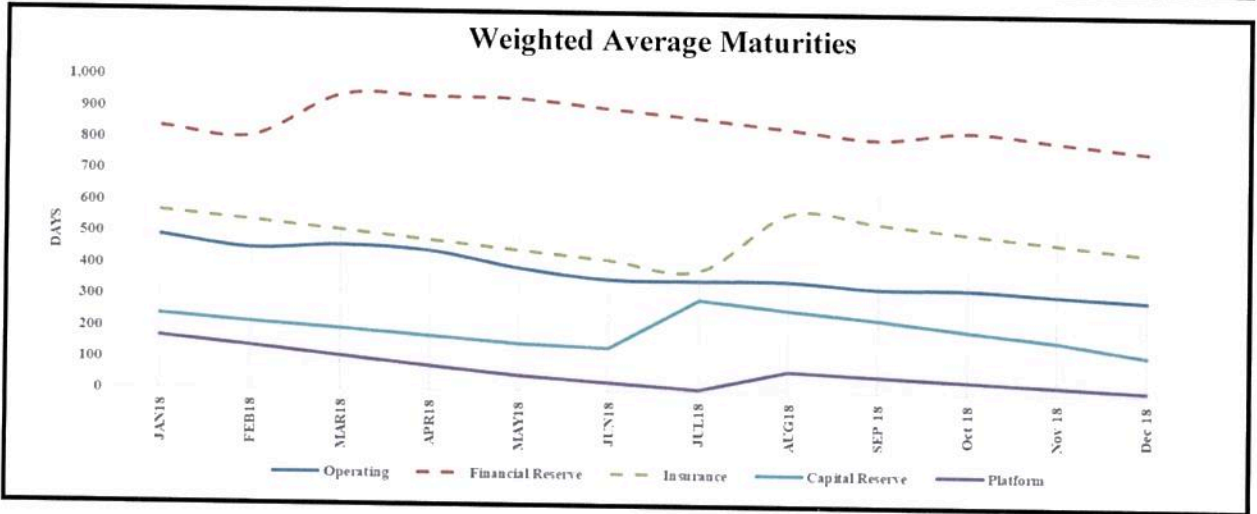
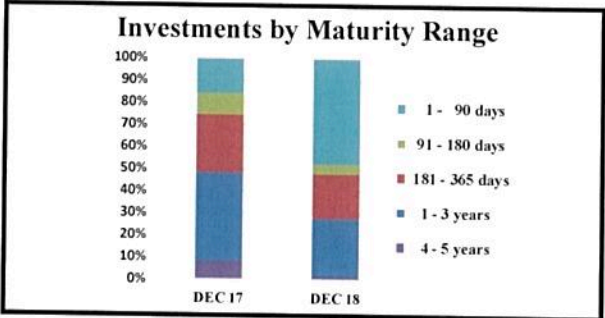
# Quarterly Investment Report - Summary

**1st Qtr. FY19**



### Average Yield to Worst All Funds

	--- 12 months ending ---		3 months	
	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>
Actual	0.78%	1.04%	1.46%	1.90%
Benchmark	0.55%	1.02%	1.95%	2.51%





# Security Transactions - Purchases

**1st Qtr. FY19**

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<u>OPERATING FUND</u>								
			TOTAL \$	-		0.000	\$ -	
<u>FINANCIAL RESERVE</u>								
10/2/18	3133EJE21	FFCB 3 6/2/2021-19	\$ 2,795,000	06/02/21	04/02/19	3.000	\$ 2,795,000	18-0022
			TOTAL \$	2,795,000		3.000	\$ 2,795,000	
<u>CAPITAL RESERVE</u>								
			TOTAL \$	-		0.000	\$ -	
<u>PLATFORM EXTENSION</u>								
			TOTAL \$	-		0.000	\$ -	
<u>INSURANCE RESERVE</u>								
			TOTAL \$	-		0.000	\$ -	
<u>STREETCAR FUND</u>								
			\$	-	---	0.000	\$ -	
			TOTAL \$	-		0.000	\$ -	
<u>REGIONAL TOLL ROAD FUND</u>								
			\$	-	---	0.000	\$ -	
			TOTAL \$	-		0.000	\$ -	
<u>TOYOTA FUND</u>								
			\$	-	---	0.000	\$ -	
			TOTAL \$	-		0.000	\$ -	
			GRAND TOTAL \$	2,795,000			\$ 2,795,000	



# Security Transactions - Maturities, Calls & Sales

**1st Qtr. FY19**

Sale Date	Action	Maturity Date	CUSIP	Security Description	Beg Cost Val & Accrued Int.	Int Received Current Qtr	Realized Gain/Loss	Original Disc/(Prem)
<b><u>OPERATING FUND</u></b>								
10/15/18	Matured	10/15/18	3133EFHH3	FFCB L11 10/15/2018-16	\$ 10,000,000	\$ 55,500	\$ -	\$ -
10/26/18	Matured	10/26/18	3133EFKW6	FFCB L01 10/26/2018-16	10,000,000	50,500	-	-
12/17/18	Matured	12/17/18	63873KMH7	NATIXIS 0 12/17/2018	9,898,189	-	101,811.11	101,811.11
12/17/18	Matured	12/17/18	62479MMH3	MUFG Bank LTD 0 12/17/18	9,900,328	-	99,672.22	99,672.22
12/28/18	Matured	12/28/18	3134G9WB9	FHLMC 1 12/28/2018	10,000,000	50,000	-	-
<b>TOTAL</b>					<b>\$ 49,798,517</b>	<b>\$ 156,000</b>	<b>\$ 201,483</b>	<b>\$ 201,483</b>
<b><u>FINANCIAL RESERVE FUND</u></b>								
10/2/18	Matured	10/02/18	00084CK27	ABN AMRO FUNDING 0 1	\$ 2,754,962	\$ -	\$ 40,038	\$ 40,038
<b>TOTAL</b>					<b>\$ 2,754,962</b>	<b>\$ -</b>	<b>\$ 40,038</b>	<b>\$ 40,038</b>
<b><u>DEBT SERVICE FUND</u></b>								
<b>TOTAL</b>					<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>CAPITAL RESERVE FUND</u></b>								
<b>TOTAL</b>					<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>PLATFORM EXTENSION FUND</u></b>								
12/31/18	Matured	12/31/18	36960MMX8	GE Co. 0 12/31/2018	\$ 9,911,581	\$ -	\$ 88,419	\$ 88,419
<b>TOTAL</b>					<b>\$ 9,911,581</b>	<b>\$ -</b>	<b>\$ 88,419</b>	<b>\$ 88,419</b>
<b>GRAND TOTAL</b>					<b>\$ 62,465,059</b>	<b>\$ 156,000</b>	<b>\$ 329,941</b>	<b>\$ 329,941</b>





# Current Portfolio - Total

**1st Qtr. FY19**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
Ind & Comm 0 1/24/2019	45581CNQ4	10,000,000	0.00	1/24/2019	2.57	2.57	\$ 9,961,194	\$ 9,983,067	\$ 9,984,478	8/27/2018	18-0020
FNMA 1 1/25/2019	3135G0M67	10,000,000	1.00	1/25/2019	1.00	1.00	10,000,000	10,000,000	9,990,910	7/25/2016	16-0105
NATIXIS 0 2/13/2019	63873KPD3	10,000,000	0.00	2/13/2019	2.46	2.46	9,949,375	9,970,300	9,971,650	8/14/2018	18-0019
FAMC 2.075 2/15/2019	3132X0L82	2,300,000	2.08	2/15/2019	2.08	2.08	2,300,000	2,300,000	2,299,703	3/1/2018	18-0011
FHLMC 1.05 2/28/2019	3134GAEP5	7,025,000	1.05	2/28/2019	1.05	1.05	7,025,000	7,025,000	7,010,521	8/30/2016	16-0118
FHLB 1.375 2/28/2019-17	3130AC5H3	8,000,000	1.38	2/28/2019	1.38	1.38	8,000,000	8,000,000	7,986,256	8/28/2017	17-0042
FHLMC 1 3/29/2019-16	3134G9B97	15,000,000	1.00	3/29/2019	1.00	1.00	15,000,000	15,000,000	14,951,085	6/29/2016	16-0096
FFCB 2.3 5/21/2019	3133EJYP9	3,835,000	2.30	5/21/2019	2.30	2.30	3,835,000	3,835,000	3,832,442	5/21/2018	18-0014
FNMA 1.25 5/30/2019	3136G3QY4	11,300,000	1.25	5/30/2019	1.25	1.25	11,300,000	11,300,000	11,241,206	5/27/2016	16-0085
FHLB Step 6/28/2019-17	3130ABJS6	10,000,000	2.00	6/28/2019	1.57	1.44	10,000,000	10,000,000	9,983,590	6/28/2017	17-0032
FNMA 1.075 7/11/2019-17	3135G0L76	5,000,000	1.08	7/11/2019	1.10	1.10	5,000,000	5,000,000	4,960,580	8/24/2016	16-0115
FNMA 1.15 7/26/2019	3136G3Q73	4,100,000	1.15	7/26/2019	1.15	1.15	4,100,000	4,100,000	4,066,655	8/26/2016	16-0116
FNMA 1.15 8/23/2019	3136G3V69	5,000,000	1.15	8/23/2019	1.15	1.15	5,000,000	5,000,000	4,953,035	8/23/2016	16-0114
FFCB 1.2 9/12/2019-17	3133EGTT2	10,000,000	1.20	9/12/2019	1.20	1.20	10,000,000	10,000,000	9,902,300	9/12/2016	16-0120
FNMA 1.1 9/30/2019-16	3136G3WV3	8,300,000	1.10	9/30/2019	1.10	1.10	8,300,000	8,300,000	8,205,646	6/30/2016	16-0101
FFCB 1.12 10/11/2019-17	3133EGXK6	10,000,000	1.12	10/11/2019	1.15	1.15	10,000,000	10,000,000	9,882,340	10/20/2016	17-0003
FFCB 1.12 10/11/2019-17	3133EGXK6	1,500,000	1.12	10/11/2019	1.19	1.19	1,500,000	1,500,000	1,482,351	10/31/2016	17-0006
FHLB 1.14 10/25/2019-17	3130A9U82	10,000,000	1.14	10/25/2019	1.14	1.14	10,000,000	10,000,000	9,877,020	10/25/2016	17-0004
FHLB 1.375 11/15/2019	3130AA3R7	10,000,000	1.38	11/15/2019	1.38	1.38	9,999,264	9,999,329	9,891,740	11/17/2016	17-0009
FNMA 1.5 11/26/2019-17	3136G4JA2	4,900,000	1.50	11/26/2019	1.50	1.50	4,900,000	4,900,000	4,849,618	11/30/2016	17-0012
FNMA 1.35 11/29/2019-17	3136G4HF3	9,500,000	1.35	11/29/2019	1.35	1.35	9,500,000	9,500,000	9,388,831	11/29/2016	17-0011
FFCB 1.5 12/19/2019-17	3133EGU86	10,000,000	1.50	12/19/2019	1.50	1.50	10,000,000	10,000,000	9,882,360	12/19/2016	17-0018
FFCB 1.7 12/27/2019-17	3133EG2M6	10,000,000	1.70	12/27/2019	1.70	1.70	10,000,000	10,000,000	9,904,440	12/27/2016	17-0020
FHLMC 1.5 12/30/2019-17	3134GAYY4	10,000,000	1.50	12/30/2019	1.50	1.50	10,000,000	10,000,000	9,888,530	12/30/2016	17-0022
FNMA 1.625 3/27/2020-17	3136G4JR5	3,000,000	1.63	3/27/2020	1.63	1.63	3,000,000	3,000,000	2,967,177	12/27/2016	17-0019
FNMA 1.3 3/30/2020-17	3135G0Q63	10,000,000	1.30	3/30/2020	1.30	1.30	10,000,000	10,000,000	9,852,320	10/25/2016	17-0005
FHLB 1.5 6/15/2020-17	3130AA3Z9	3,275,000	1.50	6/15/2020	1.50	1.50	3,275,000	3,275,000	3,226,173	12/15/2016	17-0017
FHLB Step 6/29/2020-17	3130ABLU8	10,000,000	2.00	6/29/2020	1.87	1.57	10,000,000	10,000,000	9,936,720	6/29/2017	17-0033
FHLB 1.23 7/14/2020-17	3130A8QD8	4,000,000	1.23	7/14/2020	1.28	1.28	4,000,000	4,000,000	3,921,412	11/8/2016	17-0007
FNMA 1.5 8/25/2020-17	3136G4GW7	10,000,000	1.50	8/25/2020	1.50	1.50	10,000,000	10,000,000	9,831,300	11/25/2016	17-0010
FNMA 1.4 8/28/2020-17	3136G35C5	5,000,000	1.40	8/28/2020	1.40	1.40	5,000,000	5,000,000	4,898,420	8/30/2016	16-0119
FHLB Step 8/28/2020-17	3130AC4R2	10,000,000	1.63	8/28/2020	1.89	1.54	10,000,000	10,000,000	9,917,530	8/28/2017	17-0041
FHLB 2.7 8/28/2020-19	3130AEQH6	3,600,000	2.70	8/28/2020	2.70	2.70	3,600,000	3,600,000	3,600,252	8/28/2018	18-0021
FHLB Step 9/29/2020-18	3130ACFY5	10,000,000	1.63	9/29/2020	1.89	1.54	10,000,000	10,000,000	9,908,280	9/29/2017	17-0044
FHLB Step 10/26/2020-18	3130ABPN0	5,650,000	1.75	10/26/2020	2.03	1.50	5,650,000	5,650,000	5,614,981	7/26/2017	17-0034
FFCB 1.36 11/9/2020-17	3133EGF42	3,000,000	1.36	11/9/2020	1.36	1.36	3,000,000	3,000,000	2,933,415	11/9/2016	17-0008
FHLB Step 11/27/2020-18	3130ACWR1	5,000,000	2.00	11/27/2020	2.18	1.75	5,000,000	5,000,000	4,983,255	11/27/2017	18-0001
FHLB Step 11/27/2020-18	3130ACWR1	1,545,000	2.00	11/27/2020	2.18	1.75	1,545,000	1,545,000	1,539,826	11/27/2017	18-0002
FHLB Step 12/29/2020-18	3130ACDS0	10,000,000	1.63	12/29/2020	1.88	1.50	10,000,000	10,000,000	9,912,910	9/29/2017	17-0043
FHLB Step 2/1/2021-18	3130ABV60	10,000,000	1.75	2/1/2021	2.20	1.50	10,000,000	10,000,000	9,996,220	8/1/2017	17-0037
FNMA Step 3/29/2021-19	3136G4RM7	8,650,000	2.25	3/29/2021	2.81	2.23	8,651,264	8,651,218	8,644,205	4/3/2018	18-0012
FFCB 3 6/2/2021-19	3133EJE21	2,795,000	3.00	6/2/2021	3.00	3.00	2,795,000	2,795,000	2,797,337	10/2/2018	18-0022
FHLB Step 7/26/2021-18	3130ABV94	10,000,000	1.50	7/26/2021	1.91	1.60	10,000,000	10,000,000	9,907,490	7/26/2017	17-0035
FHLB Step 7/26/2021-18	3130ABWA0	10,000,000	1.75	7/26/2021	2.17	1.58	10,000,000	10,000,000	9,935,460	7/27/2017	17-0036
FHLMC Step 8/13/2021-19	3134GSTT2	5,898,000	2.50	8/13/2021	3.14	2.50	5,898,000	5,898,000	5,906,080	8/13/2018	18-0017
FHLMC 2 11/24/2021-17	3134GAZE7	4,030,000	2.00	11/24/2021	2.00	2.00	4,030,000	4,030,000	3,967,096	11/30/2016	17-0013
FHLB Step 2/9/2022-18	3130ABVZ6	5,000,000	1.75	2/9/2022	2.06	1.75	5,000,000	5,000,000	4,960,765	8/9/2017	17-0038
FHLB Step 8/22/2022-17	3130AC2B9	5,245,000	1.75	8/22/2022	2.36	1.75	5,245,000	5,245,000	5,201,823	8/28/2017	17-0040
Amegy Debt Serv MM	825252109	177,869	2.21	---	2.21	2.21	157,057	177,869	177,869	9/30/2011	MM-0002
LOGIC - (T) Bond Prin LGIP	MM0071	7,795,849	2.48	---	2.48	2.48	61,065,828	7,795,849	7,795,849	2/7/2017	MM-0071
LOGIC - Cap Res LGIP	MM0043	2,432,187	2.50	---	2.50	2.50	712,402	2,432,187	2,432,187	9/7/2016	MM-0043
LOGIC - Cotton Belt LGIP	MM0047	16,185,294	2.48	---	2.48	2.48	16,151,273	16,185,294	16,185,294	7/2/2018	MM-0047
LOGIC - Fin Res LGIP	MM0042	100	2.48	---	2.48	2.48	99	100	100	9/7/2016	MM-0042
LOGIC - Irving ILA LGIP	MM0046	3,235,514	2.48	---	2.48	2.48	3,228,713	3,235,514	3,235,514	7/10/2018	MM-0046
LOGIC - Op LGIP	MM0041	37,850,134	2.48	---	2.48	2.48	41,779,843	37,850,134	37,850,134	9/2/2016	MM-0041
LOGIC - Platform LGIP	MM0044	42,600,487	2.48	---	2.48	2.48	32,531,236	42,600,487	42,600,487	9/7/2016	MM-0044



# Current Portfolio - Total

**1st Qtr. FY19**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
LOGIC - Toyota LGIP	MM0045	\$ 863,376	2.48	---	2.48	2.48	\$ 861,561	\$ 863,376	\$ 863,376	9/29/2016	MM-0045
TexPool - (T) Bond Int LGIP	MM0072	21,551,586	2.48	---	2.48	2.48	103,061,294	21,551,586	21,551,586	1/26/2017	MM-0072
TexPool - Op LGIP	MM0051	66,595,842	2.50	---	2.50	2.50	41,448,945	66,595,842	66,595,842	9/6/2016	MM-0051
Wells RTR Plano MM	94975H270	1,516,268	1.89	---	1.89	1.89	1,513,837	1,516,268	1,516,268	9/30/2011	MM-0019
Wells Streetcar MM	94975H270	11,601	1.89	---	1.89	1.89	24,457	11,601	11,601	9/30/2011	MM-0022
<b>GRAND TOTALS</b>		<b>\$ 552,264,108</b>			<b>1.970</b>	<b>1.879</b>		<b>\$ 552,218,021</b>	<b>\$ 549,563,842</b>		



# Portfolio Analysis by Fund

**1st Qtr. FY19**

(S = 000s)	Operating	Fin Res	Cap Res	Ins.	RTR	Streetscar	Cotton Belt	Irving ILA	Platform	Toyota	Debt Srv	TOTAL
Face Value	\$ 362,394	\$ 50,000	\$ 13,732	\$ 12,200	\$ 1,516	\$ 12	\$16,185	\$ 3,236	\$ 62,600	\$ 863	\$ 29,525	\$ 552,264
Market Value	360,326	49,588	13,673	12,083	1,516	12	16,185	3,236	62,557	863	29,525	549,564
Unrealized Gain (Loss)	(2,067)	(414)	(59)	(117)	-	-	-	-	3	-	-	(2,654)
<b>Ending Amort. Book Value</b>	<u>362,393</u>	<u>50,001</u>	<u>13,732</u>	<u>12,200</u>	<u>1,516</u>	<u>12</u>	<u>16,185</u>	<u>3,236</u>	<u>62,554</u>	<u>863</u>	<u>29,525</u>	<u>552,218</u>
Cash Balance in dda accounts	2,059	-	-	-	-	-	-	-	-	-	-	2,059
<b>Amortized Value Plus Cash</b>	<u>364,453</u>	<u>50,001</u>	<u>13,732</u>	<u>12,200</u>	<u>1,516</u>	<u>12</u>	<u>16,185</u>	<u>3,236</u>	<u>62,554</u>	<u>863</u>	<u>29,525</u>	<u>554,278</u>
Accrued Interest	636	14	3	-	2	0	34	7	69	2	77	844
<b>TOTAL FUND VALUE</b>	<b>\$ 365,088</b>	<b>\$ 50,015</b>	<b>\$ 13,735</b>	<b>\$ 12,200</b>	<b>\$ 1,519</b>	<b>\$ 12</b>	<b>\$16,219</b>	<b>\$ 3,242</b>	<b>\$ 62,623</b>	<b>\$ 865</b>	<b>\$ 29,602</b>	<b>\$ 555,121</b>
<b>KEY COMPLIANCE TARGETS</b>												
Minimum Fund Requirement <sup>1</sup>	\$ 137,600			\$ 12,048								
Excess / (Shortfall) in Fund	\$ 227,488			\$ 195								
<b>Max. Avg. Fund Maturity (days)</b>	<b>730</b>	<b>1,460</b>	<b>1,460</b>	<b>1,460</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>912</b>	<b>1</b>	<b>365</b>	
Actual Avg. Fund Maturity (days)	450	1	124	774	1	1	1	1	1	1	1	281
<b>Max. Individual Maturity (days)</b>	<b>1,825</b>	<b>3,650</b>	<b>3,650</b>	<b>3,650</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1,095</b>	<b>1</b>	<b>365</b>	
Actual Max. Invest. Maturity (days)	1,136	1,330	150	679	1	1	1	1	44	1	1	
<b>Are Funds TX PFIA Compliant?</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
<b>Are Funds Board Compliant?</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
<b>Is Fund CPSL Compliant?</b> <sup>2</sup>	Yes											
<b>INVESTMENT COMPARISON</b>												
Yield to Worst	1.719%	1.835%	1.472%	1.664%	1.890%	1.889%	2.480%	2.480%	2.492%	2.480%	2.479%	1.879%
6-Month T-Bill	2.542%	2.542%	2.542%	2.542%	2.542%	2.542%	2.542%	2.542%	2.542%	2.542%	2.542%	2.542%
Wgt. Average Fund Variance	-0.823%	-0.707%	-1.070%	-0.878%	-0.652%	-0.653%	-0.062%	-0.062%	-0.050%	-0.062%	-0.063%	-0.663%

**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 commercial paper balance, plus interest @12% for 90 days on the actual outstanding amount.





# Change in Market Value of Investments

**1st Qtr. FY19**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	9/30/18 Market Value	12/31/18 Market Value	Change from Prior Quarter
Financial Reserve	ABN AMRO FUNDING USA 0 10/2/20	0.00	10/02/18		\$ 2,795,000	\$ 2,794,852	---	---
Operating	FFCB 1.11 10/15/2018-16	1.11	10/15/18		10,000,000	9,995,190	---	---
Operating	FFCB 1.01 10/26/2018-16	1.01	10/26/18		10,000,000	9,990,990	---	---
Operating	MUFG BANK LTD 0 12/17/2018	0.00	12/17/18		10,000,000	9,950,160	---	---
Operating	NATIXIS 0 12/17/2018	0.00	12/17/18		10,000,000	9,949,090	---	---
Operating	FHLMC 1 12/28/2018	1.00	12/28/18		10,000,000	9,968,570	---	---
Platform	GE 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	9,984,478	65,618
Operating	FNMA 1 1/25/2019	1.00	01/25/19		10,000,000	9,958,570	9,990,910	32,340
Platform	NATIXIS 0 2/13/2019	0.00	02/13/19		10,000,000	9,908,880	9,971,650	62,770
Operating	FAMC 2.075 2/15/2019	2.08	02/15/19		2,300,000	2,297,850	2,299,703	1,854
Operating	FHLB 1.375 2/28/2019-17	1.38	02/28/19	11/28/2018	8,000,000	7,968,416	7,986,256	17,840
Operating	FHLMC 1.05 2/28/2019	1.05	02/28/19		7,025,000	6,987,472	7,010,521	23,049
Operating	FHLMC 1 3/29/2019-16	1.00	03/29/19	12/29/2018	15,000,000	14,895,840	14,951,085	55,245
Financial Reserve	FFCB 2.3 5/21/2019	2.30	05/21/19		3,835,000	3,830,352	3,832,442	2,090
Capital Reserve	FNMA 1.25 5/30/2019	1.25	05/30/19		11,300,000	11,209,125	11,241,206	32,081
Operating	FHLB Step 6/28/2019-17	1.75	06/28/19	12/28/2018	10,000,000	9,962,260	9,983,590	21,330
Operating	FNMA 1.075 7/11/2019-17	1.08	07/11/19	10/11/2018	5,000,000	4,942,030	4,960,580	18,550
Insurance	FNMA 1.15 7/26/2019	1.15	07/26/19		4,100,000	4,051,595	4,066,655	15,059
Operating	FNMA 1.15 8/23/2019	1.15	08/23/19		5,000,000	4,936,025	4,953,035	17,010
Operating	FFCB 1.2 9/12/2019-17	1.20	09/12/19		10,000,000	9,885,070	9,902,300	17,230
Operating	FNMA 1.1 9/30/2019-16	1.10	09/30/19	12/30/2018	8,300,000	8,174,031	8,205,646	31,615
Insurance	FFCB 1.12 10/11/2019-17	1.12	10/11/19		1,500,000	1,477,269	1,482,351	5,082
Operating	FFCB 1.12 10/11/2019-17	1.12	10/11/19		10,000,000	9,848,460	9,882,340	33,880
Operating	FHLB 1.14 10/25/2019-17	1.14	10/25/19		10,000,000	9,832,210	9,877,020	44,810
Operating	FHLB 1.375 11/15/2019	1.38	11/15/19		10,000,000	9,856,520	9,891,740	35,220
Financial Reserve	FNMA 1.5 11/26/2019-17	1.50	11/26/19	11/26/2018	4,900,000	4,827,701	4,849,618	21,918
Operating	FNMA 1.35 11/29/2019-17	1.35	11/29/19		9,500,000	9,354,346	9,388,831	34,485
Operating	FFCB 1.5 12/19/2019-17	1.50	12/19/19		10,000,000	9,858,600	9,882,360	23,760
Operating	FFCB 1.7 12/27/2019-17	1.70	12/27/19		10,000,000	9,879,270	9,904,440	25,170
Operating	FHLMC 1.5 12/30/2019-17	1.50	12/30/19	12/30/2018	10,000,000	9,847,340	9,888,530	41,190
Operating	FNMA 1.625 3/27/2020-17	1.63	03/27/20	12/27/2018	3,000,000	2,951,937	2,967,177	15,240
Operating	FNMA 1.3 3/30/2020-17	1.30	03/30/20	12/30/2018	10,000,000	9,789,000	9,852,320	63,320
Operating	FHLB 1.5 6/15/2020-17	1.50	06/15/20		3,275,000	3,203,196	3,226,173	22,977
Operating	FHLB Step 6/29/2020-17	1.75	06/29/20	12/29/2018	10,000,000	9,865,870	9,936,720	70,850
Financial Reserve	FHLB 1.23 7/14/2020-17	1.23	07/14/20		4,000,000	3,889,328	3,921,412	32,084
Operating	FNMA 1.5 8/25/2020-17	1.50	08/25/20	11/25/2018	10,000,000	9,763,440	9,831,300	67,860
Insurance	FHLB 2.7 8/28/2020-19	2.70	08/28/20	2/28/2019	3,600,000	3,585,211	3,600,252	15,041
Operating	FHLB Step 8/28/2020-17	1.63	08/28/20	11/28/2018	10,000,000	9,855,500	9,917,530	62,030
Financial Reserve	FNMA 1.4 8/28/2020-17	1.40	08/28/20	11/30/2018	5,000,000	4,856,720	4,898,420	41,700
Operating	FHLB Step 9/29/2020-18	1.63	09/29/20	12/29/2018	10,000,000	9,844,120	9,908,280	64,160
Operating	FHLB Step 10/26/2020-18	1.75	10/26/20	10/26/2018	5,650,000	5,601,777	5,614,981	13,204
Insurance	FFCB 1.36 11/9/2020-17	1.36	11/09/20		3,000,000	2,909,001	2,933,415	24,414
Operating	FHLB Step 11/27/2020-18	1.75	11/27/20	11/27/2018	5,000,000	4,951,365	4,983,255	31,890
Financial Reserve	FHLB Step 11/27/2020-18	1.75	11/27/20	11/27/2018	1,545,000	1,529,972	1,539,826	9,854
Operating	FHLB Step 12/29/2020-18	1.63	12/29/20	12/29/2018	10,000,000	9,836,070	9,912,910	76,840
Operating	FHLB Step 2/1/2021-18	1.75	02/01/21	11/1/2018	10,000,000	9,953,750	9,996,220	42,470
Financial Reserve	FNMA Step 3/29/2021-19	2.25	03/29/21	3/29/2019	8,650,000	8,603,826	8,644,205	40,378
Financial Reserve	FFCB 3 6/2/2021-19	3.00	06/02/21	4/2/2019	2,795,000	---	2,797,337	---
Financial Reserve	FHLB Step 7/26/2021-18	1.75	07/26/21	10/26/2018	10,000,000	9,845,440	9,935,460	90,020
Operating	FHLB Step 7/26/2021-18	1.50	07/26/21	10/26/2018	10,000,000	9,776,960	9,907,490	130,530
Operating	FHLMC Step 8/13/2021-19	2.50	08/13/21	8/13/2019	5,898,000	5,887,395	5,906,080	18,685
Financial Reserve	FHLMC 2 11/24/2021-17	2.00	11/24/21	11/24/2018	4,030,000	3,876,884	3,967,096	90,212
Operating	FHLB Step 2/9/2022-18	1.75	02/09/22	11/9/2018	5,000,000	4,889,775	4,960,765	70,990
Financial Reserve	FHLB Step 8/22/2022-17	1.75	08/22/22	11/22/2018	5,245,000	5,161,379	5,201,823	40,444



# Change in Market Value of Investments

**1st Qtr. FY19**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	9/30/18 Market Value	12/31/18 Market Value	Change from Prior Quarter
Debt Service	Amegy Debt Serv MM	1.886	N/A	N/A	\$ 277,305	\$ 277,305	\$ 177,869	\$ (99,435)
Debt Service	LOGIC - (T) Bond Prin LGIP	2.212	N/A	N/A	51,339,837	51,339,837	7,795,849	(43,543,988)
Capital Reserve	LOGIC - Cap Res LGIP	2.211	N/A	N/A	318,719	318,719	2,432,187	2,113,468
Cotton Belt	LOGIC - Cotton Belt LGIP	2.211	N/A	N/A	16,087,516	16,087,516	16,185,294	97,778
Financial Reserve	LOGIC - Fin Res LGIP	2.211	N/A	N/A	89,108	89,108	100	(89,008)
Irving ILA	LOGIC - Irving ILA LGIP	2.211	N/A	N/A	3,215,968	3,215,968	3,235,514	19,546
Operating	LOGIC - Op LGIP	2.213	N/A	N/A	56,701,140	56,701,140	37,850,134	(18,851,006)
Platform	LOGIC - Platform LGIP	2.211	N/A	N/A	32,402,820	32,402,820	42,600,487	10,197,666
Toyota	LOGIC - Toyota LGIP	2.211	N/A	N/A	858,160	858,160	863,376	5,216
Debt Service	TexPool - (T) Bond Int LGIP	2.211	N/A	N/A	61,915,968	61,915,968	21,551,586	(40,364,382)
Operating	TexPool - Op LGIP	2.209	N/A	N/A	40,134,913	40,134,913	66,595,842	26,460,930
RTR Funding	Wells RTR Plano MM	1.554	N/A	N/A	1,509,519	1,509,519	1,516,268	6,749
Streetcar	Wells Streetcar MM	1.549	N/A	N/A	319,772	319,772	11,601	(308,171)
Sub-total for Securities held at the end of both periods						\$ 344,136,009	\$ 345,950,397	\$ 1,814,388
% Change as a result of market movement								0.53%
Holdings at 9/30/18 maturing during Q1, FY19						62,590,962		(62,590,962)
Holdings at 09/30/18 called during Q1, FY19						-		-
Holdings at 09/30/18 sold during Q1, FY19						-		-
Values of Money Market Mutual Funds (All)						265,170,745	200,816,108	(64,354,636)
Holdings purchased during Q1, FY19							2,797,337	2,797,337
<b>TOTAL PORTFOLIO VALUE</b>						<b>\$ 671,897,715</b>	<b>\$ 549,563,842</b>	<b>\$ (122,333,874)</b>



# Callable Securities Analysis

**1st Qtr. FY19**

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		\$10,000,000	1.11	2.17	Low
16-0011	Operating	10/26/18	FFCB 1.01 10/26/2018-16	3133EFKW6		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		10,000,000	1.20	2.40	Low
16-0101	Operating	9/30/19	FNMA 1.1 9/30/2019-16	3136G3WV3	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		10,000,000	1.12	2.48	Low
17-0006	Insurance	10/11/19	FFCB 1.12 10/11/2019-17	3133EGXK6		1,500,000	1.12	2.52	Low
17-0004	Operating	10/25/19	FHLB 1.14 10/25/2019-17	3130A9U82		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		9,500,000	1.35	2.59	Low
17-0018	Operating	12/19/19	FFCB 1.5 12/19/2019-17	3133EGU86		10,000,000	1.50	2.61	Low
17-0020	Operating	12/27/19	FFCB 1.7 12/27/2019-17	3133EG2M6		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		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		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		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 8/13/2021	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

**1st Qtr. FY19**

Issue Date	Maturity Date	Face Value	Coupon %	Issue Term (Days)	Dealer
<b>Commercial Paper</b>		<b>12/31/2018</b>			
11/1/2018	1/24/2019	10,000,000	1.78%	84	JPMorgan Chase
11/6/2018	2/1/2019	35,000,000	1.80%	87	JPMorgan Chase
12/4/2018	2/12/2019	10,000,000	1.79%	70	Loop Capital
12/13/2018	3/12/2019	20,000,000	1.81%	89	Loop Capital
12/20/2018	1/22/2019	20,000,000	1.75%	33	Loop Capital
Total/Average:		\$95,000,000	1.79%	73	

Series	All-In Rate At Issue	Remaining Principal	Final Payment Date
<b>Bond Principal Outstanding &amp; Rates</b>		<b>12/31/2018</b>	
2007	4.49%	\$118,395,000	12/1/2032
2009B*	4.01%	829,615,000	12/1/2044
2010A	2.74%	55,695,000	12/1/2023
2010B*	3.26%	729,390,000	12/1/2048
2012	3.51%	113,995,000	12/1/2042
2012A	2.91%	98,726,372	12/1/2047
2014A	3.22%	354,435,000	12/1/2036
2014B	3.92%	46,555,000	12/1/2043
2015	2.09%	94,395,000	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%	\$3,152,631,372	

\*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: February 14, 2019  
TO: DART Board  
THROUGH: Gary C. Thomas   
FROM: Michael K. Muhammad  
SUBJECT: First Quarter 2019 D/M/WBE Participation

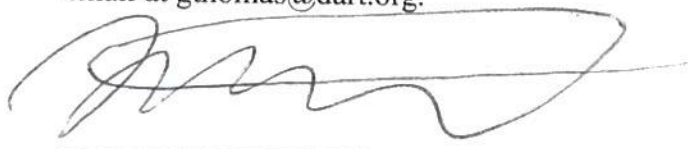
This memorandum provides a summary of contracts, board approved contract modifications and small purchases awarded during the first quarter of Fiscal Year 2019. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 22 new contracts (eligible for goal setting) were awarded in the first quarter FY 2019. These contract awards have a total dollar value of \$71,661,821 which represents 91% 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 first quarter FY 2019. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the first quarter of 2019. The total amount awarded was \$78,421,147. Of the foregoing amount, \$25,575,840 was committed to D/M/WBEs during the first quarter (33%).

Please note that these contracts were awarded in the first 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 Gary Thomas at 214-749-2544 or by email at [gthomas@dart.org](mailto:gthomas@dart.org).



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

# PROCUREMENT DOLLARS BY AGREEMENT TYPE FIRST QUARTER FOR FISCAL YEAR 2019

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	\$71,661,821	22	91%	\$22,973,319	32%
Contract Mods/Options	\$1,450,529	3	2%	\$1,551	0.1%
Small Purchases	\$5,308,797	955	7%	\$2,600,970	49%
<b>Total Awards</b>	<b>\$78,421,147</b>	<b>980</b>	<b>100%</b>	<b>\$25,575,840</b>	<b>33%</b>

*New State Contract Awards	\$1,706,201	5	2%	State Monitored	State Monitored
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\*Monitored by State

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$25,575,840	33%
Non D/M/WBE Procurement Dollars	\$52,845,307	67%
<b>TOTAL PROCUREMENT DOLLARS AWARDED</b>	<b>\$78,421,147</b>	<b>100%</b>



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## Section 8 – Quarterly Procurement Report

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P3	Summary Report
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P9	Special Procurements <ul style="list-style-type: none"><li>• Emergency Procurements</li><li>• Unauthorized Procurement Actions (UPAs)</li><li>• Sole Source (Noncompetitive)</li><li>• Revenue Generating</li><li>• Deviations to the DART Procurement Regulations</li></ul>
P15	Active Requirements Contracts Expiring within 12 months
P18	Upcoming Procurements



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## INTEROFFICE MEMORANDUM

**DATE:** February 4, 2019  
**TO:** Board of Directors  
**THROUGH:** Gary C. Thomas   
Nicole Fontayne-Bardowell   
**FROM:** John O. Adler, CPPO, Vice President, Procurement   
**SUBJECT:** Quarterly Procurement Report - First Quarter Fiscal Year 2019

The following is a report of DART's procurement activities for the First Quarter of Fiscal Year 2019. 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 2019 - First Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	29	\$ 73,866,221.57
Approved Modifications	3	\$ 1,450,529.00
Purchase Orders*	915	\$ 3,919,594.54
Blanket Purchase Orders (BPOs)*	40	\$ 1,389,202.49
<b>Totals</b>	<b>987</b>	<b>\$ 80,625,547.60</b>

(\*) Details provided upon request.



## Contracts Awarded Fiscal Year 2019 - First 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
2039318-01	(1479) Stellar Services, Inc. <b>Contract Name:</b> Spear Software Maintenance <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	10/01/2018	\$340,302.00
2022142-01	(1065) TEXAS GENERAL LAND OFFICE <b>Contract Name:</b> Electricity Service Fiscal Year 2019-2023 <b>Classification:</b> COMMODITIES <b>Sub-Classification:</b> SUP/EQUIP-OTHER	10/01/2018	\$65,000,000.00
2039348-01	(1464) SGS North America <b>Contract Name:</b> Fluid Analysis Testing for New & Used Vehicles <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-TESTING/ANALYSIS	10/01/2018	\$181,729.00
2040434-01	(1437) ALPHAVU LLC <b>Contract Name:</b> Data Mining <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-TESTING/ANALYSIS	10/01/2018	\$249,600.00
2042314-01	(1448) NU-VISION TECHNOLOGIES <b>Contract Name:</b> VoIP System Support <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-OTHER	10/01/2018	\$181,874.04
2044141-01	(1475) HYATT REGENCY DALLAS <b>Contract Name:</b> Employee Holiday Event <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-OTHER	10/09/2018	\$106,330.00
2042183-01	(1476) KONOVAL LLC <b>Contract Name:</b> Rifle Protection Police Body Armor <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-OTHER	10/11/2018	\$167,465.00
2044405-01	(1478) SHI GOVERNMENT SOLUTIONS <b>Contract Name:</b> VMWare Support Renewal <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-OTHER	10/12/2018	\$173,547.52
2040661-01	(1493) Coast to Coast Computer Produc <b>Contract Name:</b> Lexmark Toner Contract <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-OTHER	10/15/2018	\$820,000.00
2044403-01	(1480) SHI GOVERNMENT SOLUTIONS <b>Contract Name:</b> Tableau Software Maintenance <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-OTHER	10/22/2018	\$75,095.84
2044532-01	(1482) ORACLE CORPORATION <b>Contract Name:</b> RDBMS Maintenance- Oracle <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-OTHER	10/24/2018	\$157,353.89
2043781-01	(1483) CARAHSOFT TECHNOLOGY CORP <b>Contract Name:</b> ServiceNow Consultant <b>Classification:</b> SERVICES <b>Sub-Classification:</b> SVSC-OTHER	10/25/2018	\$98,347.30



# Contracts Awarded Fiscal Year 2019 - First 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
2045831-01	(1486)	CESCO INC	10/29/2018	\$244,671.20
<b>Contract Name:</b> LEXMARK TONER AND SUPPLIES				
<b>Classification:</b> COMMODITIES		<b>Sub-Classification:</b> SUP/EQUIP-OFFICE SUPPLIES		
2044034-01	(1491)	Rail Transportation Svcs, Inc.	10/30/2018	\$248,200.00
<b>Contract Name:</b> Locomotive Lease				
<b>Classification:</b> SERVICES		<b>Sub-Classification:</b> SVSC-RENTAL/LEASE		
2042462-01	(1488)	DEANGELO BROTHERS INC	11/01/2018	\$1,770,975.00
<b>Contract Name:</b> Right-of-Way (ROW) Landscaping				
<b>Classification:</b> SERVICES		<b>Sub-Classification:</b> SVSC-JANITORIAL/GROUNDS		
2043785-01	(1484)	CARAHSOFT TECHNOLOGY CORP	11/01/2018	\$1,161,818.00
<b>Contract Name:</b> ServiceNow Software Subscription Services				
<b>Classification:</b> SERVICES		<b>Sub-Classification:</b> SVSC-OTHER		
2045259-01	(1485)	ORACLE CORPORATION	11/05/2018	\$106,807.78
<b>Contract Name:</b> Oracle ODA Annual Maintenance				
<b>Classification:</b> SERVICES		<b>Sub-Classification:</b> SVSC-OTHER		
2043457-01	(1489)	LINK AMERICA, INC	11/08/2018	\$65,518.00
<b>Contract Name:</b> Radio Equipment for DART's Bus Fleets				
<b>Classification:</b> COMMODITIES		<b>Sub-Classification:</b> SUP/EQUIP-BUS PARTS		
2027387-01	(1505)	AAA DATA COMMUNICATION	11/12/2018	\$147,281.00
<b>Contract Name:</b> Voice and Data Communications Cabling Service				
<b>Classification:</b> SERVICES		<b>Sub-Classification:</b> SVSC-OTHER		
2045592-01	(1513)	DELAWARE CAR CO	11/16/2018	\$250,000.00
<b>Contract Name:</b> TRE Wreck Repair 124 and 1063				
<b>Classification:</b> SERVICES		<b>Sub-Classification:</b> SVSC-OTHER		
2042331-01	(1495)	EXCALIBUR COLLISION CENTER INC	11/30/2018	\$139,150.00
<b>Contract Name:</b> Non-Revenue Vehicle(NRV) Collision Repair Services				
<b>Classification:</b> SERVICES		<b>Sub-Classification:</b> SVSC-REPAIR		
2045541-01	(1498)	SIMBA INDUSTRIES	12/11/2018	\$146,578.00
<b>Contract Name:</b> Trapeze Radio Equipment for DART's Bus Fleets				
<b>Classification:</b> COMMODITIES		<b>Sub-Classification:</b> SUP/EQUIP-BUS PARTS		
2043264-01	(1515)	VG CONTROLS	12/12/2018	\$249,570.00
<b>Contract Name:</b> TCR and Relay Retrofit				
<b>Classification:</b> SERVICES		<b>Sub-Classification:</b> SVSC-RAIL OPERATION		
2039439-01	(1508)	M&D DISTRIBUTORS	12/13/2018	\$695,272.00
<b>Contract Name:</b> Rebuilt Cummins Engine Parts with Core Exchange				
<b>Classification:</b> COMMODITIES		<b>Sub-Classification:</b> SUP/EQUIP-BUS PARTS		



## Contracts Awarded Fiscal Year 2019 - First 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
2042225-01	(1503)	Vehicle Maintenance Program	12/13/2018	\$227,017.00
<b>Contract Name:</b> Dryer Air SKF HC Turbo 2000 Assembly				
<b>Classification:</b> COMMODITIES		<b>Sub-Classification:</b> SUP/EQUIP-BUS PARTS		
2044001-01	(1507)	PENN MACHINE CO	12/18/2018	\$89,019.00
<b>Contract Name:</b> Gearbox Housing for DART's Kinkisharyo Light Rail				
<b>Classification:</b> COMMODITIES		<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS		
2039481-01	(1509)	TASER International, Inc.	12/21/2018	\$404,200.00
<b>Contract Name:</b> Tasers and Related Accessories for DART Police				
<b>Classification:</b> COMMODITIES		<b>Sub-Classification:</b> SUP/EQUIP-OTHER		
2042182-01	(1465)	TRANSTECH OF SC INC	12/24/2018	\$236,500.00
<b>Contract Name:</b> Pantograph Assmbly for DART's Kinkisharyo LRV Flee				
<b>Classification:</b> COMMODITIES		<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS		
2046992-01	(1512)	ALMAN CONSTRUCTION SERVICES	12/28/2018	\$132,000.00
<b>Contract Name:</b> Emergency Repairs at Rowlett				
<b>Classification:</b> SERVICES		<b>Sub-Classification:</b> SVSC-RAIL OPERATION		
<b>Report Totals: 29 Contracts Awarded</b>				<b>\$73,866,221.57</b>





## Contracts Awarded Fiscal Year 2019 - First Quarter

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

		Total
<b>COMMODITIES</b>	SUP/EQUIP-BUS PARTS	\$1,134,385.00
	SUP/EQUIP-OFFICE SUPPLIES	\$244,671.20
	SUP/EQUIP-OTHER	\$65,404,200.00
	SUP/EQUIP-RAILPARTS	\$325,519.00
	<b>Total</b>	<b>\$67,108,775.20</b>
<b>SERVICES</b>	SVSC-JANITORIAL/GROUNDS	\$1,770,975.00
	SVSC-OTHER	\$3,445,920.37
	SVSC-RAIL OPERATION	\$381,570.00
	SVSC-RENTAL/LEASE	\$248,200.00
	SVSC-REPAIR	\$139,150.00
	SVSC-SOFT/HARDWARE MAINT	\$340,302.00
	SVSC-TESTING/ANALYSIS	\$431,329.00
	<b>Total</b>	<b>\$6,757,446.37</b>
<b>Grand Total</b>		<b>\$73,866,221.57</b>

**Board Approved Contract Modifications  
Fiscal Year 2019 - First Quarter**

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Cigna	\$35,000	Contract Modification for Short-Term Disability and Family Medical Leave Claims Administration and Long-Term Disability Insurance Policy [Resolution No. 180112]	10/30/2018
Swagit Productions, LLC	\$48,590	Contract Modification to Upgrade Board Committee Meeting Recording Equipment [Resolution No. 180119]	11/13/2018
Herzog Transit Services, Inc.	\$1,366,939	Increase Funding for TRE Operations and Maintenance Contract for Positive Train Control (PTC) Support [Resolution No. 180131]	12/11/2018
<b>TOTAL MODIFICATION AWARDED DOLLARS:</b>	<b>\$1,450,529</b>	<b>TOTAL MODIFICATIONS AWARDED: 3</b>	



# Special Procurements FY 2019 - First Quarter

## SPECIAL PROCUREMENTS

Includes a detailed listing of 5 special procurements

Purchase Order Type	Count	Amount
Emergency [a]	2	\$165,633.90
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	18	\$219,721.60
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
<b>Totals</b>	<b>20</b>	<b>\$385,355.50</b>

[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 2019 - First Quarter

## Emergency

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

There are 2 "Emergency" Procurements in this Quarter.

<b>PO/Cont #</b>	<b>PO/Cont Date</b>	<b>PO Item Description / Cont Name</b>	<b>Vendor Name</b>	<b>Total Amt</b>
1356072	10/22/2018	COMPRESSOR, AIR FLEET 44	CREATIVE BUS SALES	\$33,633.90
2046992-01	12/28/2018	Emergency Repairs at Rowlett	Alman Construction Services LP	\$132,000.00
<b>PO Count = 1</b>		<b>Contract Count = 1</b>		<b>\$165,633.90</b>

## Special Procurements FY 2019 - First 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 2019 - First 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 18 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO/Cont #	PO/Cont Date	PO Item Description / Cont Name	Vendor Name	Total Amt
1355795	10/03/2018	REBUILT TRIM PRINTER ASSEMBLY	SPX CORPORATION	\$8,640.00
1355807	10/03/2018	REBUILT, PCB , LVDS INTERFACE	SPX CORPORATION	\$5,162.64
1355810	10/03/2018	REB-RELAY PN 150HD 800 OHMS	ANSALDO STS	\$3,807.00
1355823	10/04/2018	REBUILT-RELAY,PN150HD, 400 OHM	ANSALDO STS	\$8,666.00
1355834	10/05/2018	CABLE,DOOR RLSE.ASSY,MAN,INT,3	VAPOR STONE RAIL SYSTEMS	\$3,869.12
1355848	10/01/2018	LIGHT,ASSEMBLY,TAIL/STOP	LUMINATOR HOLDING LP	\$7,948.00
1355905	10/10/2018	SKIRT, RIGHT FRONT, HINGED, F	KINKISHARYO INTERNATIONAL LLC	\$17,341.50
1355906	10/11/2018	ELBOW,UNION 5/8O.D. X 3/8 NPT ROD,ADUSTING,LEVELING VALVE	KINKISHARYO INTERNATIONAL LLC	\$5,600.00 \$2,604.00
1355909	10/11/2018	REBUILT, MICROPROCESSOR 12V, V	GE TRANSPORT GLOBAL SIGNALING	\$2,835.00
1355931	10/11/2018	REBUILT,BOARD, MICRO PROCESSOR	SPX CORPORATION	\$3,032.00
1356068	10/19/2018	MODULE, INVERTER,A300	TRANSTECHNIK CORP USA	\$44,822.64
1356131	10/30/2018	RELAY (MM2XP), (LINE SWITCH BO	TOYO DENKI USA, INC.	\$3,330.00
1356177	11/05/2018	REB-CRADLE ASSY.,PROPULSION	BOMBARDIER TRANSPORTATION	\$39,956.00
1356236	11/12/2018	SHAFT ASM.,NO.9 GFI BRAND ONLY	SPX CORPORATION	\$3,507.90
1356284	11/19/2018	BOARD,PROP. FIELD INTF	BOMBARDIER TRANSPORTATION	\$39,150.00
1356334	11/27/2018	REBUILT,PA INTEFACE DEVICE BOX	LinearLogiX Corporation	\$3,500.00
1356361	11/28/2018	ELEMENT,ASSY.,HEATER,CAB	VAPOR STONE RAIL SYSTEMS	\$10,250.60
1356600	12/20/2018	MAT,ROOF,SAFETY WALK,35" X 98"	KINKISHARYO INTERNATIONAL LLC	\$5,699.20
<b>PO Count = 18    BPO Count = 0    Contract Count = 0</b>				<b>\$219,721.60</b>



## Special Procurements FY 2019 - First 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 2019 - First 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 01/01/2019 and 12/31/2019**

Contract	Vendor	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Within 6 Months</b>				
2005333-03	LINA (Cigna Group)	LTD, STD, FMLA INSURANCE	01/01/2019	\$4,611,102
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
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
2024597-01	Harris Corporation	UNT Radio Tower Site	02/28/2019	\$1,287,760
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
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	\$408,387
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	\$6,660,966
2005220-11	VAIArchitects Incorporated	Comprehensive Professional Services	03/31/2019	\$3,432,535
2005220-17	Paragon Project Resources, Inc	Comprehensive Professional Services	03/31/2019	\$2,187,229
2005220-20	PSA Constructors, Inc	Comprehensive Professional Services	03/31/2019	\$510,287
2005220-23	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2019	\$5,551,223
2005220-25	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2019	\$2,942,917



## Active Requirements Contracts Expiring Within 12 Months

**\$250,000+ Only and Expiring Between 01/01/2019 and 12/31/2019**

Contract	Vendor	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Within 6 Months (continued)</b>				
2005220-26	DAL-TECH Engineering, Inc.	Comprehensive Professional Services	03/31/2019	\$7,662,186
2005220-27	Hill International, Inc.	Comprehensive Professional Services	03/31/2019	\$11,724,234
2005220-31	APM & Associates, Inc.	Comprehensive Professional Services	03/31/2019	\$3,129,219
2005220-33	CMTS	Comprehensive Professional Services	03/31/2019	\$531,619
2005220-35	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2019	\$2,739,763
2005220-36	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2019	\$4,610,185
2005220-38	WSP USA Inc.	Comprehensive Professional Services	03/31/2019	\$599,546
2005220-40	Urban Engineers, Inc.	Comprehensive Professional Services	03/31/2019	\$2,857,314
2005220-43	Bowman Engineering/Consulting	Comprehensive Professional Services	03/31/2019	\$665,976
2005220-44	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2019	\$929,483
2005220-48	Lockwood, Andrews & Newnam Inc	Comprehensive Professional Services	03/31/2019	\$1,657,822
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
2012070-01	AC Printing	Customer Timetable Printing	05/18/2019	\$494,732
2040402-01	Link America	SONET Upgrade	06/01/2019	\$3,596,663
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
<b>Contracts Expiring Over 6 Months To 1 Year</b>				
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



## Active Requirements Contracts Expiring Within 12 Months

**\$250,000+ Only and Expiring Between 01/01/2019 and 12/31/2019**

Contract	Vendor	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Over 6 Months To 1 Year (continued)</b>				
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
2032052-01	Alvand Construction Inc	Crew Rooms Construction	08/31/2019	\$2,690,277
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
2038616-01	Urban Transportation Associate	Retrofit Bus Fleet with APC's	09/27/2019	\$1,697,180
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
2025724-01	Irving Holdings, Inc	Subsidized Transportation Services	10/02/2019	\$959,400
2025812-01	Belmont Icehouse	Agency Advertising	10/04/2019	\$3,900,625
2030714-01	Railroad Friction Products Cor	Disc Brake Shoe for DART Light Rail Vehicle	10/04/2019	\$400,014
2020936-01	Swagit Productions LLC	Video Recording Board Meetings	10/10/2019	\$275,683
2032864-01	PENN MACHINE COMPANY LLC	SLRV Tire Installation Kits for DART's Fleet	10/27/2019	\$4,489,306
2030359-01	TKC ENTERPRISES INC.	12 Volt Maintenance Free Batteries	10/27/2019	\$387,430
2007098-02	Dikita Enterprises, Inc.	Data Collection Services	11/01/2019	\$1,314,612
2045592-01	Delaware Car Company	TRE Wreck Repair 124 and 1063	11/15/2019	\$250,000
2025520-01	Alvand Construction Inc	On Call Construction Services	11/18/2019	\$2,396,223
2026141-01	Metropolitan Security Services	Armed Security Guard Services	11/21/2019	\$12,589,938
2025520-02	Chavez Concrete Cutting	On Call Construction Services	11/28/2019	\$2,958,064
2025520-03	Gilbert May, Inc.	On Call Construction Services	11/28/2019	\$1,788,147
2007364-01	Swiger Coil Systems a WABTEC C	Rebuild Traction Motor for Light Rail Vehicle	12/09/2019	\$348,790
2013014-01	PENN MACHINE COMPANY LLC	Fifteen Year Rebuild Center Truck	12/18/2019	\$672,615
2033290-01	Wabtec	Three (3) Year Friction Brake Overhaul Kit	12/19/2019	\$1,484,736
2008851-02	Express Scripts	Self-Insured Medical Insurance	12/31/2019	\$300,000
2008809-02	Delta Dental Insurance Company	Employee Benefits Administrator - Dental	12/31/2019	\$514,560
2031954-01	Valero Marketing and Supply Co	NRV Fuel Management	12/31/2019	\$2,746,887
<b>Total Contracts = 83</b>			<b>Total Value of All Contracts Above:</b>	<b>\$394,297,693</b>



# Upcoming Procurement Opportunities

As of January 1, 2019

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## MEASURE TRACK GEOMETRY

Upcoming Item: **B-2046428**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

EVENT #9847-MEASURE TRACK GEOMETRY

NIGP CODES ASSOCIATED WITH THIS EVENT ARE:

925 ENGINEERING SERVICES, PROFESSIONAL

940 EQUIPMENT MAINTENANCE, REPAIR, CONSTRUCTION, AND RELATED SERVICES FOR RAILROADS

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## DENTAL PLAN SERVICES

Upcoming Item: **P-2046361**

**Type of Posting:** Request for Proposal (RFP)

**Description:**

DALLAS AREA RAPID TRANSIT HAS A REQUIREMENT FOR AN EMPLOYEE ASSISTANCE PROGRAM.

NIGP CODES ASSOCIATED WITH THIS EVENT ARE:

953 INSURANCE AND INSURANCE SERVICES, (ALL TYPES)

952 HUMAN SERVICES

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## VISION PLAN ADMINISTRATION

Upcoming Item: **P-2046360**

**Type of Posting:** Request for Proposal (RFP)

**Description:**

DALLAS AREA RAPID TRANSIT HAS A REQUIREMENT FOR AN EMPLOYEE ASSISTANCE PROGRAM.

NIGP CODES ASSOCIATED WITH THIS EVENT ARE:

953 INSURANCE AND INSURANCE SERVICES, (ALL TYPES)

952 HUMAN SERVICES

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## PNEUMATIC DOOR COMPONENTS

Upcoming Item: **B-2046091**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

THE AUTHORITY HAS A REQUIREMENT TO PURCHASE REPLACEMENT PARTS LRV PNEUMATIC DOOR COMPONENTS FIVE YEAR OVERHAUL.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

557 MASS TRANSPORTATION-TRANSIT BUS ACCESSORIES AND PARTS

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# Upcoming Procurement Opportunities

As of January 1, 2019

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## CONSULTING ENGAGEMENT FOR UNIVERSAL PAYMENT PROCESSING PLATFORM

Upcoming Item: **P-2045430**

**Type of Posting:** Request for Proposal (RFP)

**Description:**

DALLAS AREA RAPID TRANSIT (DART), IS SEEKING FIRMS TO CONDUCT A FEASIBILITY STUDY ON DARTS GOPASS PAYMENT PLATFORM.

NIGP CODES ASSOCIATED WITH THIS EVENT ARE:

918 CONSULTING

961 MARKETING SERVICES

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## IT 21 DISC AND HARDWARE

Upcoming Item: **B-2044868**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

KIT 21 DISC AND HARDWARE.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

559 MASS TRANSPORTATION-RAIL VEHICLE PARTS AND ACCESSORIES

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## ARBOC TRANSMISSIONS FOR DARTS BUS FLEET

Upcoming Item: **B-2045471**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

THE AUTHORITY HAS A REQUIREMENT TO PURCHASE ARBOC TRANSMISSIONS FOR DARTS BUS FLEET.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

557 MASS TRANSPORTATION-TRANSIT BUS ACCESSORIES AND PARTS

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## 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 Codes associated with this event is:

953 Insurance and Insurance Services, (All Types)

# Upcoming Procurement Opportunities

As of January 1, 2019

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## HEALTH AND WELLNESS CONSULTANT

Upcoming Item: **P-2041023**

**Type of Posting:** Request for Proposal (RFP)

**Description:**

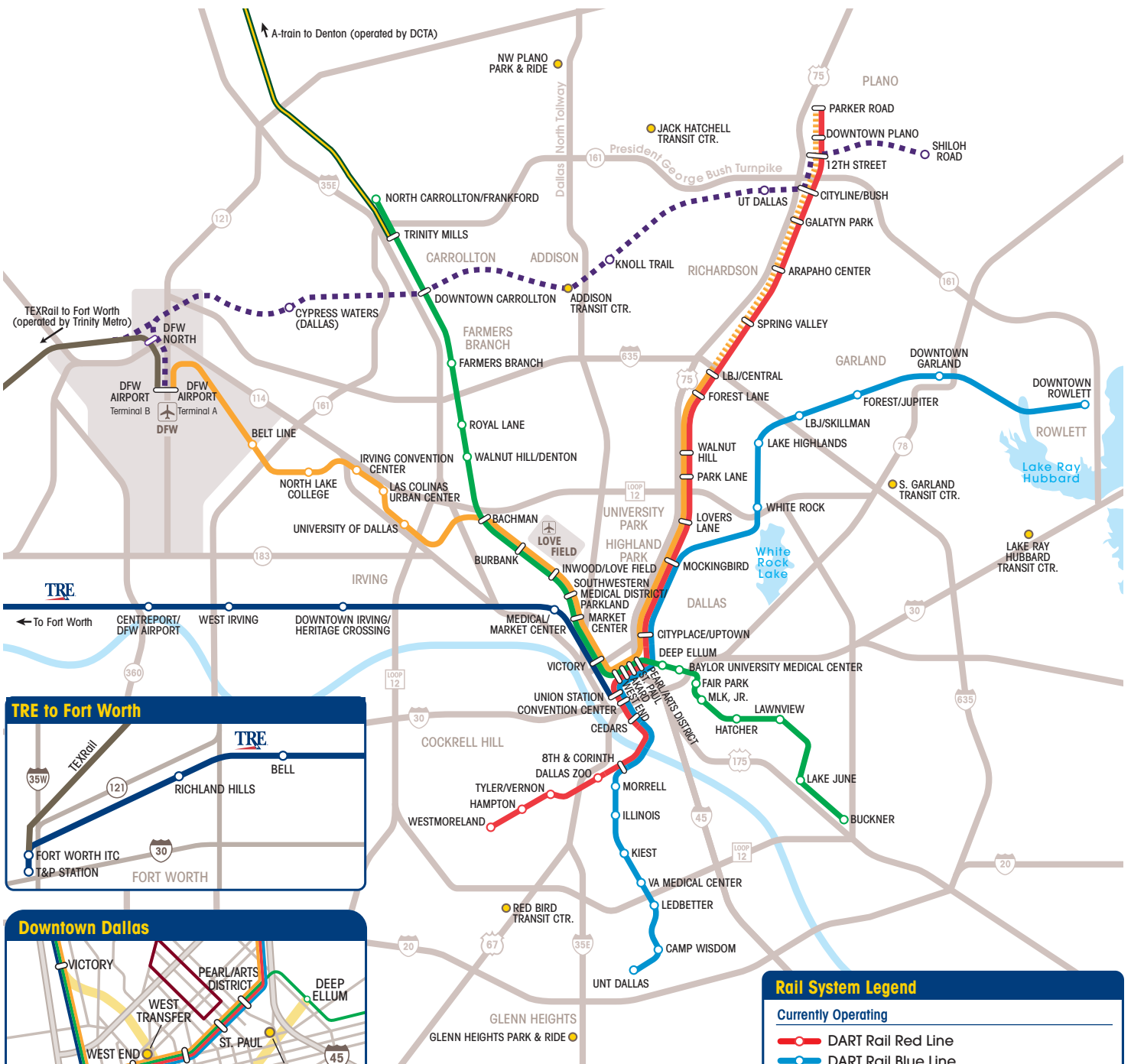
DALLAS AREA RAPID TRANSIT HAS A REQUIREMENT FOR A HEALTH AND WELLNESS CONSULTANT.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

918 CONSULTANTS

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# CURRENT AND FUTURE SERVICES



### TRE to Fort Worth

### Downtown Dallas

**Projects under development in Downtown Dallas:**

- Dallas CBD Second Light Rail Alignment (D2 Subway) in shaded area
- Dallas Streetcar Central Link

### Rail System Legend

**Currently Operating**

- DART Rail Red Line
- DART Rail Blue Line
- DART Rail Green Line
- DART Rail Orange Line
- DART Rail Orange Line (Selected Weekday Trips Rush Hour Only)
- Trinity Railway Express (TRE)
- DCTA A-train
- M-Line Trolley
- Dallas Streetcar

**Planning/Design Underway**

- Cotton Belt
- Proposed Cotton Belt station
- D2 Corridor (Inset Map)



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



*let's go.*