

DART BOARD MEMBERS

Sue S. Bauman

Dallas

Mark C. Enoch

Garland, Rowlett and
Glenn Heights

Doug Hrbacek

Carrollton and Irving

Ray Jackson

Dallas

Jonathan R. Kelly

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

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Who We Are

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

Discover more

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

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

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

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

Name	Represents
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
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Gary Slagel
Richardson,
University Park,
Addison and
Highland Park



Lissa Smith
Plano and
Farmers Branch



Rick Stopfer
Irving



Dominique P. Torres
Dallas

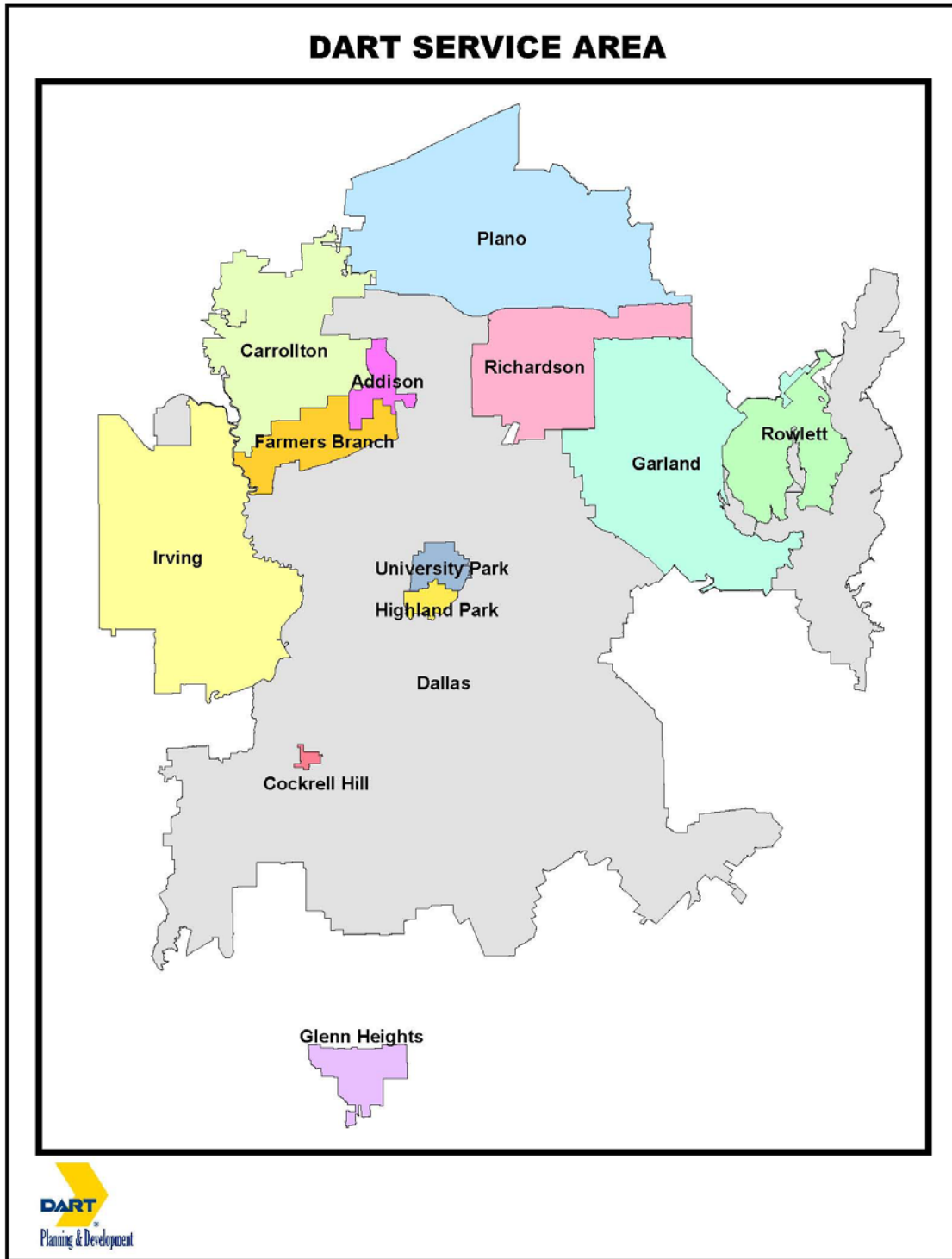


Paul N. Wageman
Vice Chair
Plano

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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

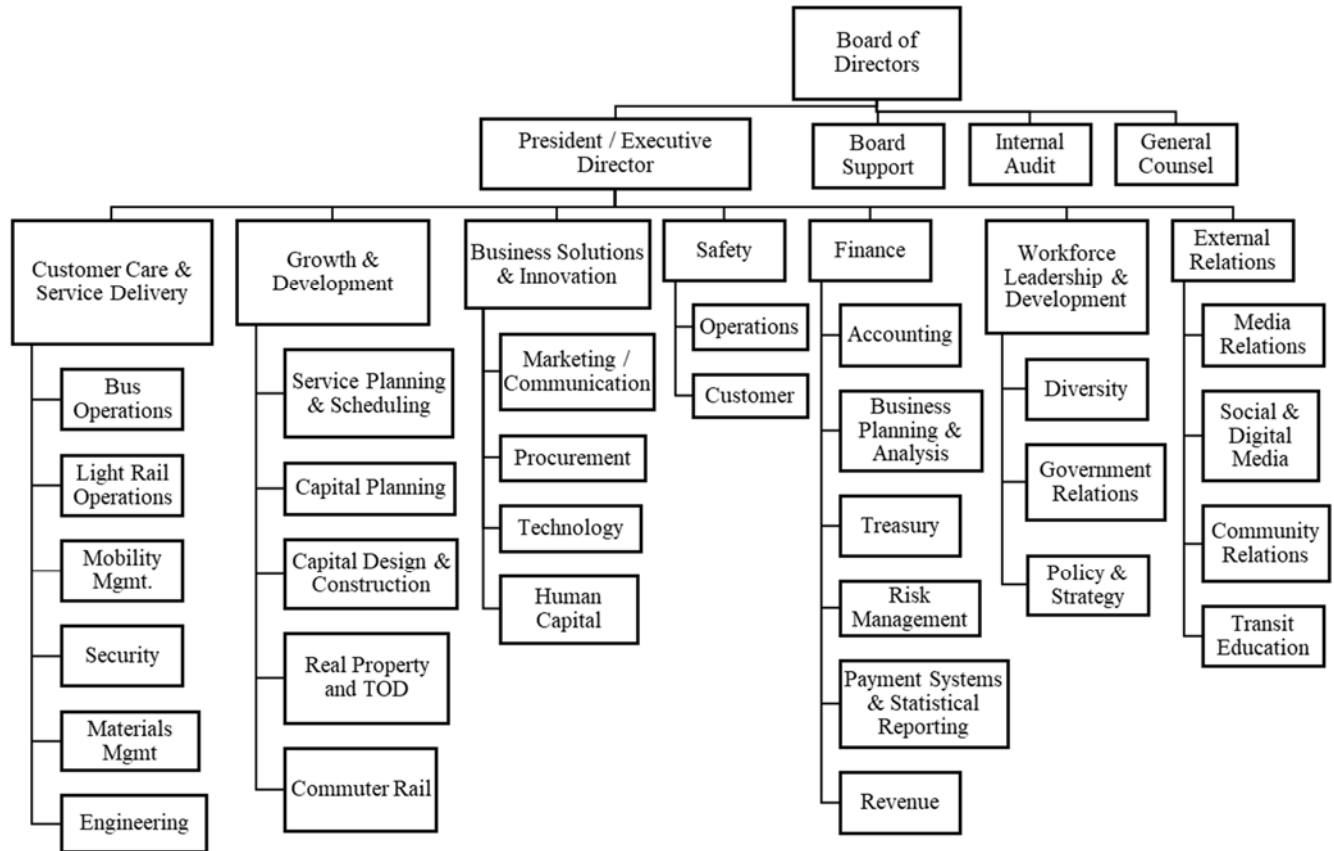
There are 3,972 salaried and hourly positions included in the FY 2019 Annual Budget.

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



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 second quarter of FY 2019 ending March 31, 2019.

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 fewer 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:** are less (better) than the stated goal.
- **Fixed Route Accidents Per 100,000 Miles:** Slight improvement from the previous year and are less (better) than the stated goal.

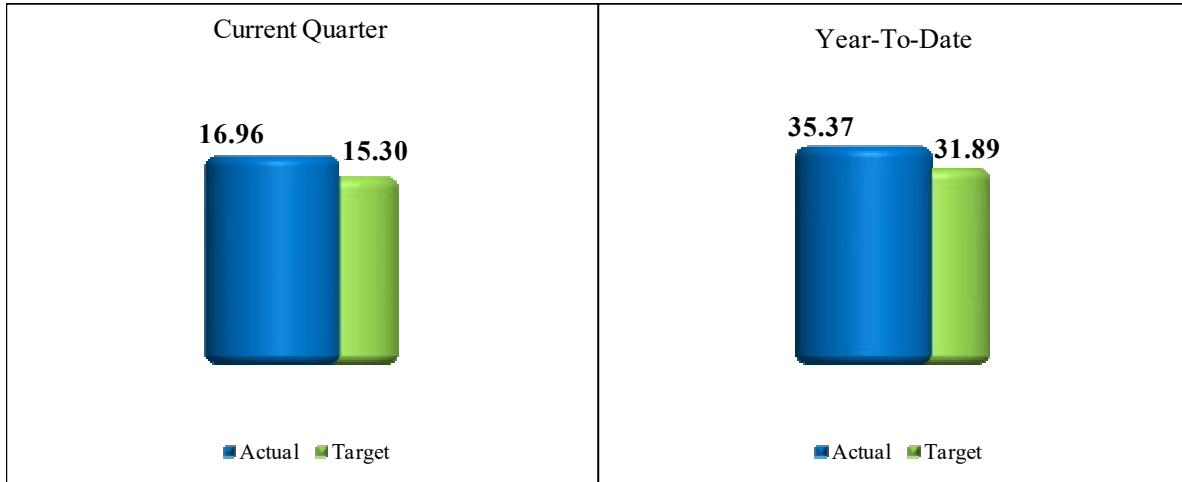
General Information

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

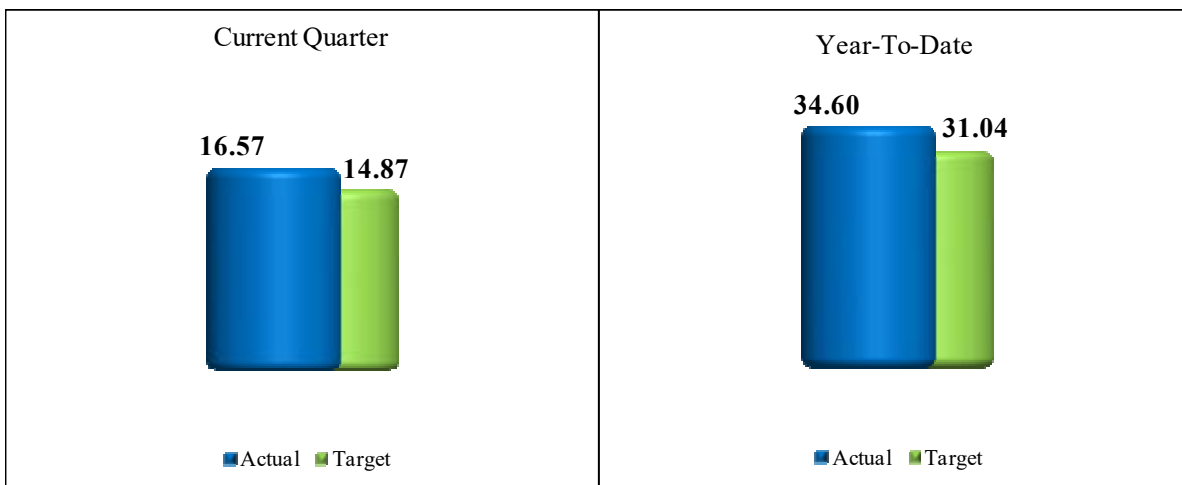
To increase ridership, DART has undertaken several initiatives to improve customer communications, customer service, and service delivery. Among these initiatives are the customer communications program, a Comprehensive Payments System, expansion of mobility on demand services, and the 5 Star Service 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 Year-To-Date as of March 31, 2019 is 35.37 million, 3.48 million above (better than) the target of 31.89 million. Current Quarter ended March 31, 2019 is 16.96 million, 1.66 million above (better than) the target of 15.30 million.

Exhibit 2
Fixed Route Ridership
(in Millions)



Fixed-Route Ridership Year-To-Date as of March 31, 2019 is 34.60 million, 3.56 million above the target of 31.04 million. Current Quarter ended March 31, 2019 is 16.57 million, 5.26 million above (better than) the target of 14.87 million.

Exhibit 3 Agency Ridership Scorecard

FY16A	FY17A	FY18A	Indicators	FY 2019 Quarter 2					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership									
67.16	65.82	62.69	Total Agency(M) ^{[1][2]}	16.96	15.30	110.85%	35.37	31.89	110.89%
65.55	64.35	61.33	Fixed-Route (M) ^[2]	16.57	14.87	111.47%	34.60	31.04	111.48%
33.69	32.11	30.26	Bus (M) ^[3]	9.30	7.39	125.92%	19.07	15.42	123.64%
29.81	30.14	29.03	LRT (M) ^[2]	6.78	6.99	96.91%	14.48	14.60	99.20%
2.05	2.10	2.04	TRE (M)	0.50	0.49	101.52%	1.05	1.02	103.20%
810.33	795.72	771.01	Paratransit (000s)	226.61	209.79	108.02%	445.95	417.16	106.90%
792.01	674.58	596.00	Vanpool (000s)	157.42	220.53	71.38%	315.87	434.87	72.64%

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

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

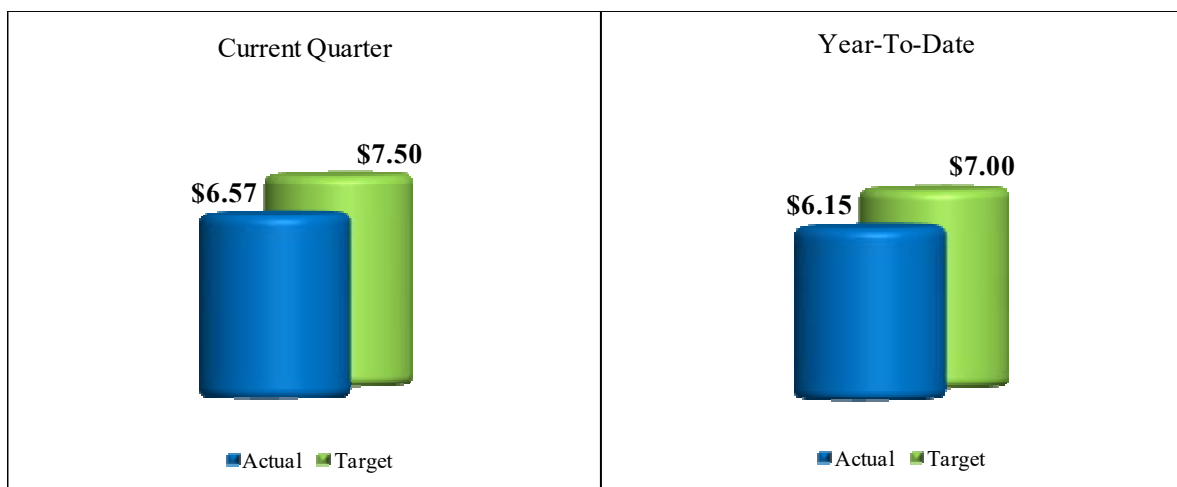
^[3] As of October 2018 ridership is based upon APC data.

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 Year-To-Date as of March 31, 2019 is \$6.15, \$0.85 below (better than) the target of \$7.00. Current Quarter ended March 31, 2019 is \$6.57, \$0.93 below (better than) the target of \$7.50.

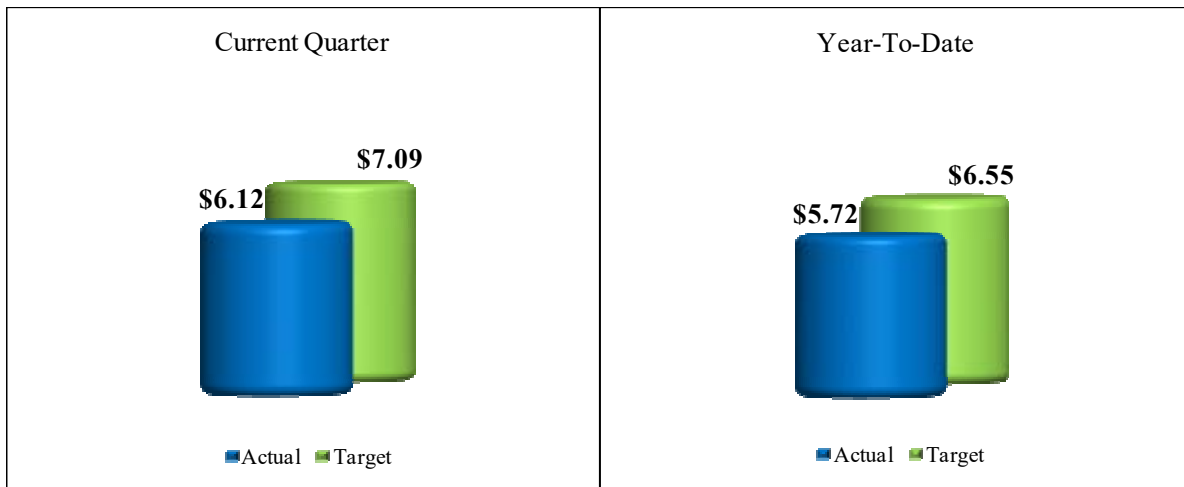
Exhibit 5 Total System Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$257,314,778	\$1,047,525	\$258,362,303	\$40,332,608	\$638,116	\$40,970,723	\$217,391,579	35,365,844	\$6.15
Budget	\$266,870,506	\$2,043,024	\$268,913,530	\$44,188,011	\$1,516,719	\$45,704,730	\$223,208,801	31,893,410	\$7.00
Variance	(\$9,555,728)	(\$995,499)	(\$10,551,227)	(\$3,855,403)	(\$878,604)	(\$4,734,006)	(\$5,817,221)	3,472,434	(\$0.85)
% to Target	96.42%	51.27%	96.08%	91.28%	42.07%	89.64%	97.39%	110.89%	87.87%

^[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

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

Exhibit 6 Fixed Route Subsidy Per Passenger



Fixed Route Subsidy Per Passenger Year-To-Date as of March 31, 2019 is \$5.72, \$0.83 below (better than) the target of \$6.55. Current Quarter ended March 31, 2019 is \$6.12, \$0.97 below (better than) the target of \$7.09.

Exhibit 7 Fixed-Route Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$235,823,669	\$1,047,525	\$236,871,194	\$38,436,790	\$638,116	\$39,074,905	\$197,796,289	34,604,022	\$5.72
Budget	\$244,823,337	\$2,043,024	\$246,866,362	\$42,086,594	\$1,516,719	\$43,603,313	\$203,263,048	31,041,384	\$6.55
Variance	(\$8,999,668)	(\$995,499)	(\$9,995,167)	(\$3,649,804)	(\$878,604)	(\$4,528,408)	(\$5,466,759)	3,562,638	(\$0.83)
% Variance	(3.68%)	(48.73%)	(4.05%)	(8.67%)	(57.93%)	(10.39%)	(2.69%)	11.48%	(12.65%)
% to Target	96.32%	51.27%	95.95%	91.33%	42.07%	89.61%	97.31%	111.48%	87.35%

^[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. Year-To-Date as of March 31, 2019 is 12.94%, 1.43% below (worse than) the target of 14.37%. Current Quarter ended March 31, 2019 is 12.97%, 1.23% below (worse than) the target of 14.20%.

Exhibit 8 Fixed-Route Farebox Recovery Ratio Calculation

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 30,518,903		\$ 235,823,669		12.94%
Budget	\$ 35,466,552		\$ 246,866,362		14.37%
Variance	\$ (4,947,649)		\$ (11,042,692)		(1.43%)
% to Target	86.05%		95.53%		90.08%

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, \$4.9 million (13.95%) and \$11.0 million (4.47%) respectively, the greater 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. Year-To-Date as of March 31, 2019 is 8.79%, 0.85% below (better than) the target of 9.64%. Current Quarter ended March 31, 2019 is 9.36%, 0.66% below (better than) the target of 10.02%.

Exhibit 9 Fixed-Route Administrative Ratio Calculation

	Administrative Costs	-	Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$22,614,059		\$1,993,768		\$234,700,719		\$0		8.79%
Budget	\$25,293,102		\$2,008,334		\$241,577,404		\$0		9.64%
Variance	(\$2,679,043)		(\$14,566)		(\$6,876,685)		\$0		(0.85%)
% to Target	89.41%		99.27%		97.15%		0.00%		91.15%

Modal Update Bus

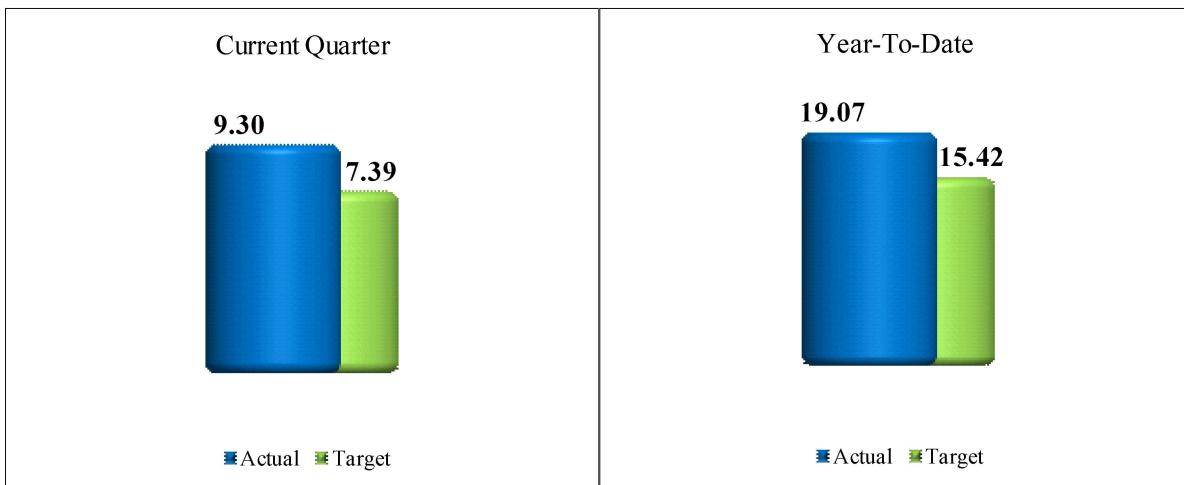
(52.3% of total system ridership for Year-To-Date Fiscal Year 2019)



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

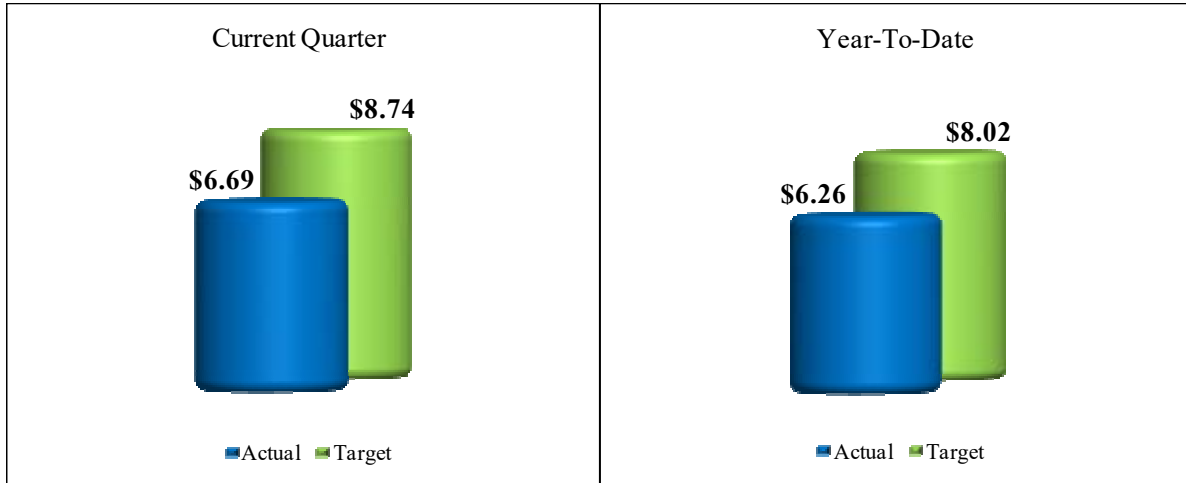
of activity centers. DART On-Call provides our customers personalized demand-responsive weekday neighborhood service within specifically defined areas. Flex Service, a variation of the On-Call approach, provides customers the advantages of a conventional fixed route plus the convenience of curbside service 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 Year-To-Date as of March 31, 2019 is 19.07 million, 3.65 million above (better than) the target of 15.42 million. Current Quarter ended March 31, 2019 is 9.30 million, 5.56 million above (better than) the target of 7.39 million. As of October 2018, Bus is reporting Ridership based on APC Data.

**Exhibit 11
Bus Subsidy Per Passenger**



Subsidy Per Passenger Year-To-Date as of March 31, 2019 is \$6.26, \$1.76 below (better than) the target of \$8.02. Current Quarter ended March 31, 2019 is \$6.69, \$3.81 below (better than) the target of \$8.74.

**Exhibit 12
Bus Subsidy Per Passenger Calculation**

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$134,342,777	\$14,907,592		\$119,435,186		19,070,556		\$6.26
Budget	\$140,057,315	\$16,255,360		\$123,801,955		15,423,857		\$8.02
Variance	(\$5,714,538)	(\$1,347,769)		(\$4,366,769)		3,646,699		(\$1.76)
% to Target	95.92%	91.71%		96.47%		123.64%		78.09%

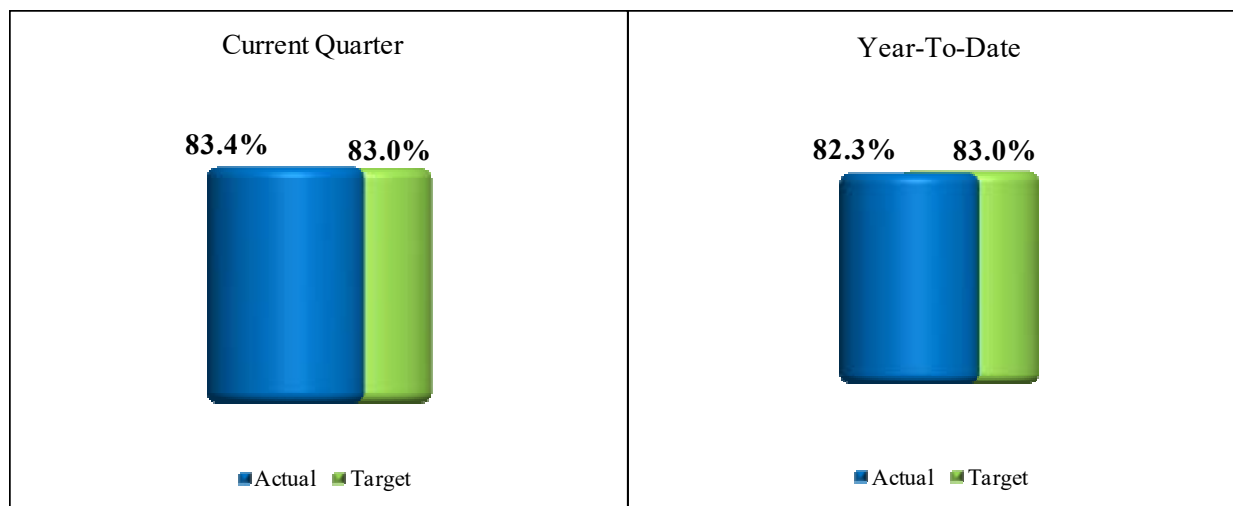
Farebox Recovery Ratio Year-To-Date as of March 31, 2019 is 9.20%, 0.83% below (worse than) the target of 10.03%. Current Quarter ended March 31, 2019 is 9.31%, 0.56% below (worse than) the target of 9.87%.

**Exhibit 13
Bus Farebox Recovery Ratio Calculation**

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 12,365,356		\$ 134,342,777		9.20%
Budget	\$ 14,049,220		\$ 140,057,315		10.03%
Variance	\$ (1,683,864)		\$ (5,714,538)		(0.83%)
% to Target	88.01%		95.92%		91.76%

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, \$1.7 million (11.98%) and \$5.7 million (4.08%) respectively, the greater decline in Farebox Revenues lead to the decline in Farebox Recovery Ratio.

**Exhibit 14
Bus On-Time Performance**



On-Time Performance Year-To-Date as of March 31, 2019 is 82.3%, 0.7% below (worse than) the target of 83.0%. Current Quarter ended March 31, 2019 is 83.4%, 0.4% above (better 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 second quarter numbers reflect some of these efforts. Schedule adjustments were 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 Year-To-Date as of March 31, 2019 is 7,753 miles, 4,523 miles below (worse than) the target of 12,220 miles. Current Quarter ended March 31, 2019 is 7,790miles, 4,430 miles below (worse than) the target of 12,220 miles.

Mean Distance Between Service Calls through the Second Quarter 2019 by Fleet Type is:

- NABI & New Flyer – 10,665 or 87% of goal.
- ARBOC – 6,056 or 50% of goal.
- Proterra – 2,897 or 24% 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 original equipment manufacturer. The groups are focusing on the vehicle systems contributing the most to customer service interruptions.

Modal Update Light Rail Transit (LRT)

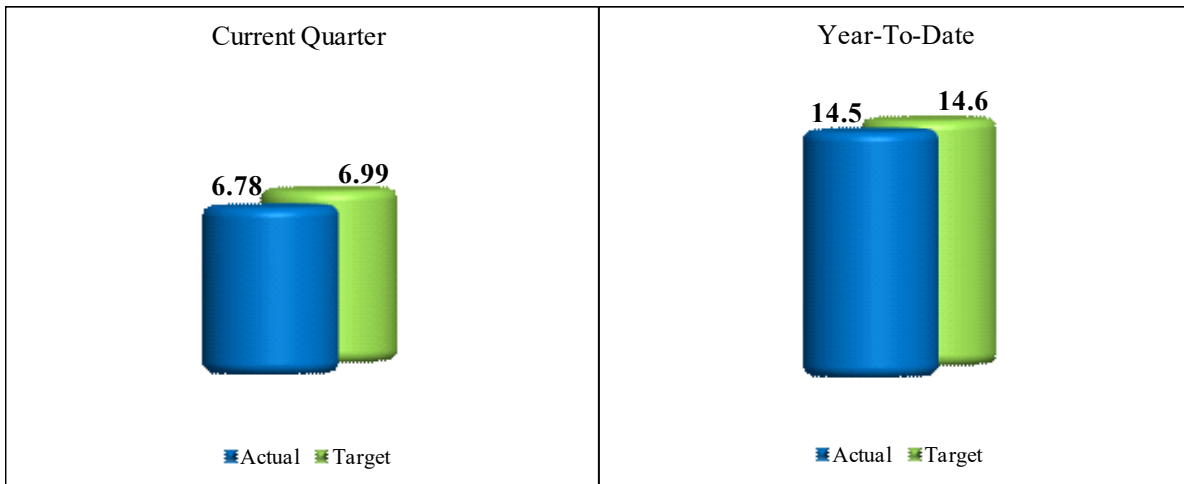
(42.7% of total system ridership for Year-To-Date Fiscal Year 2019)



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.

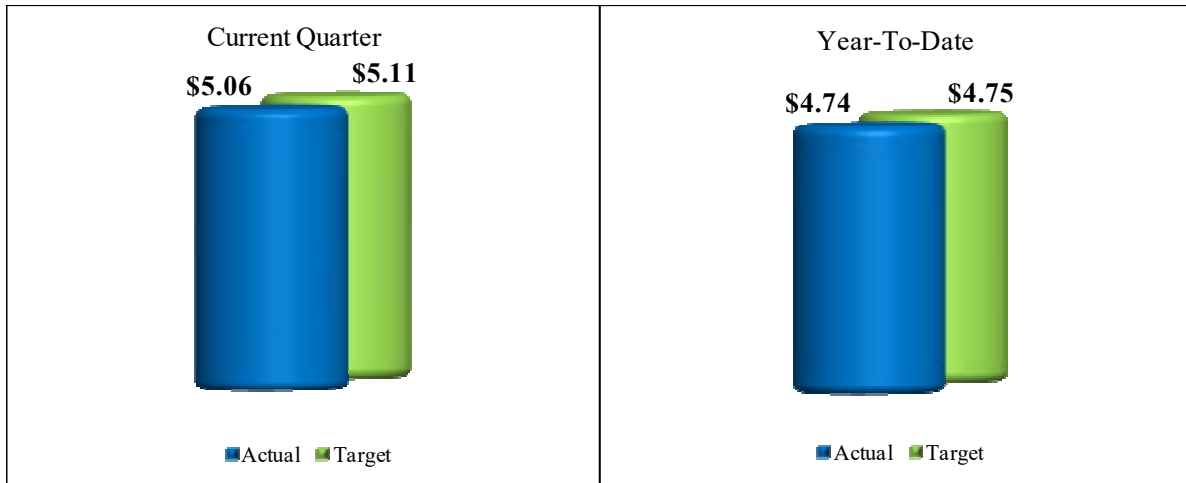
**Exhibit 15
Light Rail Transit Ridership
(in Millions)**



LRT Ridership Year-To-Date as of March 31, 2019 is 14.48 million, 0.10 million below (worse than) the target of 14.60 million. Current Quarter ended March 31, 2019 is 6.78 million, 0.21 million below (worse than) the target of 6.99.

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

**Exhibit 16
Light Rail Subsidy Per Passenger**



Subsidy Per Passenger Year-To-Date as of March 31, 2019 is \$4.74, \$0.01 below (better than) the target of \$4.75. Current Quarter ended March 31, 2019 is \$5.06, \$0.05 below (better than) the target of \$5.11.

**Exhibit 17
Light Rail Subsidy Per Passenger Calculation**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$86,335,796		\$17,661,491		\$68,674,305		14,479,284		\$4.74
Budget	\$88,716,861		\$19,372,605		\$69,344,256		14,596,073		\$4.75
Variance	(\$2,381,065)		(\$1,711,114)		(\$669,951)		(116,789)		(\$0.01)
% to Target	97.32%		91.17%		99.03%		99.20%		99.83%

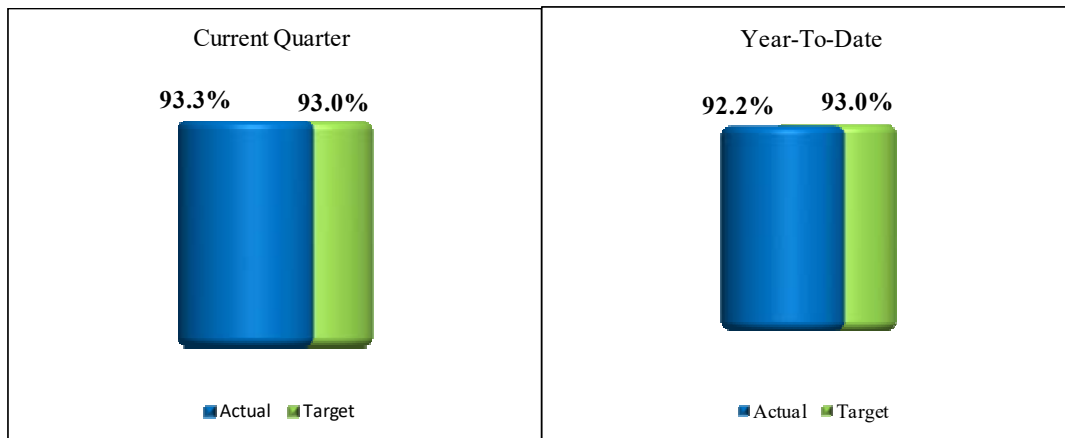
Farebox Recovery Ratio Year-To-Date as of March 31, 2019 is 16.67%, 1.99% below (worse than) the target of 18.66%. Current Quarter ended March 31, 2019 is 17.42%, 0.93% below (worse than) the target of 18.35%.

**Exhibit 18
Light Rail Farebox Recovery Ratio Calculation**

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 14,393,169		\$ 86,335,796		16.67%
Budget	\$ 16,353,172		\$ 87,627,233		18.66%
Variance	\$ (1,960,004)		\$ (1,291,437)		(1.99%)
% to Target	88.01%		98.53%		89.33%

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, \$1.9 million (11.99%) and \$1.3 million (1.47%) respectively, the greater decline in Farebox Revenues lead to the decline in Farebox Recovery Ratio.

**Exhibit 19
Light Rail On-Time Performance**



On-Time Performance Year-To-Date as of March 31, 2019 is 92.2%, 0.8% below (worse than) the target of 93.0%. Current Quarter ended March 31, 2019 is 93.3%, 0.3% above (better 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.

For FY 2019 Rail Operations has instituted a new initiative where top performers are recognized monthly. Hand in hand with this initiative is an increase in monitoring those who fall below OTP targets to address and mitigate issues which may contribute to a degradation in service. The current Rail OTP goal is 94 percent and is being further reinforced with a new “Strive to 95” campaign.

Mean Distance Between Service Calls Year-To-Date as of March 31, 2019 is 15,552 miles, 5,448 miles below (worse than) the target of 21,000 miles. Current Quarter ended March 31, 2019 is 20,826 miles, 174 miles below (worse than) the target of 21,000 miles.

Reliability improvement efforts continue for LRT with primary focus being on those vehicle systems contributing the most to customer service disruptions. The major contributors to the below target MDBSC are the pneumatic doors and propulsion system. Working collaboratively both Fleet Engineering and the LRT Maintenance team are continuing to modify LRV Door preventive maintenance procedures and capital dollars have been requested to explore electric door operators on those Light Rail sub fleets which still operate pneumatic doors. The Agency is working through the air compressor OEM on part reliability, and we expect to receive modified parts, which the vendor believes will improve reliability, to be received in June, at which time the parts will be replaced through corrective maintenance and overhaul and repair.

Accidents Per 100,000 Miles Year-To-Date as of March 31, 2019 is 0.9, 0.5 above (worse than) the target of 0.4. Current Quarter ended March 31, 2019 is 1.2, 0.8 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

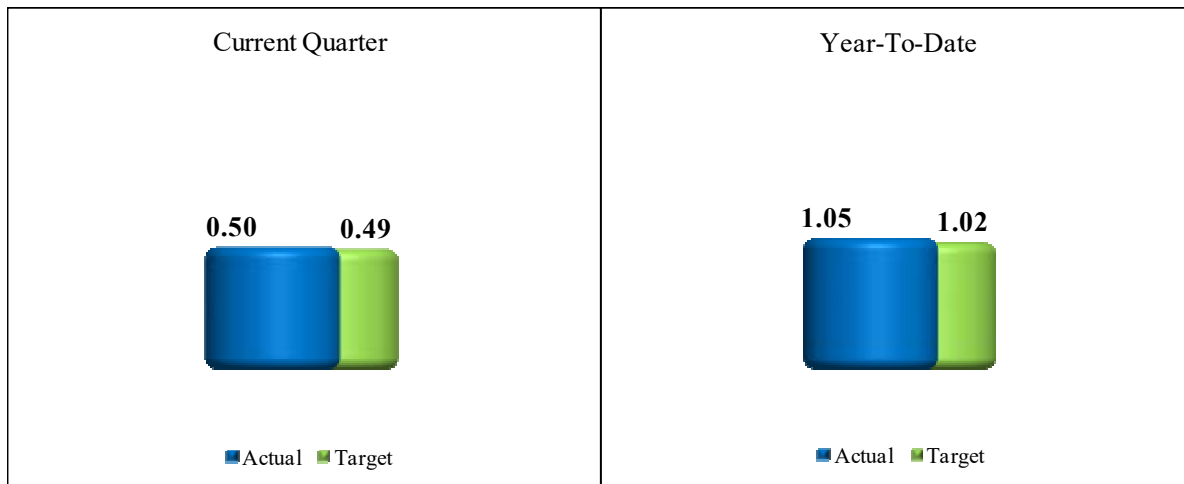
(2.8% of total system ridership for Year-To-Date Fiscal Year 2019)



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

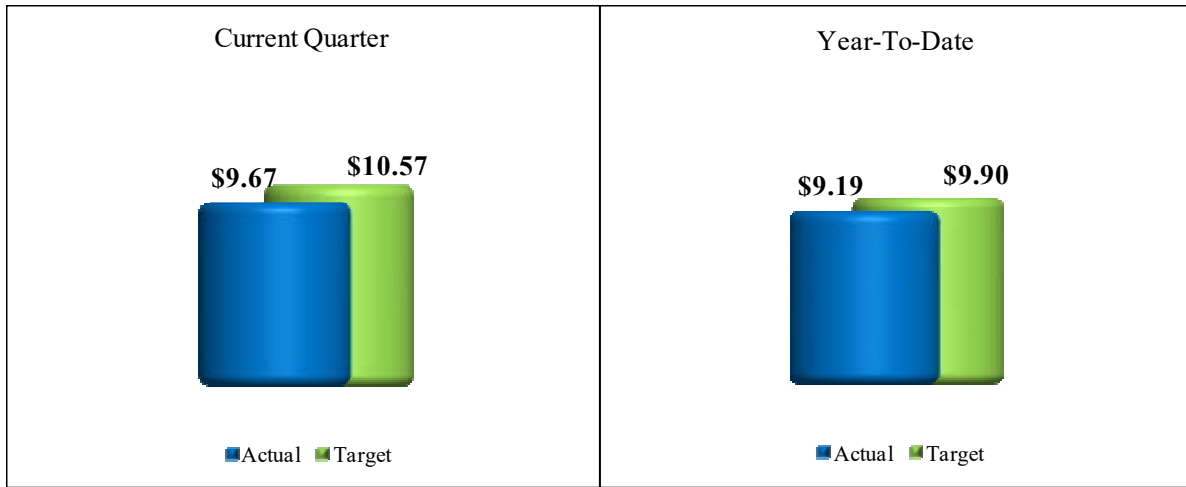
Rights Agreements, the Burlington Northern Santa Fe, the Dallas Garland and Northeastern, and the Union Pacific railroads pay a fee for the right to operate freight services on the TRE corridor. TRE, through its contractor, Herzog Transit Services, Inc., provides dispatching, maintains the corridor,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

**Exhibit 20
Commuter Rail Ridership
(in Millions)**



Commuter Rail Ridership Year-To-Date as of March 31, 2019 is 1.05 million, 0.03 million above (better than) the target of 1.02 million. Current Quarter ended March 31, 2019 is 0.50 million, 0.01 million above (better than) the target of 0.49.

**Exhibit 21
Commuter Rail Subsidy Per Passenger**



Subsidy Per Passenger Year-To-Date as of March 31, 2019 is \$9.19, \$0.71 below (better than) the target of \$9.90. Current Quarter ended March 31, 2019 is \$9.67, \$0.90 below (better than) the target of \$10.57.

**Exhibit 22
Commuter Rail Subsidy Per Passenger Calculation**

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$15,145,096	\$1,047,525	\$16,192,621	\$5,867,707	\$638,116	\$6,505,823	\$9,686,799	1,054,182	\$9.19
Budget	\$16,049,161	\$2,043,024	\$18,092,185	\$6,458,629	\$1,516,719	\$7,975,348	\$10,116,838	1,021,454	\$9.90
Variance	(\$904,065)	(\$995,499)	(\$1,899,564)	(\$590,921)	(\$878,604)	(\$1,469,525)	(\$430,039)	32,728	(\$0.71)
% to Target	94.37%	51.27%	89.50%	90.85%	42.07%	81.57%	95.75%	103.20%	92.79%

^[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.

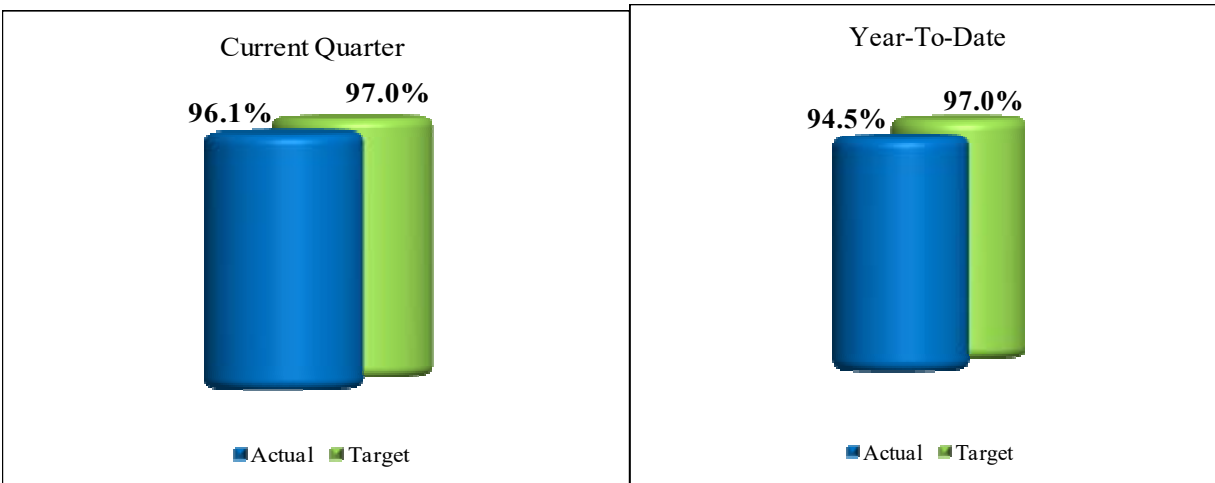
Farebox Recovery Ratio Year-To-Date as of March 31, 2019 is 23.22%, 4.77% below (worse than) the target of 27.99%. Current Quarter ended March 31, 2019 is 20.99%, 11.73% below (worse than) the target of 27.95%.

**Exhibit 23
Commuter Rail Farebox Recovery Ratio Calculation**

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 3,760,379		\$ 16,192,621		23.22%
Budget	\$ 5,064,160		\$ 18,092,185		27.99%
Variance	\$ (1,303,781)		\$ (1,899,564)		(4.77%)
% to Target	74.25%		89.50%		82.97%

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, \$1.3 million (25.75%) and \$1.9 million (10.5%) respectively, the greater decline in Farebox Revenues lead to the decline in Farebox Recovery Ratio.

**Exhibit 24
Commuter Rail On-Time Performance**



On-Time Performance Year-To-Date as of March 31, 2019 is 94.5%, 2.5% below (worse than) the target of 97.0%. Current Quarter ended March 31, 2019 is 96.1%, 0.9% below (worse than) the target of 97.0%.

Complaints Per 100,000 Passengers Year-To-Date as of March 31, 2019 is 6.18, 0.56 above (worse than) the target of 5.50. Current Quarter ended March 31, 2019 is 6.55, 1.05 above (worse than) the target of 5.50.

Modal Update

Paratransit

(1.3% of total system ridership for Year-To-Date Fiscal Year 2019)



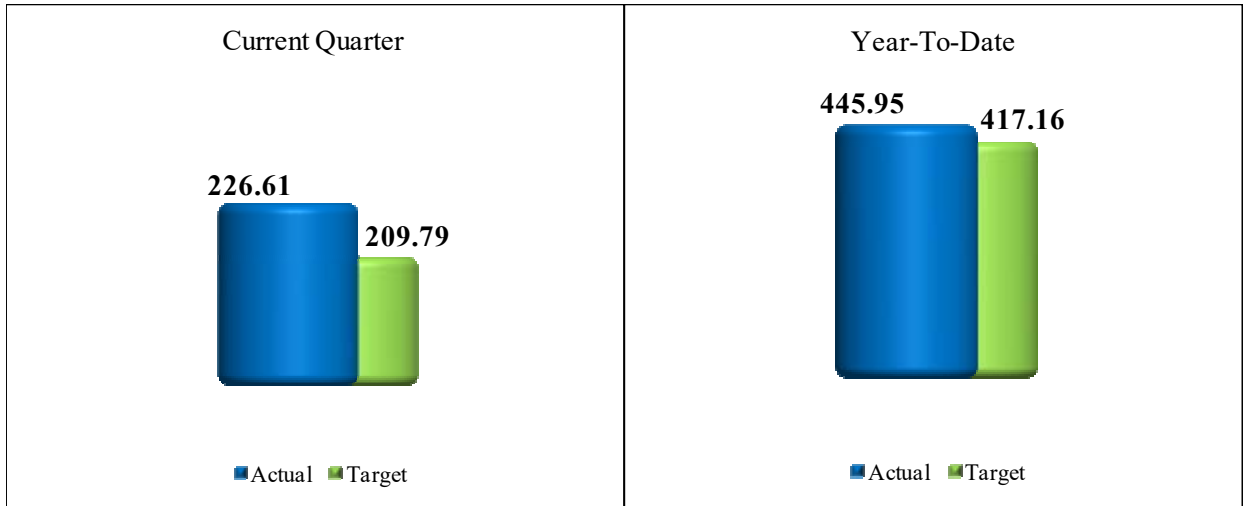
DART is responsible for providing complementary paratransit service in accordance with the Americans with Disabilities Act of 1990 (the “ADA”). In Fiscal Year 2013, we transitioned to a new service delivery model and a new contractor, MV Transportation, Inc. (MV), for providing paratransit service. MV 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 second quarter of FY 2019, the Travel Ambassadors provided training to 168 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.

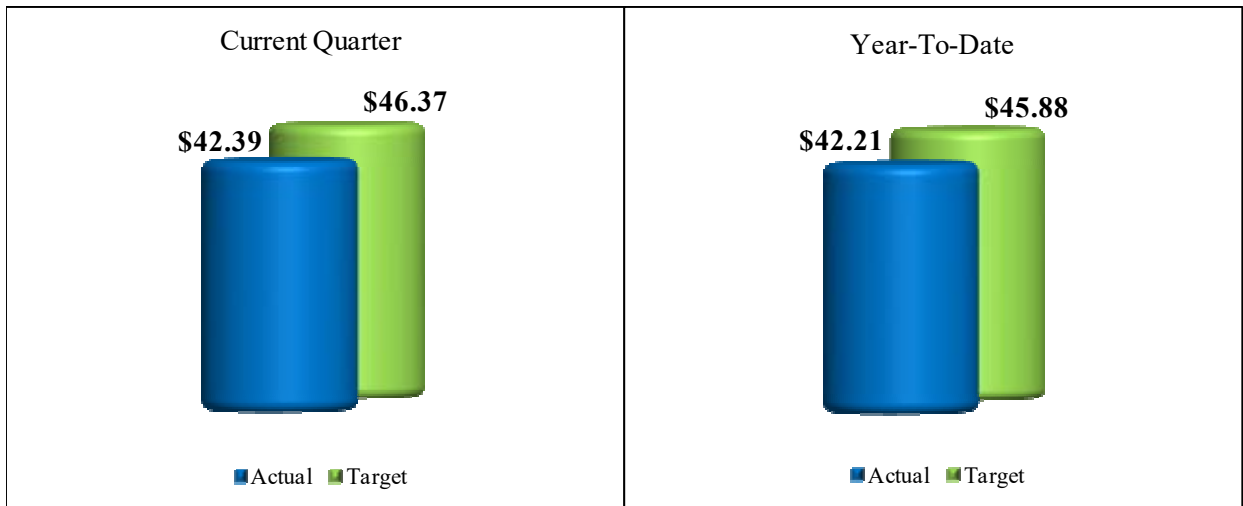
A pilot program with a Transportation Network Company (TNC) (e.g., Uber, Lyft, etc.) began in mid-2017 and is providing valuable information and feedback that will be used as part of the forthcoming contract. During the second quarter of FY 2019, 16,503 trips were provided as part of the Lyft pilot. Trips with TNC providers will be a part of the forthcoming MMS Contract, with Lyft being one of the providers at startup.

**Exhibit 25
Paratransit Ridership
(in Thousands)**



Paratransit Ridership Year-To-Date as of March 31, 2019 is 445,950, 28,790 above (better than) the target of 417,160 million. Current Quarter ended March 31, 2019 is 226,609, 16,816 above (better than) the target of 209,793.

**Exhibit 26
Paratransit Subsidy Per Passenger**



Subsidy Per Passenger Year-To-Date as of March 31, 2019 is \$42.21, \$3.67 below (better than) the target of \$45.88. Current Quarter ended March 31, 2019 is \$42.39, \$3.98 below (better than) the target of \$46.37.

Exhibit 27
Paratransit Subsidy Per Passenger Calculation

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$19,980,089	\$1,155,212		\$18,824,878		445,950		\$42.21
Budget	\$20,315,363	\$1,172,714		\$19,142,649		417,160		\$45.88
Variance	(\$335,274)	(\$17,503)		(\$123,458)		16,816		(\$3.99)
% to Target	98.35%	98.51%		98.73%		108.02%		91.40%

Complaints Per 1,000 Trips Year-To-Date as of March 31, 2019 is 3.20, 0.20 above (worse than) the target of 3.00. Current Quarter ended March 31, 2019 is 2.88, 0.12 below (better than) the target of 3.00.

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.

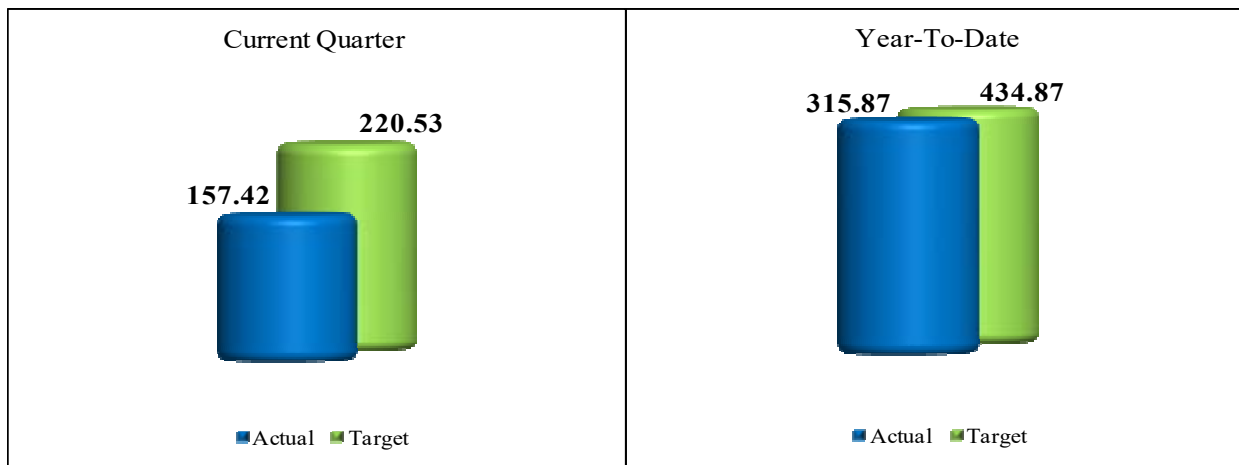
Modal Update Vanpool

(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.

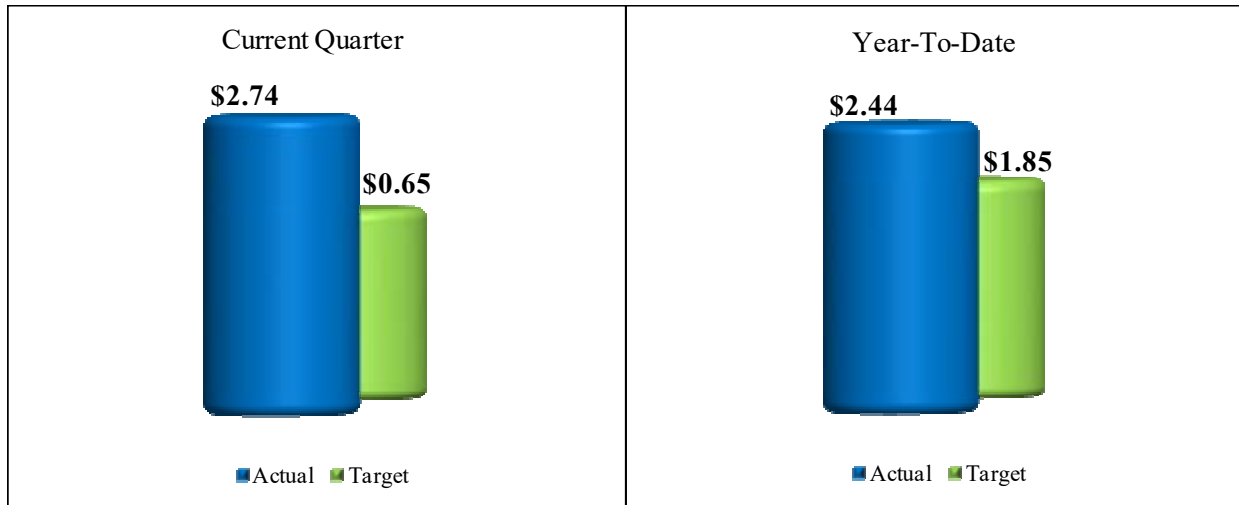
**Exhibit 28
Vanpool Ridership
(in Thousands)**



Vanpool Ridership Year-To-Date as of March 31, 2019 is 315,872, 118,994 below (worse than) the target of 434,866. Current Quarter ended March 31, 2019 is 157,416, 63,118 below (worse than) the target of 220,534.

Consistent with current trends, fuel prices remain consistently below \$3.00, which is considered a main motivational driver behind the vanpool program. Vanpool ridership is experiencing some growth. A combination of recruitment of federal employees who are receiving transit subsidies and a slight increase in fuel prices as stimulated ridership activity.

**Exhibit 29
Vanpool Subsidy Per Passenger**



Subsidy Per Passenger Year-To-Date as of March 31, 2019 is \$2.44, \$0.59 above (worse than) the target of \$1.85. Current Quarter ended March 31, 2019 is \$2.74, \$2.09 above (worse than) the target of \$0.65.

**Exhibit 30
Vanpool Subsidy Per Passenger Calculation**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$1,511,019		\$740,606		\$770,413		315,872		\$2.44
Budget	\$1,731,805		\$928,702		\$803,103		434,866		\$1.85
Variance	(\$220,786)		(\$188,096)		(\$32,690)		(118,994)		\$0.59
% to Target	87.25%		79.75%		95.93%		72.64%		132.07%

With expenses and revenues below target, \$220,786 (12.75%) and \$188,096 (20.25%) respectively; net subsidy decline by \$32,690 (4.07%). Lower net subsidy coupled with the decline in ridership, 118,994 (27.36%), resulted in higher subsidy per passenger.

Exhibit 31 DART Scorecard of Key Performance Indicators

FY16A	FY17A	FY18A	Indicators	FY 2019 Quarter 2					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership Performance									
67.16	65.82	62.69	Total Agency Ridership (M) ^[1]	16.96	15.30	110.85%	35.37	31.89	110.89%
65.55	64.35	61.33	Fixed-Route Ridership (M) ^[1]	16.57	14.87	111.47%	34.60	31.04	111.48%
33.69	32.11	30.26	Ridership - Bus (M)	9.30	7.39	125.92%	19.07	15.42	123.64%
29.81	30.14	29.03	Ridership - LRT (M) ^[1]	6.78	6.99	96.91%	14.48	14.60	99.20%
2.05	2.10	2.04	Ridership - TRE (M)	0.50	0.49	101.52%	1.05	1.02	103.20%
810.33	795.72	771.01	Ridership - Paratransit (000s)	226.61	209.79	108.02%	445.95	417.16	106.90%
792.01	674.58	596.00	Ridership - Vanpool (000s)	157.42	220.53	71.38%	315.87	434.87	72.64%
Efficiency Measures									
\$5.90	\$6.36	\$6.94	Subsidy Per Passenger - Total System ^[1]	\$6.57	\$7.50	87.56%	\$6.15	\$7.00	87.83%
\$5.53	\$5.98	\$6.52	Subsidy Per Passenger - Fixed-Route ^[1]	\$6.12	\$7.09	86.24%	\$5.72	\$6.55	87.29%
\$6.19	\$6.90	\$7.50	Subsidy Per Passenger - Bus	\$6.69	\$8.74	76.57%	\$6.26	\$8.02	78.09%
\$4.54	\$4.68	\$5.13	Subsidy Per Passenger - LRT ^[1]	\$5.06	\$5.11	99.14%	\$4.74	\$4.75	99.83%
\$9.00	\$10.63	\$11.73	Subsidy Per Passenger - TRE	\$9.67	\$10.57	91.49%	\$9.19	\$9.90	92.78%
\$41.15	\$41.47	\$44.97	Subsidy Per Passenger - Paratransit	\$42.39	\$46.37	91.42%	\$42.21	\$45.88	92.00%
\$0.36	\$0.54	\$0.61	Subsidy Per Passenger - Vanpool	\$2.74	\$0.65	423.45%	\$2.44	\$1.85	132.07%
15.25%	13.27%	13.12%	Farebox Recovery Ratio - Fixed-Route	12.97%	14.20%	91.36%	12.94%	14.37%	90.08%
12.26%	12.12%	11.59%	Farebox Recovery Ratio - Bus	9.31%	9.87%	94.38%	9.20%	10.03%	91.76%
16.60%	16.17%	15.09%	Farebox Recovery Ratio - LRT	17.42%	18.35%	94.89%	16.67%	18.66%	89.33%
27.63%	14.01%	14.86%	Farebox Recovery Ratio - TRE	20.99%	27.95%	75.08%	23.22%	27.99%	82.97%
9.52%	9.17%	10.19%	Administrative Ratio	9.36%	10.02%	93.43%	8.79%	9.64%	91.15%
Service Quality									
\$0.90	\$0.90	\$0.91	On-Time Performance - Fixed Route	90.93%	91.00%	99.92%	89.66%	91.00%	98.52%
\$0.79	\$0.80	\$0.83	On-Time Performance - Bus	83.35%	83.00%	100.43%	82.27%	83.00%	99.12%
\$0.93	\$0.92	\$0.92	On-Time Performance - LRT	93.33%	93.00%	100.35%	92.17%	93.00%	99.11%
\$0.98	\$0.99	\$0.97	On-Time Performance - TRE	96.11%	97.00%	99.08%	94.52%	97.00%	97.45%
10,325	9,898	9,696	Mean Distance Between Service Calls - Bus	7,790	12,220	63.75%	7,753	12,220	63.44%
30,011	19,836	20,776	Mean Distance Between Service Calls - LRT	20,826	21,000	99.17%	15,552	21,000	74.06%
Customer Satisfaction									
41.27	34.12	34.62	Complaints Per 100,000 Passengers - Fixed-Route	25.15	37.71	66.71%	26.06	37.71	69.12%
57.10	52.46	54.00	Complaints Per 100,000 Passengers - Bus	36.28	57.00	63.65%	38.28	57.00	67.17%
22.38	16.65	16.59	Complaints Per 100,000 Passengers - LRT	11.29	19.50	57.89%	11.46	19.50	58.76%
5.16	4.43	3.68	Complaints Per 100,000 Passengers - TRE	6.04	5.50	109.74%	5.60	5.50	101.76%
4.14	3.90	3.38	Complaints Per 1,000 Trips - Paratransit ^[2]	2.88	3.00	96.03%	3.20	3.00	106.67%
Safety									
1.95	1.92	1.89	Accidents Per 100,000 Miles - Fixed-Route	1.66	1.97	83.94%	1.74	1.97	88.13%
2.51	2.26	2.23	Accidents Per 100,000 Miles - Bus	1.94	2.30	84.43%	2.03	2.30	88.09%
0.45	0.52	0.82	Accidents Per 100,000 Train Miles - LRT ^[3]	0.80	0.35	228.11%	0.75	0.35	213.41%
0.37	0.66	0.09	Accidents Per 100,000 Miles - TRE	0.00	1.00	0.00%	0.44	1.00	43.80%

[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 32 provides a summary of the capital and non-operating expenditures for the second quarter of FY 2019.

Exhibit 32

Capital and Non-Operating Costs Actuals vs. Budget/Projections (In Thousands)						
Mode	FY19 YTD Actuals	FY19 YTD Projection	YTD \$ Variance	Projected Year-End	FY19 Total Budget	Projected Variance
Agency-Wide	\$7,998	\$10,484	\$563	\$21,188	\$25,876	\$4,688
Bus	5,841	8,654	5,884	32,288	36,531	4,243
Light Rail Transit	18,287	21,085	5,162	46,373	45,507	(865)
Streetcar	0	1,581	5,389	718	5,366	4,648
Commuter Rail/RR Manager	18,107	33,809	8,112	144,205	141,874	(2,331)
Paratransit	52	137	42	479	297	(182)
P&D/Startup/Non-Ops	5,394	11,076	4,488	24,610	24,058	(552)
Road Improvements/ITS	1,056	1,685	1,945	1,902	12,011	10,109
Total Capital	\$56,734	\$88,510	\$31,586	\$271,763	\$291,520	\$19,756

Actuals remain below the projection due primarily to ramp-up on the Cotton Belt project occurring slower than planned. Later this year the pace of expenditures will increase rapidly. Similarly, work on the Red & Blue Line Platform Extensions project will accelerate and lead to expenditures occurring sooner than anticipated.

APPENDIX

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

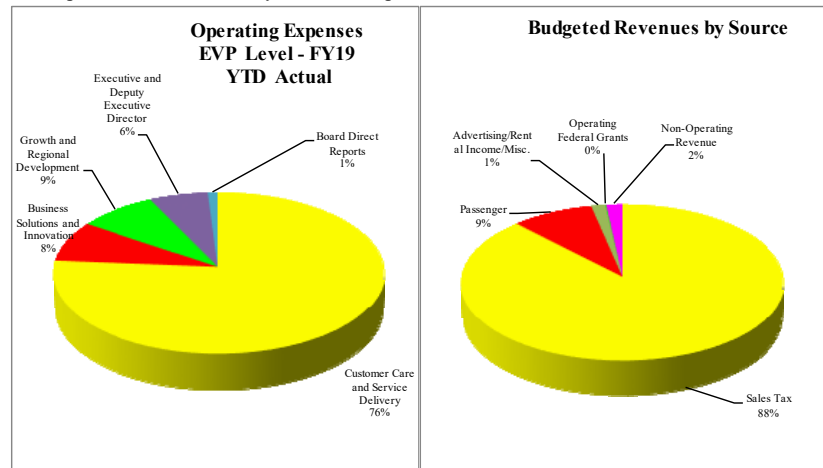
ACTUAL VS. BUDGET SUMMARY

	FY19 YTD Actual	FY19 YTD Budget	(Under) / over Budget	% Variance
Revenues				
Sales Tax	\$315,531	\$314,020	\$1,511	0.5%
Passenger	31,755	35,818	(4,063)	-11%
Advertising/Rental Income/Misc.	5,520	5,090	430	8%
Operating Federal Grants	304	368	(64)	-17%
Non-Operating Revenue	6,279	6,473	(194)	-3%
Total Revenues	\$359,389	\$361,769	(\$2,380)	-1%

Operating Expenses at EVP level (YTD)	YTD Actual	YTD Budget	(over) Budget	% Variance
Customer Care and Service Delivery	\$207,082	\$209,993	\$2,911	1.4%
Business Solutions and Innovation	20,056	21,733	1,677	8%
Growth and Regional Development	20,414	22,570	2,156	10%
Executive and Deputy Executive Director	15,230	16,340	1,110	7%
Board Direct Reports	2,590	3,194	604	19%
Capital P&D	(4,908)	(5,820)	(912)	16%
Agency Wide [1]	87	(1,039)	(1,126)	108%
Total Operating Expenses at EVP Level	\$260,551	\$266,971	\$6,420	2%

Operating Expenses at EVP level (FY19 Projection)*	FY19 Projection	FY19 Budget [2]	(over) Budget	% Variance
Customer Care and Service Delivery	\$413,160	\$415,150	\$ 1,990	0.5%
Business Solutions and Innovation	44,208	45,358	1,150	2.5%
Growth and Regional Development	45,526	46,254	728	1.6%
Executive and Deputy Executive Director	33,460	34,217	757	2.2%
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%
(YTD)	\$538,652	\$544,266	\$5,614	1.0%

*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 MARCH 31, 2019 AND SEPTEMBER 30, 2018**

	(In thousands)	
	<u>03/31/2019</u>	
	<u>Unaudited</u>	<u>9/30/2018</u>
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$93,665	\$98,361
Investments	335,971	390,208
Sales tax receivable	106,444	97,949
Transit Revenue Receivable, Net	8,026	7,001
Due from Other Governments	26,269	21,840
Materials and supplies inventory	39,289	35,915
Prepaid transit expenses and other	11,624	4,107
Restricted investments held by trustee for debt service	84,372	113,533
Restricted investments held for advance funding agreements	68,616	64,860
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
TOTAL CURRENT ASSETS	<u>780,650</u>	<u>840,148</u>
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	6,280	6,796
Investments restricted for system expansion and acquisition	2,862	
Investments in joint venture	9,955	10,497
Capital assets		
Land and rights of way	618,596	619,043
Depreciable capital assets, net of depreciation	3,416,495	3,524,818
Projects in progress	120,099	93,435
Restricted investments held to pay capital lease/leaseback liabilities	105,380	107,492
Unamortized debt issuance costs and other	573	687
TOTAL NONCURRENT ASSETS	<u>4,280,240</u>	<u>4,362,768</u>
TOTAL ASSETS	<u>5,060,890</u>	<u>5,202,916</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	83,977	89,210
TOTAL ASSETS DEFERRED OUTFLOWS OF RESOURCES	<u>\$5,144,867</u>	<u>\$5,292,126</u>

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION - CONT'D
AS OF MARCH 31, 2019 AND SEPTEMBER 30, 2018**

	(In thousands)	
	<u>03/31/2019</u>	
	<u>Unaudited</u>	<u>9/30/2018</u>
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$38,640	\$61,742
Commercial paper notes payable	100,100	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	7,454	7,002
Unearned revenue and other liabilities	118,480	111,309
Interest payable	53,728	54,507
Current portion of senior lien sales tax revenue bonds payable	59,974	58,291
TOTAL CURRENT LIABILITIES	<u>387,105</u>	<u>426,580</u>
NON-CURRENT LIABILITIES		
Accrued liabilities	39,792	39,748
Net pension liability	44,898	44,898
Net other post-employment benefits (OPEB) liability	25,311	22,667
Repayment due to State Comptroller	5,691	6,103
Senior lien sales tax revenue bonds payable	3,169,613	3,236,871
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	96,512	98,726
Railrod Rehabilitation and Improvement Financing (RRIF) bond payable	11,706	
Capital lease/leaseback liabilities	105,380	107,492
TOTAL NON-CURRENT LIABILITIES	<u>3,498,903</u>	<u>3,556,505</u>
TOTAL LIABILITIES	<u>3,886,008</u>	<u>3,983,085</u>
Deferred Inflows of resources	4,663	4,663
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	<u>3,890,671</u>	<u>3,987,748</u>
NET POSITION		
Net investment in capital assets	786,293	764,341
Restricted for debt service	30,643	59,026
Restricted as security for capital lease/leaseback liabilities	6,280	6,796
Unrestricted	430,980	474,215
TOTAL NET POSITION	<u>\$1,254,196</u>	<u>\$1,304,378</u>

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE SIX MONTHS ENDED MARCH 31, 2019 AND 2018 (UNAUDITED)

	(In thousands)	
	For the three months ended	
	<u>3/31/2019</u>	<u>3/31/2018</u>
OPERATING REVENUES:		
Passenger	\$31,755	\$31,687
Advertising, rent and other	6,556	6,530
Total Operating Revenues	<u>38,311</u>	<u>38,217</u>
OPERATING EXPENSES:		
Labor	127,754	123,539
Benefits	57,398	51,314
Services	22,574	19,461
Materials and Supplies	23,747	23,928
Purchased Transportation	28,890	27,225
Depreciation and amortization	123,004	121,366
Utilities	8,177	9,553
Taxes, Leases, and Other	2,277	2,328
Casualty and liability	3,062	2,359
TOTAL OPERATING EXPENSES	<u>396,883</u>	<u>381,073</u>
NET OPERATING LOSS	<u>(358,572)</u>	<u>(342,856)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	315,943	297,277
Investment income	8,557	1,493
Interest income from investments held to pay capital lease	4,262	(4,262)
Interest expense on capital leases	(4,262)	4,262
Interest and financing expenses	(77,000)	(77,593)
Build America Bonds tax credit	14,278	14,211
Other federal grants	35,348	29,480
Other non-operating revenues	7,463	12,402
Local assistance and street improvements	(957)	(2,415)
Other non-operating expenses	(484)	(759)
TOTAL NET NON-OPERATING REVENUES	<u>303,148</u>	<u>274,096</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>(55,424)</u>	<u>(68,760)</u>
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	3,643	4,751
State capital contributions	1,599.00	129
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>5,242</u>	<u>4,880</u>
CHANGE IN NET POSITION	<u>(50,182)</u>	<u>(63,880)</u>
TOTAL NET POSITION - Beginning of the year	1,304,378	1,445,038
TOTAL NET POSITION - End of the reporting period	<u><u>\$1,254,196</u></u>	<u><u>\$1,381,158</u></u>

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

Calculation = [Modal Farebox Revenue / Modal Operating Expense]

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

Off-Peak – Non-rush hour time periods.

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

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

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

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

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

Passenger Mile – A single passenger traveling one mile.

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

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

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

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

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

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

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

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

Peak Period – Morning or evening rush hour.

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

$$\text{Calculation} = [(\text{Operating Expenses} - \text{Operating Revenues} - \text{Interest Income}) / \text{Sales Tax Revenues}]$$

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).

$$\text{Calculation (for bus)} = [\text{Scheduled Miles} / \text{Scheduled Hours}]$$

$$\text{Calculation (for rail)} = [\text{Scheduled Train Miles} / \text{Scheduled Train Hours}]$$

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.

$$\text{Calculation} = (\# \text{ of Calls Answered Within the Specified Time Period}) / (\# \text{ of Calls Received Within the Specified Time Period})$$

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.

$$\text{Calculation} = [(\text{Operating Expenses} - \text{Operating Revenues}) / \text{Passenger Boardings}]$$

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. 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.

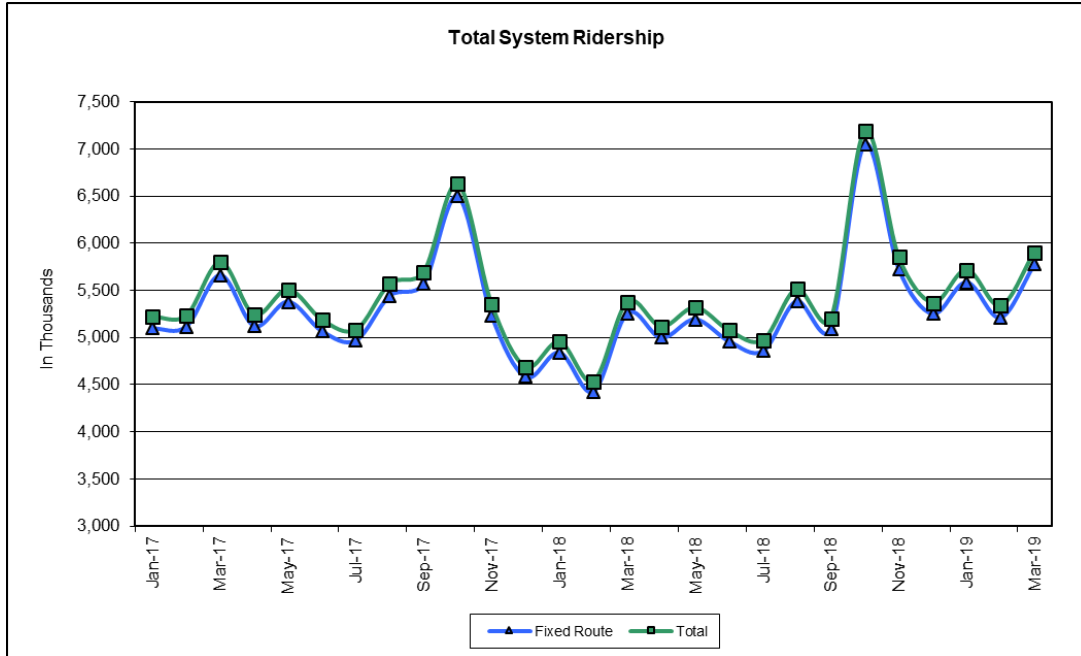
DART has started to use automatic passenger counters (APC) to report bus, streetcar, and TRE ridership for FY19. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample data collected monthly. Paratransit ridership is compiled from daily trip manifests.

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

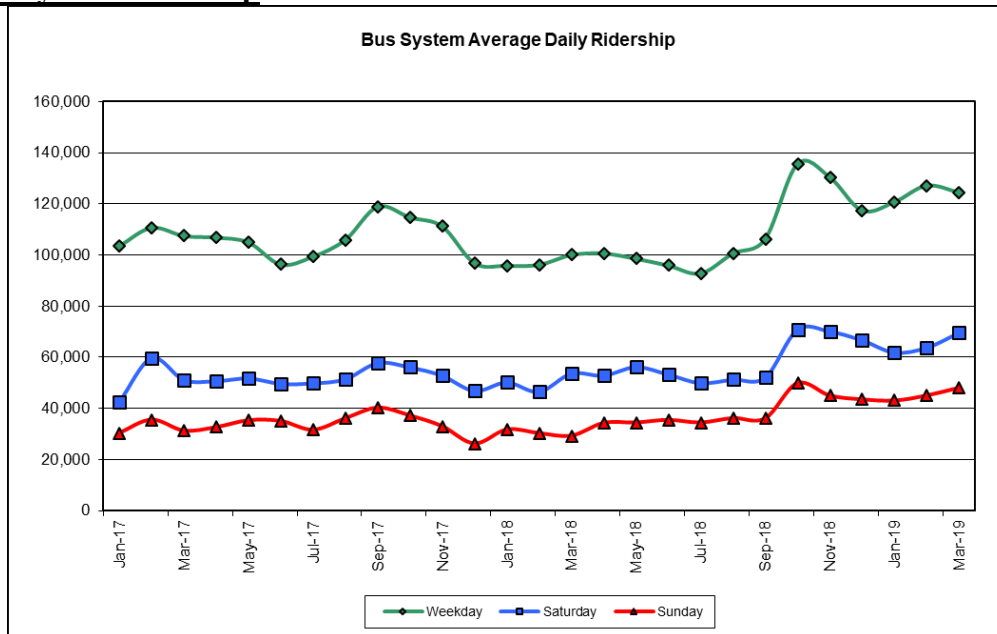


- Total system ridership includes fixed route (bus, light rail and commuter rail), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported. Total system ridership has been higher than the same period last year since bus APC numbers have been significantly higher 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 second quarter of FY 2019 was 16.9 million riders, an increase of 14.1 percent from the second quarter of FY 2018.
- Fixed route ridership totaled 16.5 million passengers in the second quarter of FY 2019, an increase of 14.1 percent from the second quarter of FY 2018. Recent upward trends continued across most fixed-route modes. The Dallas Streetcar was a notable exception.
- Bus System ridership totaled 9.3 million riders, 28 percent above the second 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 497,028 passengers in the second quarter, a decrease of 2.8 % from the same period in FY 2018 (511,436). Service disruptions due to switching issues with TexRail trains and equipment issues have affected on-time performance and may be driving some of the ridership issues. 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.

- Light rail ridership for the first-quarter period ended March 31, 2019 was 6.7 million, an increase of 0.4 % from FY 2018 ridership of 6.6 million. Specific efforts to correct service quality issues, including service interruptions and on-time performance might contribute to the ridership improvement.
- Dallas Streetcar ridership for the second-quarter period ended March 31, 2019 was 53,114, an increase of 106% from FY 2018 ridership of 25,816. 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 second-quarter period ended March 31, 2019 was 226,609, an increase of 12 % from FY 2018 ridership of 201,972. 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.

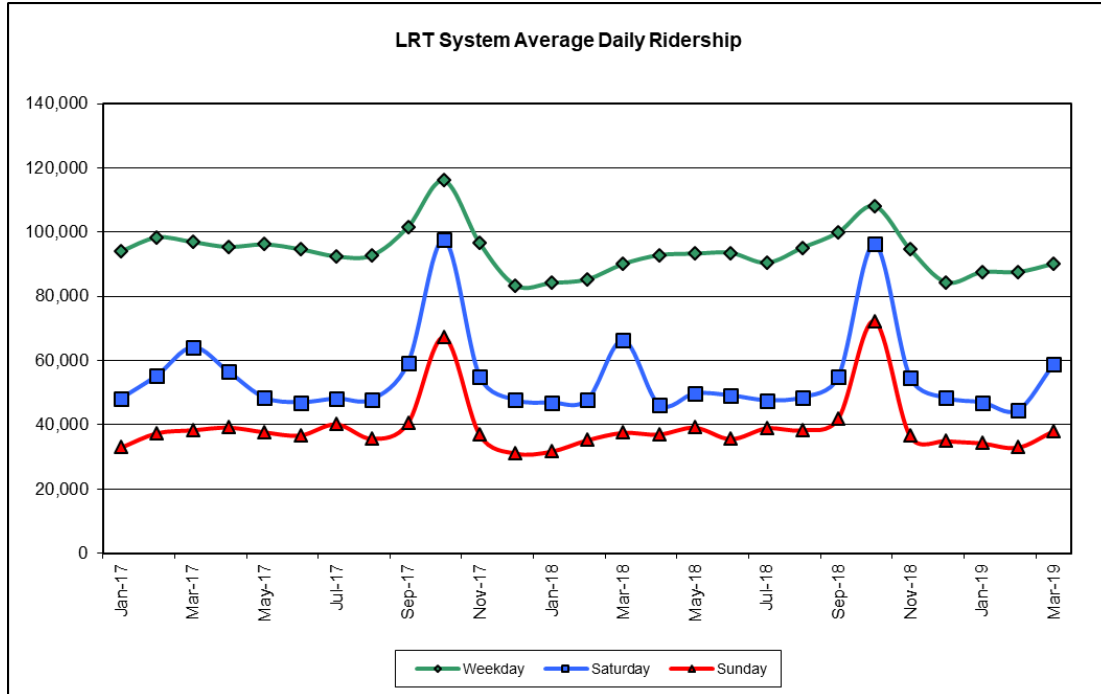
Bus System Ridership



- Total bus ridership (including special-events ridership) in the second quarter of FY 2019 was 9.3 million riders, for 28 percent from the second quarter of FY 2018.
- Average weekday ridership in the second quarter was 124,117 daily riders, a 27 percent increase from last year’s average. Saturday bus system ridership averaged 65,022 daily riders, up 30 percent from last year. Sunday bus system ridership averaged 45,449 daily riders, an increase of 49 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:

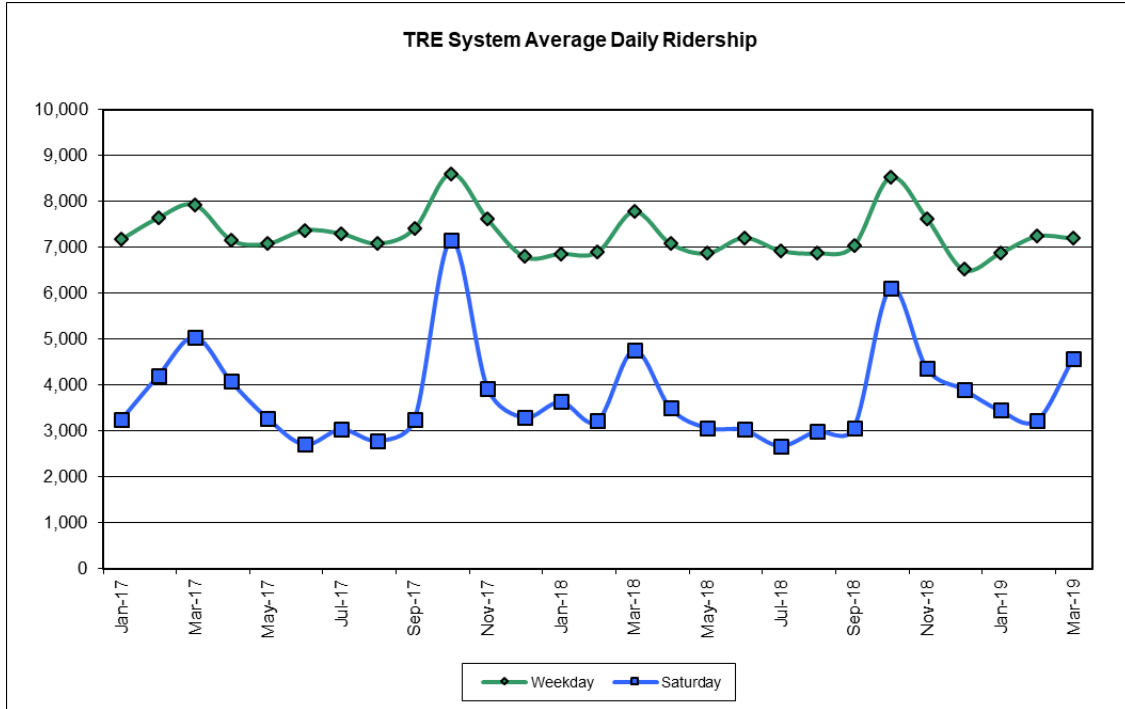
Route Type	Route	Weekday Average
Crosstown	466 Ledbetter	3,305
Express	208 Northwest Plano	1,033
Feeder	583 Skillman	1,978
Local	11 Jefferson-Malcolm X	4,763
Shuttle	883 UTD	4,749
Flex	870 East Plano	225
DART On Call	Farmers Branch	35
GoLink	Rowlett	132

Light Rail System Ridership



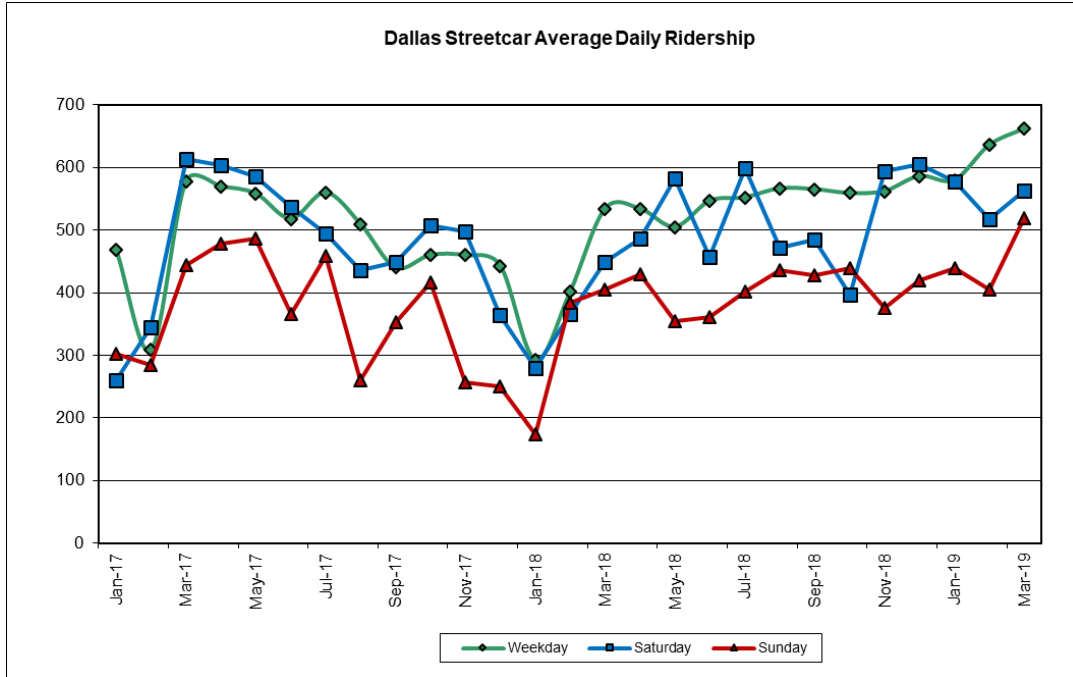
- LRT ridership in the second quarter totaled 6.7 million riders, an increase of 0.4 % from FY 2018 ridership of 6.6 million.
- Weekday ridership in the second quarter averaged 88,418 passengers, an increase of 2 percent from the second quarter of FY 2018.
- Saturday ridership in the second quarter averaged 50,046 passengers, a decrease of 6.7 percent from the FY 2018 level.
- Sunday ridership in the second quarter averaged 35,157 passengers, an increase of 0.8 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 March, the UNT Dallas station had its average weekday ridership of 868. The Camp Wisdom station had 419 average weekday riders.

Trinity Railway Express



- Trinity Railway Express ridership for the second-quarter period ended March 31, 2019 was 497,028, a decrease of 2.8 % from the same period in FY 2018 (511,436). Service disruptions due to switching issues with TexRail trains and equipment issues have affected on-time performance and may be driving some of the ridership issues. 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.
- Weekday ridership on the TRE averaged 7,107 daily riders (a 1.0 percent decrease from last year) in the second quarter.
- Saturday ridership in the second quarter averaged 3,755 daily riders, a decrease of 3 percent from the second quarter of FY 2018.

Dallas Streetcar



- Ridership on the Dallas Streetcar was 53,114 riders in the second quarter, 106 % 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 626 daily riders in the quarter, an increase of 53 percent.
- Saturday ridership averaged 553 daily riders an increase of 52 percent from last year.
- Sunday ridership averaged 455 daily riders, an increase of 42 percent from last year.

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

Table 1 – Passengers Boarding by Service Area City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Service Area City
For the Second Quarter Fiscal Year 2019, Period Ending March 31, 2019
 In Thousands

Description	Qtr 2 2019	Qtr 2 2018	%%%(2) Change	YTD 2019	YTD 2018	%%%(2) Change
Bus Ridership (1)						
Addison	165	126	31.2%	341	273	24.8%
Carrollton	82	66	24.4%	168	137	22.6%
Farmers Branch	121	87	39.3%	250	185	34.7%
Garland	576	448	28.6%	1,193	937	27.3%
Glenn Heights	65	51	27.8%	132	102	29.2%
Irving	570	491	16.2%	1,183	1,013	16.8%
Plano	266	203	31.0%	533	420	27.0%
Richardson	493	426	15.7%	1,008	882	14.3%
Rowlett	11	5	131.4%	22	10	128.8%
Mesquite - Contracted	9	7	29.1%	18	12	49.1%
Arlington-Contracted	0	-		-	15	-100.0%
Suburban Total	2,358	1,909	23.5%	4,848	3,986	21.6%
Dallas Total (3)	6,940	5,378	29.0%	14,179	11,217	26.4%
Bus Total	9,298	7,287	27.6%	19,027	15,204	25.2%
Light Rail	6,724	6,699	0.4%	14,376	14,465	-0.6%
Commuter Rail	458	511	-10.5%	955	1,068	-10.5%
Streetcar	53	26	105.7%	103	59	73.6%
Total Passenger Boardings	16,533	14,523	13.8%	34,462	30,796	11.9%

Type of Day	Qtr 2 2019	Qtr 2 2018	Inc (Dec)	YTD 2019	YTD 2018	Inc (Dec)
Weekdays	63	64	-1	126	126	0
Saturdays/Holiday	13	13	0	27	27	0
Sundays/Holiday	14	13	1	29	29	0
Total	90	90	0	182	182	0

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

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

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

2Q19 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the second quarter of FY 2019, specifically January-March 2019. As for Q1, this report follows newly-adopted Service Standards, which 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. 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

APC installations continued during Q2, and most routes had sufficient coverage to successfully calculate passenger miles per revenue mile.

Route Performance Tables

The following tables show route performance for 2Q19. 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 Q2 riders per revenue hour for each route/service, along with average Weekday, Saturday, and Sunday ridership.

Table 1: Riders Per Revenue Hour for 2nd QTR 2019

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders/ Hour	Overall Target
Local	2	1,475	1,082	775	29.48	
Local	11	4,761	2,844	2,194	33.15	
Local	12	1,121	658	492	14.70	
Local	19	1,963	1,164	751	17.19	
Local	21	418	247	159	8.85	
Local	24	963	559	466	29.24	
Local	26	1,298	838	603	27.75	
Local	27	204	0	0	14.00	
Local	29	839	443	374	16.77	
Local	31	1,148	554	480	13.72	
Local	35	809	233	179	15.98	
Local	36	1,208	677	450	16.75	
Local	39	768	550	471	24.06	
Local	42	472	295	227	13.63	
Local	52	805	522	323	22.07	
Local	59	643	402	269	16.17	
Local	60	840	578	396	17.37	
Local	63	835	0	0	21.08	
Local	76	863	589	469	18.82	
Local	81	843	260	246	15.63	

Local	82	456	468	270	12.63	
Local	84	765	475	378	11.57	
Local	110	1,653	814	608	34.70	
Local	111	706	361	253	15.97	
Local	155	177	0	0	16.33	
Local	161	1,864	1,307	831	21.75	
Local	164	2,775	1,650	1,204	26.22	
Local	183	1,173	565	404	21.92	
Local Total	28	31,845	18,136	13,268	20.42	15.32
Express	205	400	0	0	22.59	
Express	206	1,005	0	0	29.75	
Express	208	1,032	0	0	21.49	
Express	210	217	0	0	10.95	
Express	211	246	0	0	7.19	
Express	278	549	0	0	27.85	
Express	283	1,019	0	0	25.77	
Express Total	7	4,469	0	0	20.99	15.74
Feeder	333	262	0	0	12.45	
Feeder	347	680	260	0	16.14	
Feeder	350	715	363	0	14.07	
Feeder	360	928	450	332	23.18	
Feeder	361	482	351	142	19.11	
Feeder	362	646	0	0	18.58	
Feeder	372	727	233	0	19.90	
Feeder	374	781	438	0	17.48	
Feeder	376	327	252	207	19.13	
Feeder	377	417	202	0	21.76	
Feeder	378	1,536	736	552	22.14	
Feeder	380	318	0	0	15.60	
Feeder	385	292	0	0	11.38	
Feeder	500	167	98	76	8.82	
Feeder	501	1,009	703	491	20.59	
Feeder	502	851	502	355	18.27	
Feeder	504	318	236	0	14.26	
Feeder	505	300	0	0	10.77	
Feeder	506	1,432	889	777	36.06	
Feeder	507	270	152	0	14.51	
Feeder	508	229	142	0	12.77	
Feeder	509	336	140	0	15.03	
Feeder	510	358	0	0	9.36	
Feeder	513	273	226	115	17.15	
Feeder	514	449	0	0	12.97	
Feeder	515	480	311	0	13.25	
Feeder	516	281	160	129	16.20	
Feeder	521	321	89	81	9.00	
Feeder	522	571	181	0	15.91	
Feeder	524	595	578	409	33.99	

Feeder	525	296	0	0	11.42	
Feeder	526	454	246	213	31.71	
Feeder	527	915	276	132	30.61	
Feeder	528	590	456	269	21.21	
Feeder	529	365	258	178	12.27	
Feeder	531	558	314	185	20.12	
Feeder	532	266	0	0	14.65	
Feeder	533	181	0	0	25.10	
Feeder	534	1,270	659	539	24.17	
Feeder	535	1,116	564	470	18.97	
Feeder	536	207	0	0	10.19	
Feeder	538	866	682	504	23.18	
Feeder	541	662	271	234	17.08	
Feeder	542	411	187	166	12.75	
Feeder	544	837	329	262	15.16	
Feeder	547	476	228	219	15.07	
Feeder	549	1,295	690	511	26.99	
Feeder	551	426	0	0	23.79	
Feeder	553	365	0	0	29.80	
Feeder	554	1,583	1,172	897	38.90	
Feeder	555	187	0	0	19.69	
Feeder	560	355	0	0	18.35	
Feeder	566	273	0	0	16.37	
Feeder	568	828	421	319	14.82	
Feeder	571	476	0	0	12.69	
Feeder	574	447	0	0	24.85	
Feeder	582	448	244	0	16.13	
Feeder	583	1,975	982	736	27.73	
Feeder	585	305	0	0	11.61	
Feeder	591	315	172	126	18.44	
Feeder	592	1,207	755	651	26.35	
Feeder	593	1,135	705	535	33.76	
Feeder	594	409	211	161	15.34	
Feeder	595	453	244	218	9.95	
Feeder	597	1,089	571	430	19.60	
Feeder Total	65	39,394	18,327	11,622	19.25	14.44
Crosstown	401	903	410	317	19.46	
Crosstown	402	1,261	766	595	16.86	
Crosstown	403	1,230	486	361	14.95	
Crosstown	404	2,703	1,568	939	26.62	
Crosstown	405	1,497	946	773	17.31	
Crosstown	408	1,673	1,082	827	23.55	
Crosstown	409	2,047	1,126	889	22.91	
Crosstown	410	950	554	461	20.48	
Crosstown	415	844	426	349	19.52	
Crosstown	428	1,951	1,328	890	19.85	
Crosstown	444	961	470	483	14.25	
Crosstown	445	857	461	359	25.67	
Crosstown	451	1,205	719	485	22.29	

Crosstown	452	635	363	319	17.06	
Crosstown	453	2,491	1,595	1,160	24.72	
Crosstown	463	1,692	1,074	647	26.14	
Crosstown	466	3,303	2,075	1,643	29.26	
Crosstown	467	2,190	1,435	1,109	27.13	
Crosstown	475	1,002	708	543	15.48	
Crosstown	486	2,692	1,484	792	29.12	
Crosstown	488	2,121	1,131	1,045	29.61	
Crosstown Total	21	34,207	20,207	14,986	22.51	16.89
Shuttle	702	530	525	330	64.24	
Shuttle	749	511	434	248	20.65	
Shuttle	840	164	67	0	10.52	
Shuttle	841	189	0	0	14.08	
Shuttle	843	84	0	0	13.06	
Shuttle	870	224	98	0	9.51	
Shuttle	887	82	0	0	7.48	
Shuttle Total	7	1,783	1,124	577	18.45	13.84
OnCall	Farmers Branch	35	0	0	2.18	
OnCall	Glenn Heights	19	0	0	1.34	
OnCall	Lake Highlands	20	0	0	1.32	
OnCall	Lakewood	19	0	0	1.27	
OnCall	North Dallas	32	0	0	1.81	
OnCall	Park Cities	10	0	0	0.81	
OnCall Total	6	135	0	0	1.50	1.12
GoLink	Inland Port	45	40	31	3.38	
GoLink	Kleberg	70	0	0	2.34	
GoLink	Rylie	23	0	0	1.51	
GoLink	North Central Plano	122	0	0	3.40	
GoLink	Legacy West	122	0	0	2.70	
GoLink	Rowlett	132	0	0	2.93	
GoLink	Far North Plano	39	0	0	1.69	
GoLink Total	7	553	40	31	2.68	2.01
Site Specific	Baylor	257	0	0	18.17	
Site Specific	DFW	218	142	0	14.44	
Site Specific	MATA	1,050	1,991	1,540	37.95	
Site Specific	Medical City	96	0	0	11.15	
Site Specific	Galatyn Park	118	0	0	17.54	
Site Specific	TI	193	18	17	6.11	
Site Specific	UTD	4,727	2,473	1,561	44.41	
Site Specific	UTSW	253	0	0	23.47	
Site Specific	704	1,438	284	186	40.43	
Site Specific	705	454	208	148	14.80	
Site Specific	722	172	200	167	10.28	
Site Specific	768	933	194	11	26.90	
Site Specific Shuttle Total	12	9,910	5,511	3,631	29.78	22.34

Passenger Miles per Revenue Mile

This is a new performance measure reported for the first time at DART. Unlike for Q1, all routes had sufficient data to reliably report this performance measure. Q2 results appear in the following table:

Table 2: Passenger Mile Per Revenue Mile for 2nd QTR 2019

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/Rev.	Overall Target
Local	2	238,707.65	41,385.23	5.77	
Local	11	974,081.18	117,580.04	8.28	
Local	12	205,982.33	63,013.48	3.27	
Local	19	415,070.62	90,688.08	4.58	
Local	21	125,564.98	45,322.26	2.77	
Local	24	118,722.67	23,339.92	5.09	
Local	26	220,275.59	40,781.96	5.40	
Local	27	26,493.70	11,904.79	2.23	
Local	29	131,199.97	40,884.28	3.21	
Local	31	344,476.33	75,780.34	4.55	
Local	35	186,605.54	42,609.34	4.38	
Local	36	455,410.96	70,846.56	6.43	
Local	39	111,758.04	23,224.27	4.81	
Local	42	117,226.20	33,850.27	3.46	
Local	52	160,297.77	35,435.81	4.52	
Local	59	163,686.58	31,860.26	5.14	
Local	60	318,135.75	55,339.10	5.75	
Local	63	167,951.83	33,124.62	5.07	
Local	76	181,471.31	39,679.10	4.57	
Local	81	177,874.58	46,318.80	3.84	
Local	82	124,909.08	37,824.39	3.30	
Local	84	183,179.19	63,977.73	2.86	
Local	110	667,354.41	56,397.43	11.83	
Local	111	197,309.86	38,508.75	5.12	
Local	155	55,015.47	10,873.58	5.06	
Local	161	691,552.90	91,947.30	7.52	
Local	164	1,199,880.07	148,590.66	8.08	
Local	183	829,146.89	88,028.23	9.42	
Local Total	28	8,789,341.46	1,499,116.58	5.86	4.40
Express	205	288,953.76	24,531.03	11.78	
Express	206	679,037.77	57,156.28	11.88	
Express	208	1,029,417.05	73,851.85	13.94	
Express	210	179,897.10	30,805.83	5.84	
Express	211	117,415.65	43,669.15	2.69	
Express	278	220,295.73	26,131.43	8.43	
Express	283	622,643.38	74,834.05	8.32	
Express Total	7	3,137,660.44	330,979.63	9.48	7.11

Feeder	333	54,415.44	19,991.72	2.72	
Feeder	347	235,915.50	40,923.26	5.76	
Feeder	350	224,142.36	52,895.35	4.24	
Feeder	360	162,001.24	40,958.12	3.96	
Feeder	361	98,909.68	25,955.84	3.81	
Feeder	362	171,458.46	36,609.85	4.68	
Feeder	372	207,897.45	44,631.10	4.66	
Feeder	374	162,758.17	39,290.13	4.14	
Feeder	376	54,747.13	22,432.79	2.44	
Feeder	377	83,401.08	19,370.97	4.31	
Feeder	378	451,819.12	72,622.44	6.22	
Feeder	380	59,411.22	19,804.92	3.00	
Feeder	385	59,792.84	25,547.89	2.34	
Feeder	500	44,727.60	21,848.82	2.05	
Feeder	501	306,986.12	56,606.74	5.42	
Feeder	502	108,000.97	37,212.81	2.90	
Feeder	504	60,710.90	21,548.99	2.82	
Feeder	505	70,755.40	25,956.25	2.73	
Feeder	506	149,951.82	35,177.45	4.26	
Feeder	507	55,723.45	19,108.43	2.92	
Feeder	508	37,947.62	16,019.29	2.37	
Feeder	509	82,708.05	24,000.03	3.45	
Feeder	510	103,214.94	39,627.12	2.60	
Feeder	513	54,696.10	20,699.96	2.64	
Feeder	514	79,335.59	28,112.57	2.82	
Feeder	515	64,215.23	28,267.25	2.27	
Feeder	516	36,948.71	18,750.46	1.97	
Feeder	521	41,141.12	25,799.70	1.59	
Feeder	522	40,883.05	15,472.41	2.64	
Feeder	524	47,566.66	12,582.30	3.78	
Feeder	525	54,048.39	22,306.53	2.42	
Feeder	526	52,425.32	14,020.57	3.74	
Feeder	527	118,025.27	27,980.55	4.22	
Feeder	528	117,518.90	29,973.89	3.92	
Feeder	529	79,119.83	35,675.64	2.22	
Feeder	531	129,542.71	31,657.72	4.09	
Feeder	532	41,304.71	17,123.65	2.41	
Feeder	533	19,548.92	6,576.47	2.97	
Feeder	534	388,096.01	54,385.96	7.14	
Feeder	535	211,897.80	57,372.81	3.69	
Feeder	536	50,039.89	18,400.36	2.72	
Feeder	538	116,129.88	39,004.43	2.98	
Feeder	541	89,979.92	28,815.09	3.12	
Feeder	542	77,848.83	29,565.71	2.63	
Feeder	544	184,527.00	54,946.20	3.36	
Feeder	547	100,513.91	32,152.66	3.13	
Feeder	549	382,753.53	54,296.18	7.05	
Feeder	551	83,221.86	21,052.94	3.95	
Feeder	553	35,905.22	10,198.66	3.52	

Feeder	554	264,718.00	43,635.49	6.07	
Feeder	555	29,589.97	9,959.84	2.97	
Feeder	560	71,283.86	20,603.20	3.46	
Feeder	566	49,901.50	17,221.36	2.90	
Feeder	568	179,547.95	61,316.37	2.93	
Feeder	571	121,741.43	40,275.51	3.02	
Feeder	574	151,175.64	26,004.50	5.81	
Feeder	582	80,980.02	28,522.54	2.84	
Feeder	583	370,951.14	66,144.77	5.61	
Feeder	585	41,563.86	22,321.26	1.86	
Feeder	591	46,000.05	19,911.99	2.31	
Feeder	592	231,625.22	54,778.03	4.23	
Feeder	593	190,015.62	36,781.69	5.17	
Feeder	594	67,117.80	31,130.57	2.16	
Feeder	595	129,883.96	58,690.37	2.21	
Feeder	597	364,194.29	66,334.95	5.49	
Feeder Total	65	8,134,921.23	2,096,963.38	3.88	2.91
Crosstown	401	233,964.42	45,269.74	5.17	
Crosstown	402	475,763.56	88,008.02	5.41	
Crosstown	403	480,679.13	100,979.27	4.76	
Crosstown	404	861,025.60	91,911.63	9.37	
Crosstown	405	441,305.51	73,199.42	6.03	
Crosstown	408	613,921.65	76,378.00	8.04	
Crosstown	409	436,772.72	72,190.17	6.05	
Crosstown	410	334,780.28	60,865.68	5.50	
Crosstown	415	251,165.45	43,019.25	5.84	
Crosstown	428	667,155.46	104,745.92	6.37	
Crosstown	444	189,419.77	59,205.07	3.20	
Crosstown	445	142,003.83	31,271.78	4.54	
Crosstown	451	447,474.34	62,302.16	7.18	
Crosstown	452	228,518.34	46,602.78	4.90	
Crosstown	453	726,848.04	92,353.92	7.87	
Crosstown	463	507,143.09	71,251.53	7.12	
Crosstown	466	1,099,966.14	135,408.49	8.12	
Crosstown	467	633,385.90	97,117.50	6.52	
Crosstown	475	412,069.95	81,911.15	5.03	
Crosstown	486	724,902.24	93,791.79	7.73	
Crosstown	488	615,998.42	72,970.01	8.44	
Crosstown Total	21	10,524,263.86	1,600,753.27	6.57	4.93
Shuttle	702	24,134.32	4,623.67	5.22	
Shuttle	749	75,240.85	21,786.25	3.45	
Shuttle	840	25,202.82	18,158.61	1.39	
Shuttle	841	39,145.60	13,435.99	2.91	
Shuttle	843	10,404.93	5,272.98	1.97	
Shuttle	870	36,299.68	19,416.41	1.87	
Shuttle	887	16,187.62	12,397.77	1.31	
Shuttle Total	7	226,615.83	95,091.68	2.38	1.79

Subsidy per Passenger

The following table shows overall Q2 subsidy per passenger for each route/service.

Table 3: Subsidy per Passenger for 2nd QTR 2019

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Local	2	117,849	\$466,391.56	\$3.96	
Local	11	367,630	\$1,226,062.92	\$3.34	
Local	12	86,077	\$794,216.20	\$9.23	
Local	19	149,296	\$1,081,851.73	\$7.25	
Local	21	31,747	\$537,327.35	\$16.93	
Local	24	74,431	\$333,890.44	\$4.49	
Local	26	101,099	\$457,967.31	\$4.53	
Local	27	12,830	\$155,578.06	\$12.13	
Local	29	63,832	\$510,565.13	\$8.00	
Local	31	86,247	\$812,062.55	\$9.42	
Local	35	56,501	\$503,302.18	\$8.91	
Local	36	91,221	\$734,205.68	\$8.05	
Local	39	62,116	\$332,920.26	\$5.36	
Local	42	36,760	\$420,301.26	\$11.43	
Local	52	62,013	\$403,557.39	\$6.51	
Local	59	49,479	\$417,092.20	\$8.43	
Local	60	65,950	\$539,524.48	\$8.18	
Local	63	52,602	\$384,725.25	\$7.31	
Local	76	68,623	\$429,883.34	\$6.26	
Local	81	59,960	\$493,454.90	\$8.23	
Local	82	38,588	\$424,900.05	\$11.01	
Local	84	59,657	\$682,974.45	\$11.45	
Local	110	123,211	\$478,682.09	\$3.89	
Local	111	52,734	\$425,192.58	\$8.06	
Local	155	11,164	\$138,395.06	\$12.40	
Local	161	146,058	\$988,129.65	\$6.77	
Local	164	213,151	\$1,272,180.29	\$5.97	
Local	183	86,913	\$640,887.55	\$7.37	
Local Total	28	2,427,742	\$16,086,221.92	\$6.63	\$8.83
Express	205	25,209	\$215,885.59	\$8.56	
Express	206	63,327	\$502,361.47	\$7.93	
Express	208	65,032	\$646,273.63	\$9.94	
Express	210	13,700	\$316,875.50	\$23.13	
Express	211	15,513	\$526,364.64	\$33.93	
Express	278	34,593	\$288,160.75	\$8.33	
Express	283	64,176	\$544,686.82	\$8.49	
Express Total	7	281,550	\$3,040,608.39	\$10.80	\$14.40
Feeder	333	16,513	\$226,510.57	\$13.72	
Feeder	347	46,231	\$491,196.09	\$10.62	

Feeder	350	49,730	\$517,996.20	\$10.42	
Feeder	360	68,980	\$463,171.47	\$6.71	
Feeder	361	36,934	\$307,911.09	\$8.34	
Feeder	362	40,684	\$376,974.61	\$9.27	
Feeder	372	48,856	\$382,710.66	\$7.83	
Feeder	374	54,894	\$460,814.20	\$8.39	
Feeder	376	26,816	\$230,174.54	\$8.58	
Feeder	377	28,895	\$224,818.87	\$7.78	
Feeder	378	114,094	\$745,712.56	\$6.54	
Feeder	380	20,028	\$218,944.49	\$10.93	
Feeder	385	18,377	\$287,472.17	\$15.64	
Feeder	500	12,846	\$270,331.88	\$21.04	
Feeder	501	79,585	\$576,585.91	\$7.24	
Feeder	502	65,089	\$424,385.98	\$6.52	
Feeder	504	23,115	\$241,817.41	\$10.46	
Feeder	505	18,872	\$291,385.87	\$15.44	
Feeder	506	112,651	\$377,822.82	\$3.35	
Feeder	507	18,978	\$216,779.92	\$11.42	
Feeder	508	16,260	\$199,737.26	\$12.28	
Feeder	509	22,978	\$240,460.83	\$10.46	
Feeder	510	22,526	\$402,628.51	\$17.87	
Feeder	513	21,780	\$226,856.10	\$10.42	
Feeder	514	28,309	\$330,910.15	\$11.69	
Feeder	515	34,256	\$390,836.18	\$11.41	
Feeder	516	21,551	\$201,484.37	\$9.35	
Feeder	521	22,534	\$325,521.47	\$14.45	
Feeder	522	38,341	\$379,699.25	\$9.90	
Feeder	524	50,739	\$305,870.33	\$6.03	
Feeder	525	18,659	\$247,387.22	\$13.26	
Feeder	526	34,797	\$166,289.91	\$4.78	
Feeder	527	63,081	\$303,565.02	\$4.81	
Feeder	528	46,834	\$323,268.59	\$6.90	
Feeder	529	28,859	\$381,425.48	\$13.22	
Feeder	531	41,848	\$340,459.64	\$8.14	
Feeder	532	16,768	\$200,800.74	\$11.98	
Feeder	533	11,387	\$78,649.85	\$6.91	
Feeder	534	96,136	\$618,070.99	\$6.43	
Feeder	535	84,219	\$608,658.32	\$7.23	
Feeder	536	13,011	\$235,975.19	\$18.14	
Feeder	538	70,463	\$461,322.79	\$6.55	
Feeder	541	48,485	\$389,319.62	\$8.03	
Feeder	542	30,624	\$392,890.87	\$12.83	
Feeder	544	60,706	\$601,794.98	\$9.91	
Feeder	547	36,018	\$384,865.42	\$10.69	
Feeder	549	97,742	\$571,512.92	\$5.85	
Feeder	551	26,807	\$200,438.66	\$7.48	
Feeder	553	23,001	\$155,509.28	\$6.76	
Feeder	554	127,547	\$453,020.17	\$3.55	
Feeder	555	11,765	\$120,958.06	\$10.28	

Feeder	560	22,345	\$214,938.63	\$9.62	
Feeder	566	17,207	\$223,219.98	\$12.97	
Feeder	568	62,133	\$649,708.45	\$10.46	
Feeder	571	30,000	\$375,397.49	\$12.51	
Feeder	574	28,138	\$227,549.54	\$8.09	
Feeder	582	31,408	\$349,744.20	\$11.14	
Feeder	583	147,516	\$754,638.04	\$5.12	
Feeder	585	19,238	\$317,602.62	\$16.51	
Feeder	591	23,850	\$262,979.19	\$11.03	
Feeder	592	95,006	\$574,574.43	\$6.05	
Feeder	593	88,147	\$422,382.09	\$4.79	
Feeder	594	30,773	\$323,888.62	\$10.53	
Feeder	595	34,774	\$595,703.49	\$17.13	
Feeder	597	82,037	\$633,537.70	\$7.72	
Feeder Total	65	2,882,771	\$23,499,569.96	\$8.15	\$10.87
Crosstown	401	66,667	\$481,574.32	\$7.22	
Crosstown	402	97,740	\$917,075.31	\$9.38	
Crosstown	403	88,848	\$883,082.12	\$9.94	
Crosstown	404	203,819	\$1,042,922.11	\$5.12	
Crosstown	405	117,458	\$888,569.19	\$7.57	
Crosstown	408	131,070	\$750,120.37	\$5.72	
Crosstown	409	156,069	\$826,665.22	\$5.30	
Crosstown	410	73,472	\$554,211.00	\$7.54	
Crosstown	415	63,592	\$474,428.92	\$7.46	
Crosstown	428	152,637	\$1,089,547.91	\$7.14	
Crosstown	444	73,448	\$684,182.39	\$9.32	
Crosstown	445	64,983	\$397,013.81	\$6.11	
Crosstown	451	92,033	\$691,740.10	\$7.52	
Crosstown	452	49,171	\$512,775.16	\$10.43	
Crosstown	453	193,893	\$1,047,688.53	\$5.40	
Crosstown	463	129,602	\$693,107.00	\$5.35	
Crosstown	466	258,069	\$1,125,903.99	\$4.36	
Crosstown	467	172,164	\$861,153.25	\$5.00	
Crosstown	475	79,936	\$770,835.60	\$9.64	
Crosstown	486	199,958	\$830,730.16	\$4.15	
Crosstown	488	162,934	\$680,262.16	\$4.18	
Crosstown Total	21	2,627,564	\$16,203,588.63	\$6.17	\$8.22
Shuttle	702	44,853	\$122,333.00	\$2.73	
Shuttle	749	41,284	\$311,005.30	\$7.53	
Shuttle	840	11,190	\$223,558.44	\$19.98	
Shuttle	841	11,901	\$203,498.89	\$17.10	
Shuttle	843	5,279	\$84,928.04	\$16.09	
Shuttle	870	15,410	\$258,685.23	\$16.79	
Shuttle	887	5,143	\$126,095.64	\$24.52	
Shuttle Total	7	135,061	\$1,330,104.54	\$9.85	\$13.13
OnCall	Farmers Branch	2,198	\$39,603.21	\$18.02	
OnCall	Glenn Heights	1,219	\$35,443.84	\$29.08	

OnCall	Lake Highlands	1,250	\$37,683.80	\$30.15	
OnCall	Lakewood	1,185	\$36,018.34	\$30.40	
OnCall	North Dallas	2,036	\$43,541.13	\$21.39	
OnCall	Park Cities	615	\$29,446.02	\$47.88	
OnCall Total	6	8,503	\$221,736.34	\$26.08	\$34.77
GoLink	Inland Port	3,795	\$47,874.06	\$12.62	
GoLink	Kleberg	4,425	\$81,579.08	\$18.44	
GoLink	Rylie	1,430	\$41,084.32	\$28.73	
GoLink	North Central Plano	7,711	\$99,874.31	\$12.95	
GoLink	Legacy West	7,655	\$121,020.89	\$15.81	
GoLink	Rowlett	8,323	\$122,700.38	\$14.74	
GoLink	Far North Plano	2,437	\$61,994.50	\$25.44	
GoLink Total	7	35,776	\$576,127.54	\$16.10	\$21.47
Site Specific	BAYLOR	16,181	\$12,500.00	\$0.77	
Site Specific	DFW	15,570	\$34,648.90	\$2.23	
Site Specific	MATA				
Site Specific	MEDICAL CITY	6,040	\$6,900.00	\$1.14	
Site Specific	Galatyn Park	7,461	\$16,030.25	\$2.15	
Site Specific	TI MAIN	12,667	\$68,750.00	\$5.43	
Site Specific	UTD	351,806	\$266,041.59	\$0.76	
Site Specific	UTSW	15,919	\$24,875.00	\$1.56	
Site Specific	704	96,926	\$439,090.10	\$4.53	
Site Specific	705	33,416	\$358,751.29	\$10.74	
Site Specific	722	15,771	\$437,432.29	\$27.74	
Site Specific	768	61,439	\$90,450.00	\$1.47	
Site Specific Total	12	633,196	\$1,755,469.42	\$2.77	\$3.70

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. Most routes appearing in the table were also deficient performers for Q1.

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.
21	Route 21 is a local route operating in Dallas, generally in Oak Cliff along Bishop, Llewellyn, and Edgefield. Sections of the route track closely with other routes in the area, diminishing potential ridership. We will examine this route in greater detail during upcoming Service Plan work.

Route	Discussion
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.
211	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.
333	Route 333 is a feeder route operating in Addison, Carrollton, and a small portion of Far North Dallas, mainly along Marsh Lane. It is a perennial low performer, and we believe it may be a candidate (along with Route 536) for potential conversion to GoLink demand responsive service. Service Planning staff are examining options for future service changes.
385	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.

Route	Discussion
403	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.
444	Route 444 is a crosstown route operating in Dallas, mainly in Oak Cliff, with key route segments on Clarendon, 8 th , 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.
500	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.
505	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.
508	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.
510	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.
514	Route 514 is a feeder route operating in Irving, generally along Grauwyler and Pioneer. This route was above standard in Q1, and we will conduct an analysis to determine whether performance changes are part of a trend or due to other factors. If needed, we will examine this route in greater detail during the upcoming Service Plan work.
515	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.
521	Route 521 is a feeder route operating in Dallas and the Park Cities, connecting Cityplace Station, Mockingbird Station, and sections along Hillcrest Road. Ridership has improved in recent years, but this route remains underperforming. We will examine this route in greater detail during the upcoming Service Plan work.
525	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.
529	Route 529 is a feeder route operating in Dallas, primarily along Lemmon Avenue and Marsh Lane. It connects Inwood/Love Field and Royal Lane Stations. We will examine this route during the upcoming Service Plan work.

Route	Discussion
536	Route 536 is a feeder route operating in Addison and Carrollton, anchored at either end by Trinity Mills Station or Addison Transit Center. This route (along with nearby service on Route 333) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
542	Route 542 is a feeder route operating in Dallas and Cockrell Hill, mainly along Davis Street. The western part of the route (along with Route 568) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
585	Route 585 is a feeder route operating in Dallas and Richardson, serving Hamilton Park, TI, Richland College, and surrounding residential neighborhoods. This route was established in March 2018 and is in its developmental phase. Staff will continue to review ways to improve ridership and performance.
595	Route 595 is a feeder route operating in East Dallas and Pleasant Grove, generally along Haskell, Scyene, and Prairie Creek.
840	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.
887	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.
Park Cities On Call	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.
Rylie GoLink	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.
Far North Plano GoLink	The Far North Plano zone is a new zone in its developmental stage. Effective with Q2 DART added TNC support to this zone with the aim of improving long-term cost-effectiveness.

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FY 2019 Quarterly Marketing & Communications Report Second Quarter

New Year's Eve MillerCoors Free Rides

Dec. 31, 2018

Project Overview:

DART and MillerCoors continued their extended contractual agreement — the second of a three-year agreement. DART partnered with MillerCoors to provide free rides on New Year's Eve on all DART buses, trains and paratransit vehicles, as well as on the Trinity Railway Express (TRE) from Union Station to CentrePort/DFW Airport Station.

The partnership has numerous benefits to the region, including keeping local roadways safe by providing alternative transportation for New Year's Eve festivity-goers.



Project Elements:

- Print ads in the Metro section of The Dallas Morning News
- Corner markers, INFOTransit, windscreens and station banners
- Digital and social media

Highlights:

Ridership on this New Year's Eve increased significantly compared to the previous year. New Year's Eve occurred on Sunday in 2017, contributing to the lower ridership.

	2018	2017	Difference
DART Rail	20,352	13,575	+ 6,777
Bus	10,878	4,481	+ 6,397
Paratransit/GoLink/On-Call	178	30	+ 148
TRE	5,634	900	+ 4,734
TOTAL	37,042	18,986	+18,056



New Year's Eve MillerCoors Free Rides (continued)

By the Numbers:

- Signage:
 - **Market value:** \$38,098
 - **Impressions:** 2.3 million
- 5 tweets on Twitter generated 10,987 organic impressions; 58 engagements; and potential reach of nearly 115,000.
- 5 Facebook posts generated 15,658 organic impressions; 207 engagements; and reached 11,098 people.



GoLinkSM

Jan. 28, March 11, March 13 and March 25

Project Overview:

DART had three key achievements related to GoLink this quarter:

1. App integration within GoPass[®] allowing for real-time trip planning.
2. Introduction of mobility options in six GoLink zones.
3. Successful conversion of six DART On-Call zones to GoLink.

Following are additional details related to each achievement:

- The Jan. 28 app integration allowed GoLink riders in Rowlett, Inland Port, Kleberg and Rylie to book trips using the GoPass app.
- A March 11 app integration allowed GoLink riders in the three Plano zones to book trips using trip planning in the GoPass app.
- With the March 13 introduction of new mobility options, riders in six GoLink zones, including three in Plano, and one each in Inland Port, Kleberg and Rylie can now use the trip planning features in GoPass to book a trip on GoLink or UberPool.
- On March 25, the remaining DART On-Call zones were converted to GoLink service, providing customers with additional same-day trip options.

Project Elements:

- New brochures designed and distributed in each zone as needed.
- GoLink service banners and windscreens displayed at key On-Call conversion stations.
- Six vehicles updated with GoLink branding.
- Plano zone advertising included print ads in Plano Community Impact, Local Profile (formerly Plano Profile), Plano Star Courier and Plano Chamber Relocation Guide.



dartmedia

On March 25, DART converted all remaining DART On-Call routes to GoLink. The service reaches previously unserved and underserved areas in Farmers Branch, Glenn Heights, Lake Highlands, Lakewood, North Dallas, Highland Park and University Park. bit.ly/DARTdaily-20vD...
[#DARTGoLink pic.twitter.com/GtXlc5qp8e](https://twitter.com/GtXlc5qp8e)

(Tweet) March 29, 2019 11:17 am

Potential Reach:	18,113
Organic Impressions:	1,329
Likes:	2
Responses:	2
Retweets:	2
Replies:	-
All Clicks:	43

GoLink (continued)

Highlights:


- DART and Uber partnered to introduce UberPool service to the DFW area.
- About 92 million media impressions related to GoLink were generated in Q2 FY 2019.

By the Numbers:

- Media GoLink Plano:
 - **Market value:** \$8,210
 - **Impressions:** 1.3 million
- Signage:
 - **Market value:** \$46,150
 - **Impressions:** 1.1 million
- 3 GoLink press releases posted on DART.org were viewed nearly 1,300 times:
 - DART GoPass driving innovative mobility in North Texas
 - DART brings new options with GoLink Plano service in GoPass
 - DART, Uber bringing new transit options
- 4 tweets on Twitter generated 1,329 organic impressions; 49 engagements; and potential reach of 18,113.
- 5 Facebook posts generated 6,732 organic impressions; nearly 300 engagements; and reached 4,751 people.

dartmedia

On March 25, DART's new GoLink service begins in Farmers Branch, Glenn Heights, Lake Highlands, Lakewood, North Dallas and Park Cities. Got GoLink questions? We've got your answers right here: bit.ly/DARTdaily-2Tkj... #DARTGoLink pic.twitter.com/GNfyc8C8CX



(Tweet) March 20, 2019 4:19 pm

Potential Reach:	17,130
Organic Impressions:	1,455
Likes:	7
Responses:	1
Retweets:	1
Replies:	-
All Clicks:	68

Black History Month

Feb. 1-28

Project Overview:

This social media promotion focused on building deeper connections, trust and brand regard with current and future riders by highlighting African Americans that bring value to DART's efforts and community.

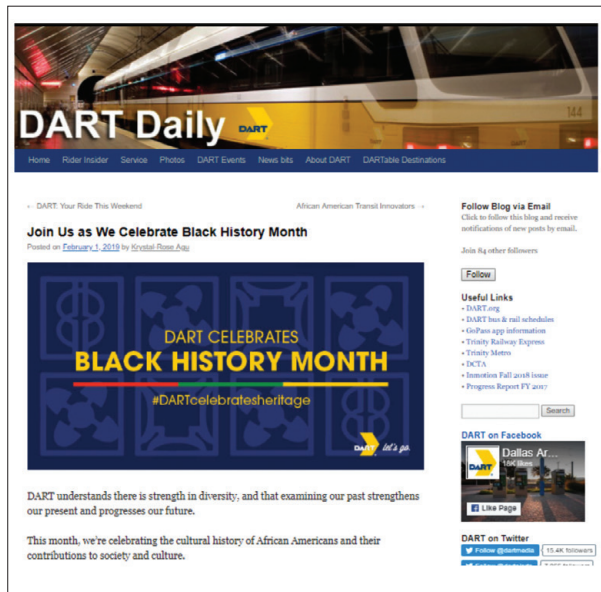
Through our digital and social media efforts, we demonstrated DART's awareness and appreciation for the contributions African Americans have made to society and culture. Messaging focused on connectivity, legacy, community and culture.

Project Elements:

- DART Music Station featuring spoken word
- Black History Month feature in Rider Insider brochure
- Posters at DART headquarters and divisions
- Digital and social media
- Engaged two influencers

Highlights:

- Promotion included signage at 19 transit stations and centers, and 15,000 fact sheets at bus divisions.
- We held a spoken word/music station Feb. 12 at Cityplace/Uptown Station.
 - Two students from Booker T. Washington High School performed:
 - Messiah Ahmed and Terrance Dean
 - KXAS-TV (NBC) and KDFW Fox 4 covered the event, generating 369,221 positive media impressions.



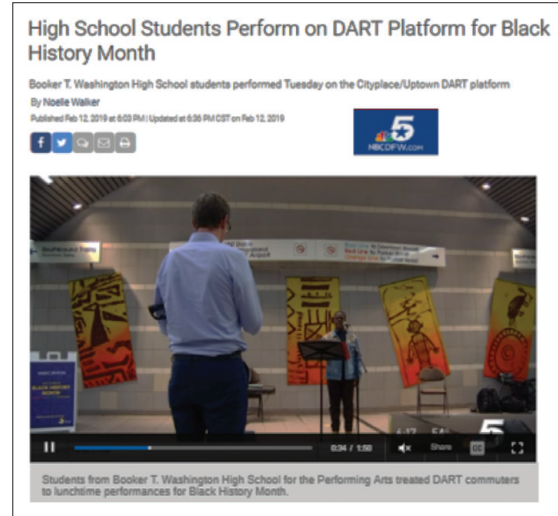
Black History Month (continued)

Highlights (continued):

- We engaged two influencers: JaLisa Vaughn and Torrian Timms, to share their DARTable Journey to experience Black History Month.
 - One video posted by JaLisa was viewed nearly 1,000 times and received 127 likes and 29 comments.
 - One video posted by Torrian was viewed 400 times and received 251 likes and 20 comments.

By the Numbers:

- A CBS DFW online article about music at the station generated 53,588 impressions.
- 24 Facebook posts generated 34,194 impressions; 564 engagements; and a reach of 24,606.
- 24 Twitter posts generated 45,947 impressions; 287 engagements; and a potential reach of 536,796.
- 31 Instagram posts generated 14,778 impressions; 2,976 engagements; and a reach of 10,969.
- 13 DART Daily blog posts were viewed 239 times.



Dallas St. Patrick's Parade and Festival Promotion

March 1-31

Project Overview:

The Dallas St. Patrick's Parade & Festival is one of the largest parades of its kind in the country. More than 125,000 people attended the 2019 parade, which featured more than 100 parade float entries and some 1,700 parade participants. This year's parade featured a live broadcast from Old Town on CW33 from 11 a.m. to 1 p.m.



Dallas Independent School District high school seniors benefited from parade proceeds. To date, more than \$115,000 in scholarships have been awarded.

Project Elements:

- Extra light rail trains added to increase frequency
- Volunteers at key stations to assist riders
- Greater DART Police presence at high-traffic stations
- Transit advertising included windscreens and corner markers
- Print advertising in English, Spanish, Chinese, Korean and Vietnamese
- Digital advertising
- Social media ads
- Press release
- Website presence
- Promotion in Rider Insider brochure
- Digital and social media

Published by Linda Webb Mason (1) · 4 hrs ·

Going to the Dallas St. Patrick's Parade and Festival? Take Finn's advice and ride DART. Between crowds and street closures, it's the wisest way to the Greenville Avenue parade and festival area! <https://bit.ly/2XpDmG9> #DARTwithFinn

DARTDALLAS.DART.ORG
#DARTwithFinn to a St. Patrick's Run, Parade and Concert this Saturday, March 16

March 12, 2019 9:51 am

Facebook:
Reach: 1,476
Organic impressions: 2,012
Engagement: 294

EISEMANN CENTER PRESENTS
STOMP THE INTERNATIONAL SENSATION
972.744.4650
3 SHOWS: March 22 & 23, 2019
TICKETS

GUIDE

WHAT'S HOT | POLICE THIS APPROXIMATI... | MAIN PLACES AND EVENTS | PRODUCE | FOOD AND DRINK | ARTISTE...

THINGS TO DO | EATS | BEATS | DRINKS

FREE LANE | DASH EXHIBITIONS | OFFICIAL... | AT PLACES | OCCURRENCES | SOMETIME | ASSISTANCE... | SERVICES/TOOLS

"Oh, taste, surely, you can't be driving today!"

DART this St. Paddy's

FROM PLACES AND EVENTS
What are you doing for spring break? Here are some ideas

FROM PLACES
What's that smell? It's those pretty, stinky Bradford pear trees in D-FW

Dallas Area Rapid Transit (Official DART page)

Published by Kystal-Rose Agu (1) · February 28 at 11:00 AM ·

Just in time for spring vacation, Finn is taking DART to Dallas Fort Worth International Airport. bit.ly/DARTdaily-ZVlKCF #DARTwithFinn

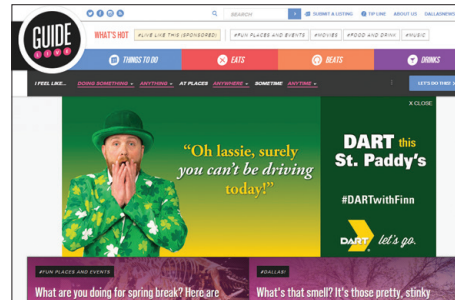
DARTDALLAS.DART.ORG
Save a Pot of Gold by Riding DART to the Airport this Spring Break!

Facebook:
Reach: 1,251
Organic impressions: 1,746
Engagement: 147

Dallas St. Patrick's Parade and Festival Promotion (continued)

Highlights:

- This year’s marketing creative featured a newly created character, Finn, who encouraged riders to follow his adventures on social media, as well as find him at the parade for picture opportunities.
 - DART employee Matt Tomlinson played Finn.
 - Promoted using #DARTwithFinn on all social media posts.
- Encouraged event-goers to ride DART to other events/activities/venues for Irish-American Heritage Month (March 1-31).
- Parade presence was heightened with the use of a miniature light rail train replica created by DART Rail Operations.
- Parade volunteers represented DART and had a great time handing out DART-themed beads to the crowds.



By the Numbers:

- The parade is DART’s second highest ridership day, behind the TX/OU game day.
- Over 95,000 riders on parade day, representing a 6.3% increase from 2018*.
- 10 tweets on Twitter generated 14,290 organic impressions; 54 engagements; and a potential reach of 175,534.
- 9 Facebook posts generated 39,766 organic impressions; 705 engagements; and reached 31,643 people.
- 13 Instagram posts generated 5,308 organic impressions and 1,019 engagements.
- Media:
 - **Market value:** \$21,700
 - **Impressions:** 2.3 million
- Signage:
 - **Market value:** \$15,600
 - **Impressions:** 249,000



* Estimate from DART’s Finance department

DFW Auto Show

March 27-31

Project Overview:

For 37 years, the DFW Auto Show has given automotive enthusiasts in North Texas the opportunity to experience the latest and greatest vehicles from international auto manufacturers. The show covers more than 650,000 square feet at the Kay Bailey Hutchison Convention Center.

Project Elements:

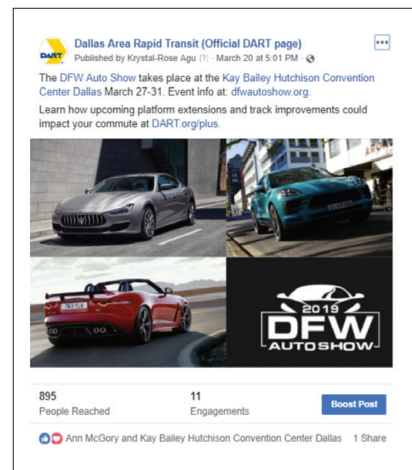
- On-site activation during the show
- Electric bus display and tours
- Social and digital media

Highlights:

- Opportunity to receive real time feedback from customers who rode DART to the DFW Auto Show and experienced service disruption during rail replacement construction.
- DART staff provided information and customer service to people with questions and concerns regarding DART's rail replacement.
- Displayed the battery electric bus and gave tours.
- Booth location provided a lot of opportunities to interact with customers because of its proximity to the kid zone.

By the Numbers:

- Estimated attendance was over 350,000.
- DFW Auto Show was highlighted in a March 28 “Your Ride this Weekend” article on DART Daily, which was shared 93 times on Facebook.
- 2 tweets on Twitter generated 2,780 organic impressions; 38 engagements; and a potential reach of 36,407.
- 2 Facebook posts generated 2,196 organic impressions; 52 engagements; and reached 1,497 people.
- 1 Instagram post generated 758 organic impressions; 45 engagements; and reached 556 people.
- DART staff distributed over 800 “fidget spinners.”



DART Plus

March 2019

Project Overview:

DART Plus is a new campaign to inform customers, stakeholders and the public on a series of active and upcoming DART capital construction projects. The goal of DART Plus is to provide the “big picture” benefits to customers and show how these construction projects will improve their experience in riding DART long term.

Project Elements:

- Logo, service mark and tagline
 - DART Plus: Building a better experience for you!
- Corner markers
- Rail interiors
- Brochures on buses and trains
- DART.org/plus
- Station banners
- Digital and social media

Highlights:

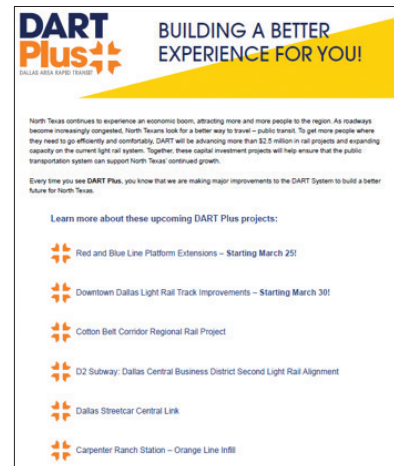
- A new set of logo marks has been created for DART Plus projects which include, but are not limited to:
 - Red and Blue Line Platform Extensions
 - Downtown Dallas Light Rail Track Replacement
 - Cotton Belt Corridor Regional Rail Project
 - D2 Subway: Dallas Central Business District Second Light Rail Alignment
 - Dallas Streetcar Central Link



DART Plus (continued)

By the Numbers:

- The cities of Garland, Carrollton, Rowlett, Irving and Richardson, as well as the North Dallas Chamber of Commerce, shared DART Plus information on their digital and social media channels, potentially reaching 73,000 people.
- Signage: Corner markers and rail interiors
 - **Market value:** \$112,590
 - **Impressions:** 4 million
- A March 15 DART Daily article incorporating the DART Plus creative and messaging generated 507 views and 145 shares on Facebook.
- A DART Plus tweet on March 15 generated 2,199 organic impressions; 400 engagements; and a potential reach of 21,143.
 - On Facebook, this post generated 10,407 organic impressions; 847 engagements; and a reach of 7,587.
- An “Ask DART” FAQ on rail replacement that included the DART Plus creative and messaging was published on the agency’s DART Daily blog March 21 and received 137 views and 73 shares on Facebook. The FAQ was also posted on social media:
 - The “Ask DART” Twitter post generated 1,500 organic impressions; 115 engagements; and a potential reach of 19,537.
 - The “Ask DART” Facebook post resulted in 2,666 organic impressions; 243 engagements; and a reach of 2,014.



Media Print

January-March 2019

Project Overview:

Campaigns promoted during Q2 FY 2019 include:

- DART Rides
- DART Student Art Contest
- Discover DARTable Airport Spring Break
- DARTable
- D-Link
- Employer Annual Pass program
- GoLink Plano
- GoPass Tap Card
- Now Hiring
- Senior Citizen Annual Pass
- Dallas St. Patrick's Parade
- Staycation

Other campaigns promoted on DART assets, including bus and rail interiors, corner markers, windscreens and banners:

- DART Plus (Central Business District Rail Replacement)
- GoLink (On-Call Zones)
- Human Trafficking

Project Elements:

Print, online/mobile, radio, social media, outdoor and TV



Media Print (continued)

Highlights:

- Supported DARTable and Staycation media campaigns with strategically-placed articles in Destination DFW, Good Life Family magazine, Living Well magazine, Natural Awakenings and The Messenger.
- Headlines included:
 - DART Adventures in North Texas
 - DARTable Date Night Destinations
 - DART Makes Discovering North Texas Easier
- Combined readership: 200,000

By the Numbers:

- Media:
 - Market value: \$224,738
 - Impressions: 21.8 million
- DART assets:
 - Market value: \$227,665
 - Impressions: 8.1 million

DARTable DATE NIGHT DESTINATIONS
by Nick White (@nwhite)

With the start of a new year, it's a great time for fans eager to explore the region. Fortunately, there are a plethora of fun DARTable date night activities in North Texas. Take DART to spend time with your partner and see the time during and parking. Here are our suggestions:

- 01** The Dallas Black Dance Theatre is the city's largest dance company and one of North Texas' cultural treasures. From Feb. 15-17, check out Cultural Accents, which pays homage both to history and the "House of American Folk Music" and the contemporary Black Theatre. Why Theatre is right in the Dallas City District. www.blackdancetheatre.com
- 02** Looking for a more casual experience? Head to a live show at Pioneer Ballroom. With live and DJ sets, it's a one-stop shop for a low-key date. You could start with drinks in the Pioneer Ballroom, then head to the Downtown Plaza - or stop away on the Ball Room. Take Instagram photos by hitting Dink, Street Cheats while you're in there. pioneerballroom.com
- 03** Laughter is the key to the heart, and the former volunteer of the Hummer Center is no exception. For the City of Dallas, Feb. 14-15, she shares the stage with the show "The Heart of the Matter" and "The Heart of the Matter" offering on relationships and dating. Check out a DART table top date relationship advice. The evening event has stops from Culture Park. www.hummercenter.com
- 04** Talk about having it all in one place! The "Bottle Show" features live concerts, interactive and scenic all in about a 100-acre park. One of the best spots in North Texas is the Dallas City District. Why Theatre is right in the Dallas City District. www.blackdancetheatre.com
- 05** A little earlier than a first date, but you can still have a special moment. Head to the Hummer Center for the show "The Heart of the Matter" and "The Heart of the Matter" offering on relationships and dating. Check out a DART table top date relationship advice. The evening event has stops from Culture Park. www.hummercenter.com
- 06** The show has to give across the bar. The City of Dallas is no exception. For the City of Dallas, Feb. 14-15, she shares the stage with the show "The Heart of the Matter" and "The Heart of the Matter" offering on relationships and dating. Check out a DART table top date relationship advice. The evening event has stops from Culture Park. www.hummercenter.com

2018-19 BASKETBALL GIRLS TEAM LOOK INSIDE!

CarrolltonLeader

COTTON BELT TRAIL FUNDING

Woman killed in crash

Changes proposed for sign ordinance

GOING PLACES JUST GOT EASIER FOR SENIORS & THE MOBILITY IMPAIRED

goodLIFEfamily

DART TO ADVENTURES IN NORTH TEXAS

EXPERIENCE THE BEST OF NORTH TEXAS IN ONE TRIP. A DART TABLE TOP DATE NIGHT DESTINATION.

With a DART table top date night destination, you can explore the region's best attractions, restaurants, and scenic views all in one place. The DART table top date night destination is a one-stop shop for a low-key date. You could start with drinks in the Pioneer Ballroom, then head to the Downtown Plaza - or stop away on the Ball Room. Take Instagram photos by hitting Dink, Street Cheats while you're in there.

CATCH A TRAIN. CATCH A SHOW.

The Good Ol' Days Never Had It This Good

DISCOVER WHAT'S DARTable

DART.org/DARTable



On-going Revenue

January-March 2019

Project Overview:

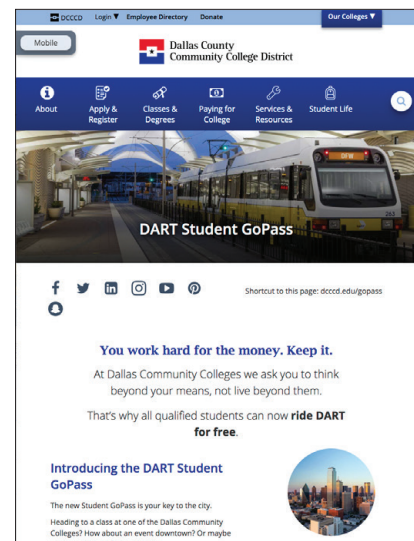
Generate non-fare-based revenue through sale of advertising on the interiors and exteriors of DART's buses and trains and at certain locations, as well as increase fixed-route ridership through block sale of passes to businesses, organizations, educational institutions and groups.

This non-fare-based revenue program brings DART approximately \$4 million annually while incurring minimal expense.

The block sale of passes to businesses, organizations, educational institutions and groups brings in approximately \$11 million in revenue.

Highlights:

- The Higher Education student pass program continued to show significant gains in pass sales and revenue, with substantial growth in the pilot program at Dallas County Community College District. Under this program, the district makes a DART pass available at no charge to all eligible students and has made access to DART an important aspect of their student enrollment strategy.
 - Between Fall 2017 and Summer 2018, the DCCCD pilot program grew to more than 25,000 riders, an increase of 78% over the previous year.
 - Revenues exceeded \$1.4 million.
 - Spring 2019 to Fall 2019 will be the third and final year of the pilot period, leading DART and DCCCD to determine the program's future.



On-going Revenue (continued)

Highlights (continued):

- The Employer Annual Pass program benefited strongly from the Rider Rewards promotion in Q2 FY 2019. The employer program typically experiences material reductions in ridership during years following a fare increase, so the corporate sales team worked with the finance team to diminish that impact. Rider Rewards offered companies the ability to earn promotional payments in exchange for increased marketing and promotion of the ePass program and for achieving certain increases in ridership over their 2018 levels. This allows companies to offset a portion of the fare increase while adding net new riders for DART and higher revenues as a result:

- 27 companies achieved at least one of the incentive levels, accounting for an increase of 416 passes and more than \$299,000 in increased revenue.
- 78 other companies increased ridership, although not by enough to earn an incentive. They added 402 more passes than in 2018, accounting for more than \$280,000 in additional revenue.

ADD RIDERS, EARN CASH BACK

Sign Up for 2019 DART ePass Now!

Earn cash rewards as high as \$240 per pass by recruiting more riders into DART's Annual Pass (ePass) program. It will keep costs down for everyone!

Here's how:

- Encourage co-workers to join ePass in 2019. More riders equal more savings!
- Cash rewards are paid for getting 5%, 10%, 15% or 20% more ePass riders in 2019.
- Rewards apply to ALL ePasses in your company purchased by March 31, 2019.

Ask your benefits administrator to call DART's ePass Team at 214-749-2589

DART let's go.

By the Numbers:

- Advertising generated \$995,834 in revenue during Q2 FY 2019, compared to \$987,501 in Q2 FY 2018, an increase of 1%.
- Traditional advertising media continues to decline as digital advertising options grow.
 - DART is seeking ways in which to add digital media products to our media platform.
- The Top 5 advertisers were DoorDash, Thompson Law, Shipt, Redfin real estate and Jack in the Box.
- The Top 5 business categories were food, media, schools and education, legal and finance.

Transit Education

January-March 2019

Project Overview:

Transit Education's second quarter activity included education programs and community outreach events. Stakeholder engagement included a variety of audiences, communities and service area cities, including Dallas, Garland, Plano and Irving.

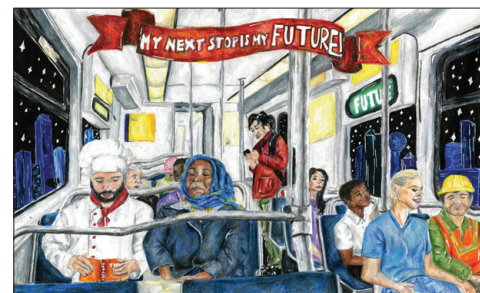
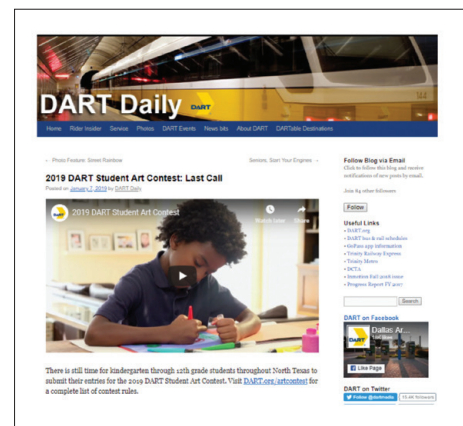
In addition to the day-to-day presentations, staff planned for two annual events: The Student Art Contest and the Older Americans Month Information and Health Fair.

Project Elements:

- Transit Education webpage: DART.org/transiteducation
- "On the Go!" curriculum
- DART Student Art Contest and Older Americans Fair fliers printed in English and Spanish
- Media: Print ads, TV, social media, online/mobile
- Press releases and articles for the DART Student Art Contest and Older Americans Fair

Highlights:

- Student Art Contest Best in Show Winner:
 - Sarah Thigpen, a ninth grader at Booker T. Washington High School for the Performing and Visual Arts
- Outreach programs held in the following cities:
 - Dallas
 - Plano
 - Richardson
 - Irving
 - Garland
 - Carrollton



Transit Education (continued)

By the Numbers:

- 68 total education and community outreach programs
- 9,675 face-to-face impressions:
 - 5,074 elementary students
 - 498 middle school students
 - 1,399 high school students
 - 2,259 adults
 - 445 senior citizens
- 29 how-to-ride safely programs:
 - 25 career day/Careers on Wheels
 - 14 community events in service area cities
- 4 Student Art Contest tweets on Twitter generated 5,603 organic impressions and 24 engagements.
- 4 Student Art Contest Facebook posts generated 8,078 organic impressions; 129 engagements; and reached 5,882 people.
- DART.org/transiteducation received 5,905-page views.
- Student Art Contest media:
 - **Market value:** \$34,883
 - **Impressions:** 4.4 million

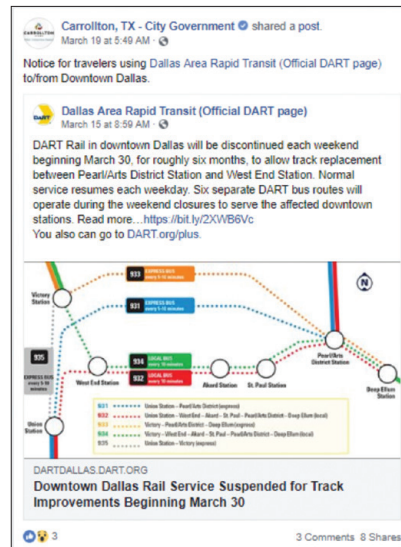


Media Relations – Earned Media

January-March 2019

DART-issued press releases:

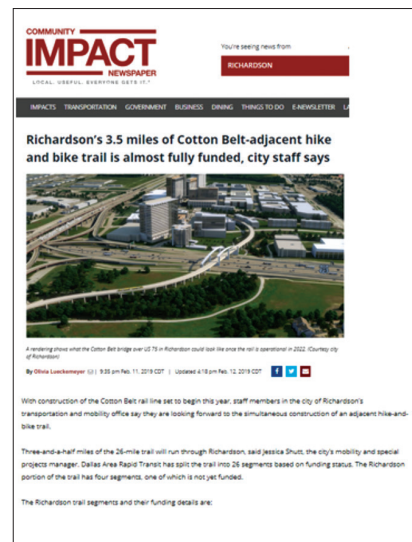
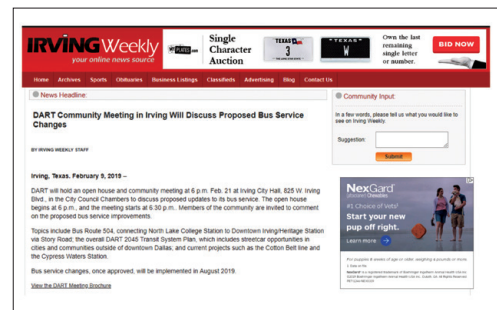
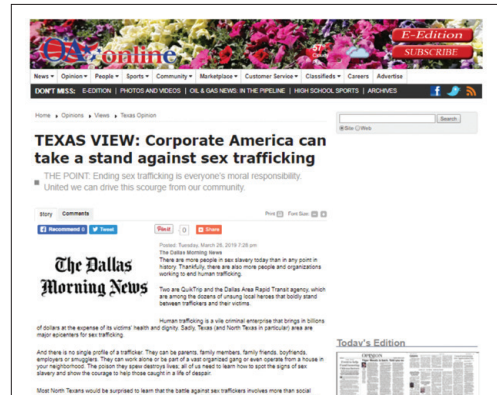
- Bus Routes 29 and 39 Detoured during Walk for Wishes at Reverchon Park on Saturday, April 6 (3/29)
- Bus Route 2 on Brief Detour in Downtown Dallas for Trash Dash Litter Bash on Friday, April 5 (3/29)
- Revisions to August 2019 Express Bus Route Proposal Public Meetings (3/29)
- Cityplace East Side Elevator Shut Down for Repair, Upgrade, Effective April 1-June 9, 2019 (3/28)
- First 405 Arrival Adjusted to Allow Blue Line Transfer, Effective Monday, March 25, 2019 (3/20)
- Downtown Dallas Rail Service Suspended for Track Improvements Beginning March 30 (3/15)
- DART, Uber bringing new transit options (3/13)
- DART brings new options with GoLink Plano service in GoPass (3/11)
- Weekend DART Rail Replacement coming to Downtown Dallas (3/11)
- DART GoLink expansion, new on-demand service in Downtown Dallas and other adjustments coming March 25 (3/11)
- Notice of DART Community Meetings - Cotton Belt Regional Rail Corridor (3/8)
- One-Day Shutdown to Impact Portion of DART Orange Line, Effective Saturday, March 9, 2019 (3/4)
- Bus Route 12, 35, 42, 52, 59 and 81/82 Riders Should Prepare for Detours During All-Out Trinity Festival on Saturday, March 2, 2019 (2/27)
- Expect Detours, Delays for Bus Routes 12, 42 and 405 during the Dash for the Beads races on Saturday, March 2, 2019 (2/27)
- DART to St. Patrick's Fun (2/25)
- Community Meetings March 4-11 About August 2019 DART Bus Service Change Proposals (2/22)



Media Relations – Earned Media (continued)

DART-issued press releases (continued):

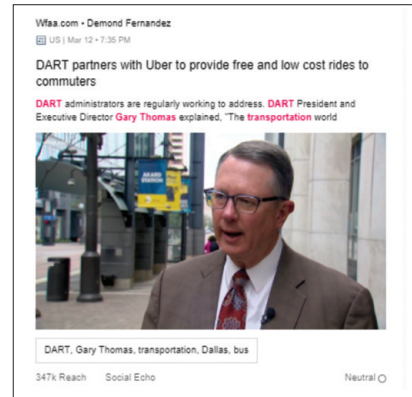
- Construction to Disrupt Orange Line Service Feb. 23 (2/19)
- Bus Bay Changes to Affect 3 Routes at Buckner Station, Effective Monday, February 25, 2019 (2/19)
- GoLink Boarding Bays to Change at Parker Road, Effective Monday, February 25, 2019 (2/14)
- Cotton Belt Corridor Field Work – Mid-February Through June 2019 (2/19)
- Tolar Manufacturing Company Secures Third Consecutive Multi-Year Agreement with Dallas Area Rapid Transit (2/12)
- Dallas Students Perform in DART Music Station Series (2/11)
- Cityplace Elevator Closing for Repair, Shuttles on Service, Effective February 18-March 11, 2019 (2/11)
- Construction Projects to Disrupt Orange Line from Bachman to DFW, Effective Saturday, February 23, 2019 (2/8)
- Notice to Public - August 2019 DART Bus Service Change Proposals (2/5)
- DART GoPass® Driving Innovative Mobility in North Texas (2/4)
- Bus Detours and Delays for Routes 19, 60, 76, 81, 82, 111, 409, and 595 for the Hot Chocolate 15k/5k at Fair Park, Sat, Feb 9, 2019 (1/31)
- DART Highlighted Efforts to Combat Human Trafficking at Event on January 29 (1/31)
- Training Exercise to Delay Sunday Service in Tunnel, Effective February 10, 2019 (1/30)
- Raising the Bar: Platform Extensions - Funding 411 (1/29)
- DART Highlights Efforts to Combat Human Trafficking at Event on January 29 (1/28)
- DART Customer Meeting Notice: D-Link Replacement - Community Meeting, Tues, Jan 15, 12 p.m. and Public Hearing, Tues, Jan 22, 6:30 p.m. (1/7)



Media Relations – Earned Media (continued)

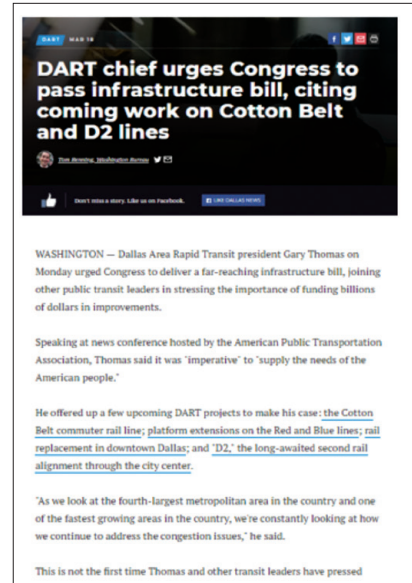
DART-issued press releases (continued):

- Buses at Bachman Station Temporarily Board in the "Kiss & Ride" Area during Cullum Lane Entrance Closure, Effective Tuesday, January 8, 2019 (1/4)
- UNT Dallas Station Parking Area to Be Closed Due to Construction, Effective Monday, January 7, 2019 (1/4)
- Route 283 Riders Advised of New Departure Times, Effective Monday, January 14, 2019 (1/3)
- Next ADA Meeting Set for January 19, 2019 at the Rowlett Community Center (1/2)



Published Article Leads:

- DART partnered with Uber for a one-year pilot program in March to provide North Texas riders more options for their transportation needs. Now available in GoPass, DART's all-in-one travel tool, customers can book an UberPool shared ride in each of DART's GoLink zones in DART's service area. (92 million impressions)
- President/Executive Director Gary Thomas was a guest panelist at a 'mobility service accessible on demand' (MaaS) event March 20-21 in London. Participants explored new ways to meet the need for efficient, safe, environmentally friendly and cost-efficient travel using technology. Thomas presented DART's many successful mobility solutions including the GoPass app and a new partnership using UberPool. (59 million impressions)
- DART is expected to begin construction on the Cotton Belt line this year, and projects it to be operational in 2022. The line joins TEXRail that opened in January from downtown Fort Worth to DFW Airport and DART's existing Orange Line to the airport from downtown Dallas. (55 million impressions)
- Safety was a top priority following a random attack at Morrell Station in February. Customers were reminded that in recent years many security improvements have been made by DART including adding security cameras to trains and extra officers to our busiest locations. On top of that, DART Police reminded people if they witness crime to report it. (46 million impressions)



Media Relations – Earned Media (continued)

Published Article Leads (continued):

- DART increased rail service to accommodate riders traveling to the 40th Dallas St. Patrick's Parade and Festival and the Dash Down Greenville 5K. Changes included additional trains for the Red and Orange lines from 6 a.m.-11 p.m. between Plano and the Mockingbird, Lovers Lane and Park Lane stations. (4 million impressions)



By the Numbers:

- Broadcast Impressions – January 2019
 - 741,484 Positive
 - 1,392,220 Neutral
 - 3,012,294 Negative

5,145,998 Total Viewers/Impressions

- Print-Online Impressions – January 2019
 - 28,049,310 Positive
 - 60,309,436 Neutral
 - 185,154,748 Negative

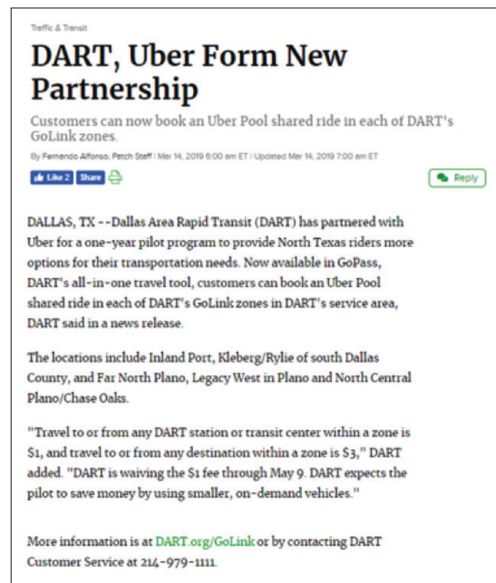
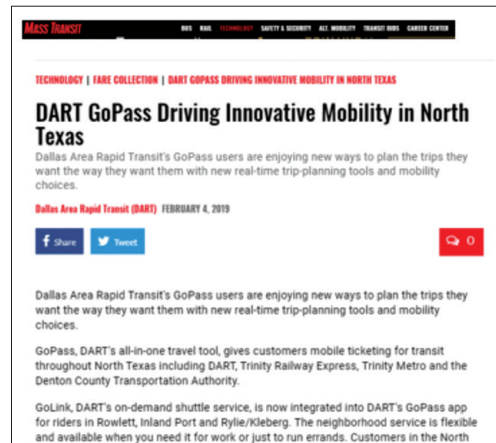
273,513,494 Total Viewers/Impressions

- Broadcast Impressions – February 2019
 - 1,691,200 Positive
 - 2,951,797 Neutral
 - 2,878,946 Negative

7,521,943 Total Viewers/Impressions

- Print-Online Impressions – February 2019
 - 20,612,270 Positive
 - 48,965,477 Neutral
 - 6,136,583 Negative

75,714,330 Total Viewers/Impressions



Media Relations – Earned Media (continued)

By the Numbers (continued):

- Broadcast Impressions – March 2019
 - 600,475 Positive
 - 1,715,547 Neutral
 - 1,043,614 Negative

3,359,636 Total Viewers/Impressions


- Print-Online Impressions – March 2019
 - 254,150,966 Positive
 - 8,555,751 Neutral
 - 1,242,412 Negative

263,949,129 Total Viewers/Impressions

Dallas City News
 US | Mar 12 • 6:18 PM

Love Field tips for Spring Break 2019

The free shuttle operates every day from approximately 5:30 a.m. to 1 a.m. For schedule and fare information, visit www.DART.org/LoveField.



DART, LoveField

4.12k Reach Social Echo Neutral

North Texas Daily
 PRINT • DIGITAL • TV • RADIO
 The Official Student Newspaper of the University of North Texas

Public transit is the best and cheapest way to travel



There's nothing wrong with taking public transportation. If anything more people should be riding trains and buses because it's better for the environment, according to **National Express Transit**.

Think about it, more people can fit in a bus than a single vehicle. With fewer cars and trucks on the road, this causes less smog and traffic noise to occupy the city. Who wouldn't love to go outside and breathe in fresh air instead of the nasty, gasoline air we breathe in now?

No one likes sitting in traffic for hours or worse, finding a parking spot. For some, finding a parking spot — not just a close spot, but a parking spot at all — can be a nightmare, especially at universities or when going downtown.

Plus, don't forget about the parking fees. Not only do you have to pay for gas, but you also have to pay to park, and parking ain't cheap.

Event venues like American Airlines Center and AT&T Stadium have several parking lots but it's going to cost you. Sure, you can park at the cheapest lot but this means you're going to have to walk a lot further than if you had paid for the more expensive lot.

The Dallas Area Rapid Transit rail line leaves you right in front of the AAC and it will only cost you \$6 for a day pass, whereas if you drove there you have to total up your mileage plus 20 bucks you spent on parking for the same thing — Victory Station is directly next to a parking lot.

Plus, if you drink or feel tired you don't have to worry about driving because there is less stress on you.

Also, DART and Denton County Transportation Authority have made it easier and cheaper for us to purchase train tickets. The DCTA recently reduced its riding fare and you can purchase DART, DCTA and Trinity Metro tickets on the GoPass application. No more using those complicated train ticket booths that never work.

Community Engagement: August 2019 DART Bus Service Change Proposals January-March 2019

Project Overview:

A public hearing, preceded by a series of community meetings, took place to receive comments on major bus service improvements proposed for implementation in August 2019. These changes also represent a major step in the creation of a long-range 2045 Transit System Plan.

- Service change brochures placed on vehicles Feb. 5.
- A legal ad announcing the public hearing ran on Feb. 10.
- Bus card placed on vehicles Feb. 11.
- Windshield distribution at selected Park & Rides/Transit Centers on Feb. 11.
- Between Feb. 19 and March 11, 13 pre-hearing community meetings were scheduled.
- Public hearing conducted March 12.

Highlights:

- There were 12 pre-hearing community meetings held with an additional session at Glenn Heights City Hall on March 4.
 - 23 people made comments during the public hearing.
- Input received on the service change proposals as well as the 2045 Transit System Plan.
- Two additional post hearing sessions have been scheduled in Q3 FY 2019.

By the Numbers:

- 97 people attended and participated in the pre-hearing community meetings.
- 85 written comments were received.



Community Engagement: DART Bus Route 722

January-March 2019

Project Overview:

Conducted a public hearing and community meeting to receive comments on potential replacement of DART Bus Route 722 (D-Link). Alternatives under consideration included a new downtown mobility-on-demand service; a Transportation Network Company (TNC) independent of DART; or total elimination.

Project Elements:

- Legal advertisement ran on Dec. 23 in The Dallas Morning News.
- Rider alerts announcing community meeting and public hearing were placed on vehicles beginning Jan. 7.
- Pre-hearing community meeting completed Jan. 15 at DART headquarters.
- Public hearing conducted Jan. 22 at DART headquarters.

By the Numbers:

- 2 speakers; no written comments were received.



DART CUSTOMER

MEETING NOTICE

D-Link Replacement

A public hearing and community meeting have been called to solicit comments on the potential replacement of DART Bus Route 722, D-Link.

Alternatives under discussion include: a new downtown mobility-on-demand service, a Transportation Network Company (TNC) independent of DART, or total elimination. Both events will be held in the DART Headquarters Board Room, 1401 Pacific Ave., Dallas, TX 75202.

COMMUNITY MEETING
Tuesday, January 15, 2019, 12 p.m.

PUBLIC HEARING
Tuesday, January 22, 2019, 6:30 p.m.

Individuals wishing to attend or speak at the hearing should contact DART Community Engagement at 214-749-2543 to register. In addition, written comments received by noon the day of the hearing will become part of the official record. Written comments may be submitted on the date of the hearing or mailed in advance to:

DART Community Engagement
P.O. Box 660163
Dallas, TX 75266-7322

For additional information, please visit dart.org/meetings or contact DART Community Engagement at 214-749-2543

Takedown Date: 1/23/19

142-004-1219 AJ

Community Engagement: Cotton Belt Regional Rail

January-March 2019

Project Overview:

Two meetings to review progress of the Cotton Belt project occurred during the second quarter. Two have been scheduled for Q3 FY 2019. DART project staff, as well as the design-build team, were on hand to outline the latest developments and answer questions from residents.

Project Elements:

- Updated alignment drawings showing track configurations, final grade separations, bridges and station locations per the final environmental impact study.
- An overview of the design-builder's early design and construction schedule.
- A description of pre-construction equipment and processes to be used along the alignment.
- A general summary of project information.
- Identification of contacts for FAQs and community concerns.

Highlights:

- Over 100 people attended the kickoff meeting at Parkhill Junior High School in Dallas on March 21.

By the Numbers:

- Nearly 200 residents, stakeholders and interested individuals attended and received answers to questions and concerns during the meetings on March 21 in North Dallas and March 28 in the Richardson-Plano area.



Customer Service

Project Overview:

Customer Service logged two significant accomplishments in the Q2 FY 2019:

- The department learned it had received first place in the Division Level Measurement program in the previous quarter.
- Customer Information Representative Tiffany Reed was named the winner of APTA's 2019 Call Center Challenge.
- Customer Service celebrated and recognized female employees for International Women's Day.



Project Elements:

- After their Division Level Measurement program win, Customer Service employees enjoyed a celebratory lunch.
- The 2019 Call Center Challenge was held in February in New Orleans at the APTA Marketing & Communications Workshop.
 - In front of a live audience, finalists were presented with scenarios and judged on how well they could resolve them in a professional manner.
 - On Feb. 26, DART's Tiffany Reed was declared the winner.
- International Women's Day is an annual event celebrated on March 8. In Customer Service, the day was filled with contests and a pop-up shop tailored to the department's women.



Highlights:

- The entire department was excited about placing first in Division Level Measurement; employees expressed their commitment to continue providing 5 Star Service.
- The Customer Service division's women – and men – enjoyed the special day acknowledging and honoring female employees for their outstanding performance throughout the year.



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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

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 2Q19 was 140 passengers in January; 157 in February; and 150 in March. This showed an increase over the same three months in FY 2018 (111, 120, 110). DART staff is coordinating with Mesquite regarding service plans for FY20.
 - ✓ **Parkland Shuttles:** Route 704 average weekday ridership was 694 in January; 735 in February, and 676 in March 2019. Route 705 average weekday ridership was 215 in January; 238 in February, and 301 in March. DART has developed a plan for a new shuttle route (706) which will connect Parkland Station to the new Parkland administrative

Executive Summary

offices located near Mockingbird Lane. A new three-year ILA will be submitted for Board approval in the 4Q19

- ✓ Park Cities: Average weekday ridership during 2Q19 was 10 passenger trips per day during January; 12 passenger trips during February; and 11 passenger trips during March. This showed an increase over the same three months in FY 2018 (10, 9, 9). Park Cities On-Call has now been converted to GoLink during the March 2019 Service Change.
 - ✓ Amazon Shuttle: GoLink ridership for Amazon showed a decrease during 2Q19 compared to the first quarter. Average daily ridership during 2Q19 was 41 passengers in January; 36 in February; and 37 in March. The bus shelter was installed at the Amazon facility on March 8, 2019. The launch of the new GoPass App made it possible for riders to book GoLink or UberPool trips in the Inland Port Zone.
- On-Time-Performance (OTP) Projects:
 - ✓ Five-Year Plan for OTP improvement: Staff developed and has been implementing a plan for a series of schedule adjustments for FY16 – FY20. Five routes received adjustments during 2Q19, and a much larger group of routes will get adjustments in 4Q19. With the 4Q19 changes, work on the Plan will be complete. Bus OTP for 2Q19 was 83.36%, which was an improvement over 1Q19 (expected given that 1Q19 includes the busy State Fair period), and higher than the Board goal of 82.5%. Light rail OTP for 2Q19 was 93.11%, which improved by several percentage points over 1Q19 results.
 - ✓ 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. Results for FY19 have improved over FY18.
 - ✓ 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 was completed in the 2Q19 with positive rates just under 90% for all users and 95% for disabled users. UberPool was implemented on March 11, 2019 in six zones including three in Plano and three in the Southern Sector.
 - Special Events:
 - ✓ St. Patrick's Day Parade: The 40th St. Patrick's Day Parade was held on Saturday, March 16, 2019. DART's Transportation Plan worked well, and there were no major issues. Additional LRT capacity was added along with DART volunteers, DART Police, transit personnel, and other DART staff.
 - ✓ Other Special Events: Other events during the second quarter included Martin Luther King Day celebrations and parades.
 - Enhanced Bus Corridor: Four Enhanced Bus Shelters will be installed in FY20. A special advertisement shelter will be installed in downtown Dallas in FY19

Executive Summary

- Downtown Dallas Circulator: 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. The service was officially cancelled by the Board of Directors on February 26, 2019. The last day of service was March 25, 2019.
- Vanpool Program: Vanpool continues to experience an upward growth in ridership. Fleet has increased from 178 to 184 vanpool groups. Economy, fuel prices and marketing outreach has played a key role. 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 agrees to extend the contracts. 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. Board delayed a decision on Policy III.07 contracts until 3Q19.
 - ✓ Planning was completed for service for Greenville Economic Development Commission during the 1Q19. Staff is awaiting Board direction on the direction of Policy III.07 before implementing this Greenville service.

Executive Summary

- **DART Rides Program:** In the 1Q19, DART expanded the Transportation 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 2,599,220 hits between 1st January and 31st March 2019, and the Phone system received 20,780 calls during the same time. 12,395 incidents were reported citing road closures, detour information and additional traveler assistance information from TxDOT center-to-center (C2C) and 511DFW's EcoTraflix were posted on the 511DFW website. 290,575 Waze events 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 2Q19, the system is up and running and reporting occupancy via the signage. The only issue is one camera down which has not degraded an accuracy of counts beyond an acceptable threshold. The plan for correcting the system upgrade will be implemented by Streetline in the 3Q19.
- **Rowlett Parking:** The Rowlett reserved parking program is managed by the Rowlett Volunteers On Patrol. The program continued to work well with no complaints from riders or Rowlett staff.
- **Transportation System Management (TSM):** The Street Repair Program for repair of member city streets heavily used by DART buses is an ongoing effort. This includes execution of an agreement with the City of Dallas for street repair using over \$9 million in DART street repair funds. The ILA was approved by the City of Dallas in April 2019 and was signed in 3Q19. A similar ILA for just over \$4 million was approved for Garland for street repair in May 2019 and approved by Garland City Council on May 21, 2019.
- **TRIP Programs:** Invoice from University Park have been received, reviewed and processed for reimbursement for 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 2Q19, DART has constructed ten Crewrooms at the following locations: Dallas Convention Center, Parkland, Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, 8th & Corinth and Glenn Heights. Six locations are 100% complete and in operation and four locations needed water/sewer tie-ins to public mains which

Executive Summary

are underway and will be completed by 3Q19. Permit applications for Dallas Convention, Park Lane (Backflow Agreement) and Downtown Carrollton (Water Easement) pending city approvals. Forest Lane Station Crewroom relocation re-design issues due to requirement of the 100-year flood study by Dallas have been resolved and is under construction. Project will be completed by 4Q19.

- Standard Shelter Installation: 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. A total of 17 bus shelters and 10 free standing lights were installed in 2Q19.
- Collin County Rides: Ridership continued to trend up overall for Collin County Rides (CCR) during 2Q19. Consultations began with Allen, Fairview, and Wylie to renew CCR agreements that expire September 30, 2019.
- Mobility on Demand Pilot Test: DART's Mobility on Demand Sandbox project continued in 2Q19, with GoLink services operating in Rylie-Kleberg, Inland Port, North Central Plano, Rowlett, Legacy and Far North Plano zone. GoPool technology had been completed and tested, but the effort was abandoned in favor of another rideshare option because of lack of willing drivers. The fully integrated GoPass 3.0 app went live in February 2019, and UberPool service began supporting GoLink on March 11, 2019. Overall GoLink and UberPool ridership trended up. On March 25th the remaining On Call Zones were converted to GoLink microtransit zones.

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

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

Accomplishments

- 2Q19: Plans were completed in 2Q19 for an additional Parkland Shuttle (Route 706) scheduled for operation on 4Q19.
- 1Q19: Additional weekend service were added for Inland Port. GoLink is funded 50% by Amazon.
- 3Q18: DART has added two more shuttle vendors to the SAM system for contract bidding.

Issues

- 2Q19: Trinity Metro has assumed the lead in managing Centreport circulator shuttle service with DART and DFW Airport as funding partners.
- 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.

Schedule

- Discussions with Paul Quinn College to possibly extend the GoLink boundaries to support the campus. It is anticipated that the Inland Port GoLink zone will include Paul Quinn College effective August 12, 2019.
- NCTCOG has agreed to fund the DFW Site-Specific Shuttle until a permanent agreement between DART, Trinity Metro and DFW Airport can be negotiated. The new ILA was approved and signed in 3Q19.

Project Manager(s) Rob Smith / Dan Dickerson

Strategic Priorities

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

Description

The Bicycle / Pedestrian Program Development will improve pedestrian, ADA, and bike access to rail stations, providing one major way to address the first mile/last mile problem. It will result in additional ridership as trips that are improbable via transit alone become more feasible when easy bike and other access/egress is added. Both work and recreational trips are targeted to boost system ridership.

Accomplishments

- 1Q19: Halff Associates and NCTCOG continued preliminary planning and design work on Red Line, Blue Line Station Pedestrian areas.
- 4Q18: There are currently four (4) Bike/Ped trail connectivity projects that DART is an active participant of: 1) Trinity Forrest Spine Trail at Lawnview. 2) Katy Trail connection at Mockingbird. 3) Trinity Strand Trial/Katy Trail connection near Victory Station and, 4) Western Trail alignment at Famers Branch Station. These are long term projects and will be updated as they progress.
- 4Q18: The evaluation for different type bike lids in the market was performed and shared with affected departments. The information and input were discussed regarding the existing and new technologies that are being used in other parts of the nation. These findings will lead to open another procurement process for a new bike lid generation in 1Q19.

Issues

- 2Q19: Capital Planning identified possible Bike Share locations. The next step will be issuing an RFP to see bike and scooter share vendors.
- Capital Planning and Development continues to evaluate and assess all applicable DART facilities to accommodate bikeshare companies. This process is rather lengthy and may delay DART issuing License Agreements soon.
- Additional analysis of the *2014 On Board Survey* will be done using the trip data (lat/long info). This data will be evaluated for use in planning bike parking and the need for additional infrastructure connecting to the stations.

Schedule

- 3Q19: Anticipate posting an RFI and RFP for Dockless Bike and Scooter Station License Agreements in 3Q19.
- 3Q19: Trinity Spine Trail at Lawnview is nearing 60% design. Anticipate DCB review 3Q19.
- 3Q19: DART sponsored Bike to Work Day “Energizing Stations” are scheduled for various DART Stations May 17.
- 1Q19: The Trinity Spine Trail 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 the 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

Strategic Priorities	Priority 1: Continually improve service and safety experiences and perceptions for customers and the public Priority 2: Optimize and preserve (state of good repair) the existing transit system
Description	The Standard DART Bus Shelter program is intended to provide additional amenities and a cleaner, safer, more comfortable place to wait, where daily boarding activity is greater than 50 passengers or where a sensitive use is present.
Accomplishments	<ul style="list-style-type: none">• 2Q19: A total of 19 bus shelters and 10 free standing lights were installed.• 1Q19: DART Board of Directors approved the revised amenity warrants.• 1Q19: Notice to proceed issued for new amenities contract.• 1Q19: Board of Directors approved award of new amenities contract.• 4Q18: Revised amenity warrants and presented to the DART Board of Directors.• 4Q18: Amenities contract RFP issued and advertised to potential vendors.• 4Q18: DART, AT&T, City of Dallas and DDI approved alternatives for Commerce and Field Street bus stop.• 3Q18: DART, AT&T, City of Dallas and DDI drafted alternatives for Commerce and Field Street bus stop.• 3Q18: EPR completed for amenities contract. EPR approved by Finance and Procurement.• 2Q18: DART worked with AT&T and City of Dallas to temporarily close and relocate the Commerce & Field bus stop.• 2Q18: Issued an interlocal agreement with AT&T to temporary relocate Commerce & Field Street bus stop and develop a permanent shelter solution.• 2Q18: Worked with contractors to improve sidewalk and ADA accessibility at three existing shelter locations within the City of Dallas.• 2Q18: Scope of work completed for the 2018-2020 shelter contract.• 2Q18: Budget approved to purchased 200 bus shelters, approximately 10 smart shelters, and approximately 200 free standing solar powered bus stop lights as part of the 2018-2020 shelter contract.• 1Q18: Placed 10 shelter pads and installed 10 shelters.

Construction & Installation of Standard Shelters

Service Planning
and Scheduling

-
- Issues**
- AT&T did not include amenities and security cameras in the Commerce & Field Street bus stop. DART will meet with AT&T, City of Dallas and DDI to reach a consensus on installing amenities at the Field location.
- Schedule**
- 1Q19: Issue notice to proceed for FY2018 - FY2020 shelter contract.
 - 4Q18: Finalize permanent shelter solution for the Commerce & Field Street bus stop.
 - 4Q18: Issue 3rd bid package for placement of a total of 3 shelters and 3 bench pads in Carrollton, Addison, Dallas and Richardson.
 - 3Q18: Initiate EPR for a new shelter contract.

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	Ongoing support will be provided for DART’s vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 7, 8, 12, and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.
Accomplishments	<ul style="list-style-type: none">• 2Q19: The vanpool fleet continues to trend upward (184 vans). This is attributed to several variables, economy, slight fuel price increases, and new marketing approaches.• 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.• 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.• 3Q18: DART deployed a vanpool marketing campaign to three non-member cities with an ad promoting the vanpool program to four (4) local theatres in McKinney, Mesquite, and Cedar Hill, three of the highest origin locations for rideshare.• 2Q18: The Novation Agreement (novation agreement legally transfers the Vanpool contract from one vendor to another), was signed between DART and Enterprise. This completes the transfer of the vanpool contract from DART’s previous vendor vRide.• 2Q18: DART secured \$4K from the NCTCOG for Vanpool marketing and promotions. Marketing will create “gas pump toppers” to be mounted at fueling stations in targeted areas.
Issues	<ul style="list-style-type: none">• 2Q19: Due to time constraints, DART and Trinity Metro will not engage in a joint vanpool contract procurement. However, the goal was to identify potential vanpool competitors. An additional company has expressed their desire to bid for the contract.• 3Q18: DART’s vanpool fleet has stabilized around 171 vans. DART is in discussions with Mary Kay to add new vans with their pending move to their Lewisville location.• 2Q18: DARTs vanpool fleet has dropped from 183 groups to 177 groups. Highland Park construction projects were completed, and those formations terminated their vans.

- 1Q18: DART Legal has advised this office and Contracting that ENTERPRISE still has not shown evidence that Enterprise has totally acquired VRIDE. As a result, DART Legal is not advising that DART sign the novation agreement at this time. Contracting has scheduled a meeting with ENTERPRISE and Legal for in February 2018 to continue discussion.

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 the 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**
- 4Q19: A special advertisement shelter will be installed at the Commerce @ Field bus stop.
 - 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 recommendations 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. In 2Q19, DDI, DART and the City of Dallas determined that there was not a consensus between the parties to implement a new downtown on demand service.
- 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

- 2Q19: D-Link service officially ended on March 24, 2019.
- 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 held D-Link ridership to expectations adopted when the route was re-designed in 1Q18; however, these expectations were not met. Therefore, stakeholders recommended the replacement of D-Link as described below. However, it was determined that not all stakeholders were interested in continuing the contractual arrangement, and so unable to reach a consensus for continued Downtown transit service. Therefore, DART Board of Directors chose to cancel the service.
- 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: Last day of operation for D-Link.
- 2Q19: DART Board of Directors cancelled the service formerly known as D-Link.
- 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
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> <i>Expand Services</i> 	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"> 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. Route Restructuring also included involves several changes to straighten route alignments and make service more direct. Schedule Adjustments are aimed at improving scheduled recovery time and on time performance of the routes. Many adjustments target peak periods. 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. <p>Public meetings and a public hearing were conducted with approval of the changes in 3Q19.</p>
<ul style="list-style-type: none"> <i>Improve Customer Waiting Conditions</i> 	Improved Passenger Support Facilities	Enhanced Bus Shelters installation is a part of the new amenities contract that was awarded in December 2018 - 2020. The new amenities contract was awarded in 1Q19. A total of 17 bus shelters and 10 free standing lights were installed in 2Q19.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> <i>Implement Efficiencies</i> 	DART On-Call Non-Traditional service	With the launch of the Far North Plano zone on August 27, there are now six Mobility on Demand (GoLink) zones in full operation, with service weekdays, 5am-8pm. Ridership has been gradually

FY 2019 Score Card Five-Year Action Plan

Service Planning and Scheduling

		building since the start up. The City of Rowlett will begin UberPool service today, June 3, 2019.
	Site-Specific Shuttles	GoLink ridership for Amazon showed a decrease during 2Q19 compared to the first quarter. Average daily ridership during 2Q19 was 41 passengers in January; 36 in February; and 37 in March. The bus shelter was installed at the Amazon facility on March 8, 2019. The launch of the new GoPass App made it possible for riders to book GoLink or UberPool trips in the Inland Port Zone.
	Non-Traditional Vanpool	Vanpool continues to experience an upward growth in ridership. Fleet has increased from 178 to 184 vanpool groups. Economy, fuel prices and marketing outreach has played a key role.

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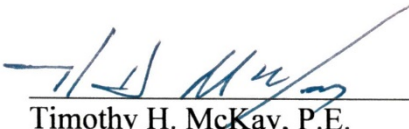
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PDPR-055

TO: Distribution

**SUBJECT: SECOND QUARTER FY2019
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the Second 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 March 31, 2019, including Systems Integration and Real Estate.



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

THM/ta

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ACRONYMS

APT - (Las Colinas) Area Personal Transit
AWP - Annual Work Plan/Program
BNSF - Burlington Northern Santa Fe Railway
CBD - Central Business District
CCTV - Closed-Circuit Television
CM/GC - Construction Manager/General Contractor
CROF - Central Rail Operating Facility
D2 - Dallas Central Business District Second Alignment
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

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2

Dallas Central Business District (CBD) D2 Alignment

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

PROGRAM OF INTERRELATED PROJECTS

Red & Blue Line Platform Extensions

The purpose of this project is to modify platforms at 28 stations along the Red and Blue Lines that were constructed before 2004 to accommodate three-car trains. This modification will increase the carrying capacity of the system and enhance the core capacity of the network. The Federal Transit Administration (FTA) authorized advancement of the Red and Blue Line Platform Extensions project into Entry to Engineering (EE) on July 28, 2017.

Dallas Streetcar Central Link

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

COMMUTER RAIL

Cotton Belt Corridor Facilities

The 26-mile long, regional rail Cotton Belt Corridor extends from DFW International Airport (DFWIA) through the northern portion of the DART service area to the existing DART Red Line, passing through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano, with 11 proposed stations along the way. This project is in the design and construction phase.

TRINITY RAILWAY EXPRESS (TRE) PROJECTS

Valley View to West Irving Double Tracking

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

Positive Train Control (PTC)

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

TRE Obsession Bridge

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

ADDITIONAL CAPITAL DEVELOPMENT

DART Police Facilities

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

CBD/Traffic Signal Priority (TSP) System

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

CBD Rail Replacement

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

Hidden Ridge Station

This deferred light rail station will be constructed on the operating Orange Line and is fully funded by the City of Irving in accordance with the Interlocal Agreement executed on March 27, 2018.

SAFETY & SECURITY PROJECTS

CCTV on LRVs

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

Other Safety & Security Projects

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

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

STREETCAR PROJECTS

Streetcar Extension Projects

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III

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



Dallas Central Business District (CBD) D2 Alignment

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Map

D2 Alignment

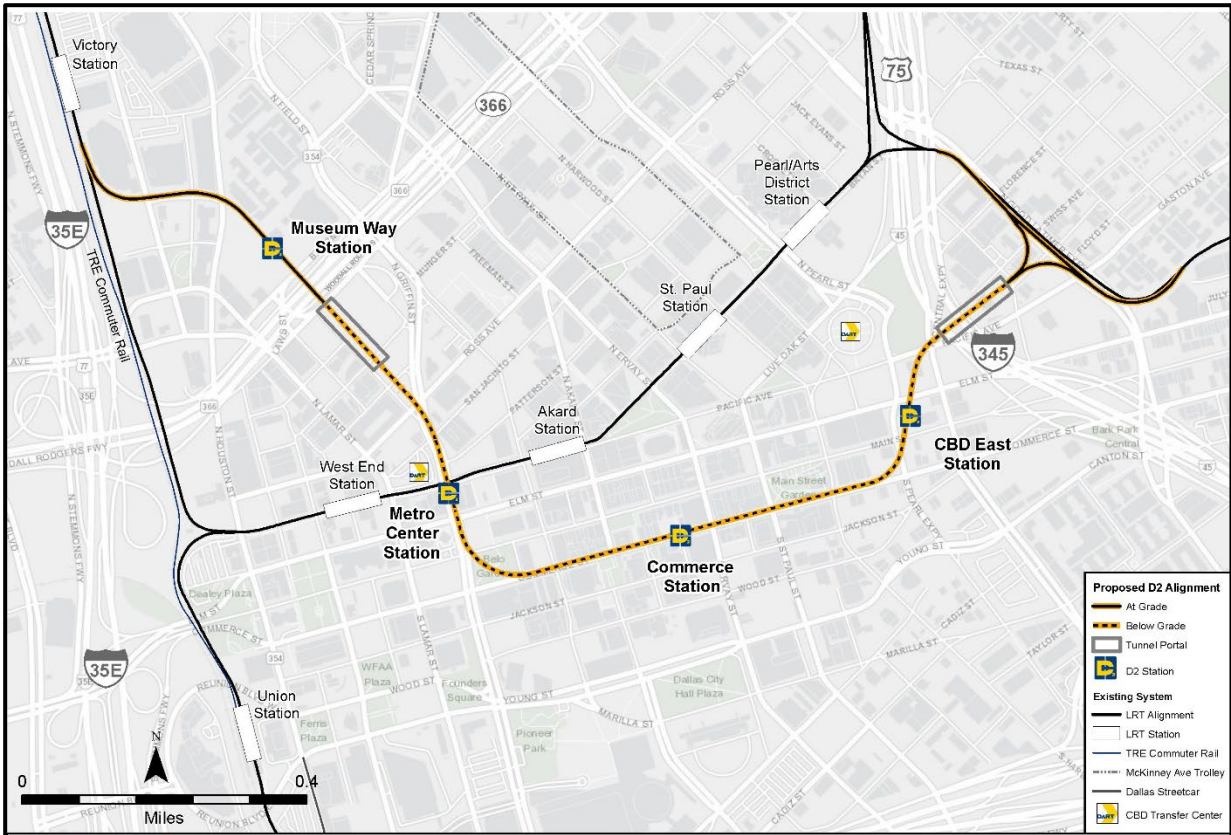


Figure 1-1
Project Study Area
 Data Source: DART, GPC6

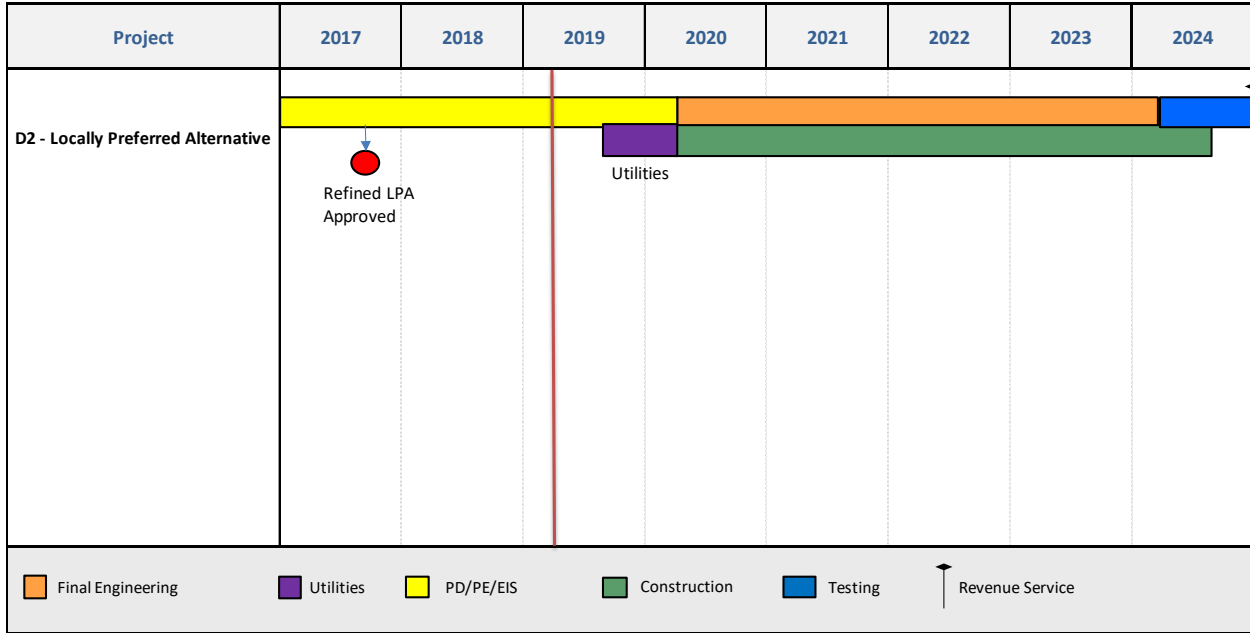
D2 Subway Project
 Draft Environmental Impact Statement

Summary Control Schedule

D2 Alignment

Dallas Central Business District (CBD) D2 Summary Control Schedule

3/31/2019



Cost Summary

D2 Alignment

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT			
Cost Summary			
(in millions of dollars)			
	Control Budget ⁽³⁾	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Dallas Central Business District (CBD) D2	\$ 1,412.5	\$ 15.3	\$ 8.6

- 1) Committed values reflect activity through 3/31/19.
- 2) Expended to Date values reflect activity in DART's General Ledger through 3/31/19.
- 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 of \$1,489.5 includes projected financing costs.

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

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

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

Assumptions in the current FY 2019 Twenty-Year Financial Plan reflect a \$1.4 billion project cost and a conservative \$300 million external grant. However, DART plans to pursue an approximately 50/50 funding share between local/federal sources, and the project is expected to be completed in 2024.

Status The last CIG Core Capacity submittal was based on the Commerce Alternative. The D2 submittal and project received a Medium-High rating.

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Status (Continued) The Project Development (PD) effort is focused on the Commerce Alternative. Current and upcoming work includes: completing 10% design level and completing the individual environmental, existing conditions technical memos by March 2019.

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 CIG program. FTA recommended that DART reapply to enter Engineering phase after all required activities are completed.


The project team has held project coordination meetings with TxDOT; standing, bi-weekly project briefings with the City of Dallas and FTA; 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					
	April	May	June	July	August	September
CBD - D2						
	City of Dallas Workshop: Renew 10% Submittal March/April 2019					
	City of Dallas/NCTCOG/TxDOT D2 Coordination Meeting - April 18, 2019 Stakeholder Meeting- April 18, 2019 Public Meetings - April 25,2019					
	10% Design will be completed by March 2019 A					
Documentation of Existing Environmental Conditions by February 2019 A						
 Project Development (Preliminary Engineering/EIS, Public Outreach Activities)						



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

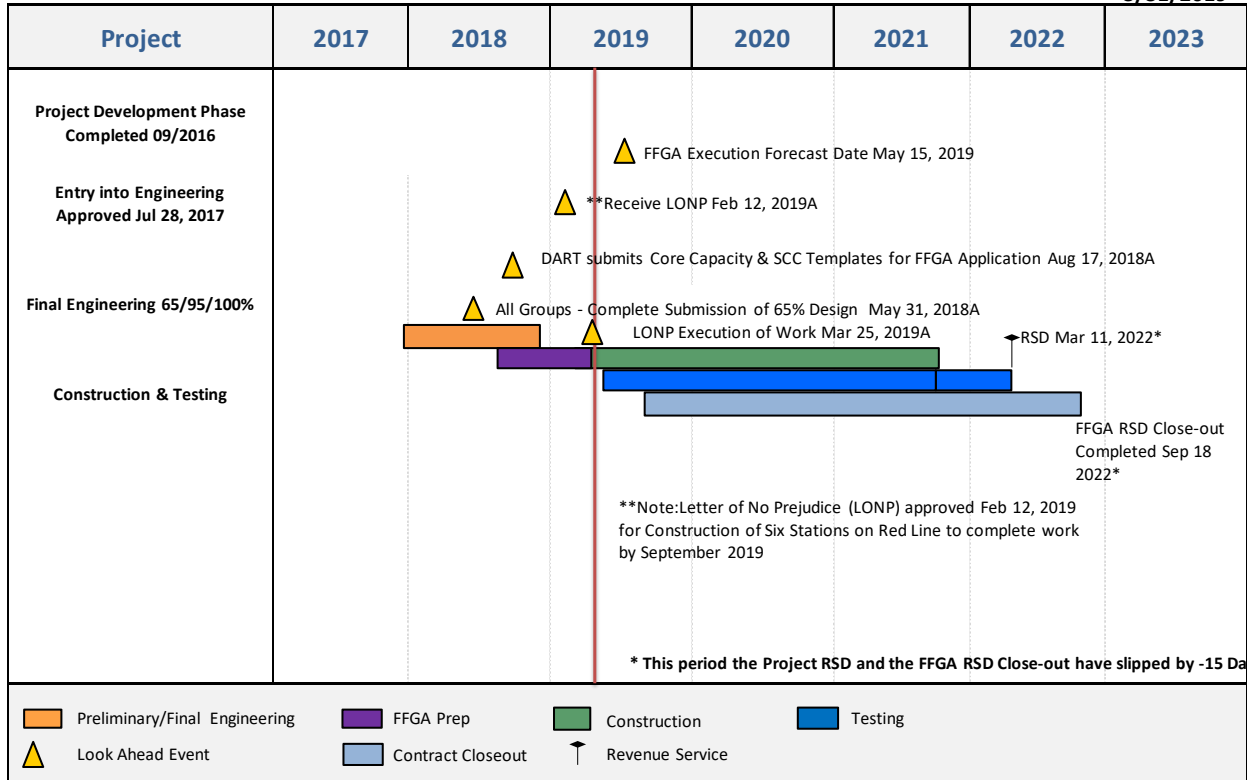
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Summary Control Schedule

Interrelated Projects Platform Extensions

Red and Blue Line Platform Extensions Summary Control Schedule

3/31/2019



Cost Summary

Interrelated Projects Platform Extensions

RED & BLUE LINE PLATFORM EXTENSIONS PROJECT			
Cost Summary (in millions of dollars)			
	Control Budget ^(3, 4)	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Red & Blue Line Platform Extensions	\$ 128.7	\$ 98.1	\$ 23.4

- 1) Committed values reflect activity through 3/31/19.
- 2) Expended to Date values reflect activity in DART's General Ledger through 3/31/19.
- 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 Extensions 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

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 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 is trending to March 2019.

On December 7, 2018, DART submitted a request for a Letter of No Prejudice (LONP) authorizing DART to begin construction on six Red Line stations on the North Central Corridor.

In February 2019, DART prepared a CM/GC Group B contract change to construction schedule and NTP for LONP work.

On March 12, 2019, DART issued NTP to CMGC Group B for work under Letter of No Prejudice (LONP) and long lead procurement items; a revision was issued on March 18, 2019. Anticipated start of construction was delayed from March 25, 2019, to April 1, 2019, due to contractor mobilization,

On March 29, 2019, DART issued NTP to CMGC Groups A and C for procurement of long lead items

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 and is trending later. DART is anticipating an updated roadmap from FTA and evaluating next steps due to the government shutdown from December 22, 2018, to January 25, 2019.

Six-Month Look Ahead

Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS Six-Month Look Ahead						
Project	2019					
	April	May	June	July	August	September
Red and Blue Line Platform Extensions - Pre-Construction/Construction Related Activities	CMGC - All Groups Submitted 65% Design NTE Cost Proposals Sep 07, 2018A FFGA Execution ▲ Commence Group B Station Construction (FFGA Funding) ▲ Issue NTP for Construction Group B LONP Mar 25, 2019A Commence Group E Construction ▲ CMGCs Begin Long-Lead Mtl. Procurement Mar 21, 2019A ▲ Issue NTP for Construction Group E CMGC CMGCs - Complete Preconstruction Services CMGC - Groups A- E Continue Preconstruction Services to 100% Design Completion					
Red and Blue Line Platform Extensions - Design Related Activities	Group A Designer Issue IFC Drawings Oct 31, 2018A Group B Issue IFC Drawing Oct 19, 2018A Begin DSDC Services Mar 25, 2019 RBPE Final Design Complete Nov 09, 2018A Systems Design IFC Complete Nov 09, 2018A Commence Texas State Fair Sep 27, 2019 No construction work is scheduled on the RBPE during the Texas State Fair					
Red and Blue Line Platform Extensions - OCIP Procurement Process	Commence OCIP Enrollment & Coverage for RBPE Construction Mar 01, 2019A Marketing/Preproposal Conference London Sep 10, 2018 A NTP OCIP - Completed Dec 12, 2018 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 OCPI Coverage Continues throughout Project					
Red and Blue Line Platform Extensions - Federal Process	DART Submits SCC Templates for FFGA Application 08/17/18A Exe Branch Review 02/21/19A ▲ RBPE-FFGA Executed (Government Shutdown Impact) FTA Approve Letter of No Prejudice (LONP) 02/12/19A ▲ Commence Congressional 30-Day FFGA Review 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 (Mar 2019)	
		(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	\$16,283,305	\$814,165	\$17,097,470	0	\$16,283,305	\$814,165	0%	10%	
Red & Blue Line Platform Extensions Group B	C-2030485-02	Omega Contracting, Inc.	\$21,891,862	\$1,094,593	\$22,986,455	0	\$21,891,862	\$1,094,593	0%	10%	
Red & Blue Line Platform Extensions Group C	C-2030485-03	Omega Contracting, Inc./ DES JV	\$9,324,025	\$466,202	\$9,790,227	0	\$9,324,025	\$466,202	0%	10%	
Red & Blue Line Platform Extensions Group D	C-2030485-04	Gilbert May, Inc dba Phillips May Corporation	\$9,072,043	\$453,603	\$9,525,646	0	\$9,072,043	\$453,603	0%	10%	
Red & Blue Line Platform Extensions Group E	C-2030485-05	Gilbert May, Inc. dba Phillips May Corporation	\$9,829,124	\$491,456	\$10,320,580	0	\$9,829,124	\$491,456	0%	10%	
		TOTALS:	\$66,400,359	\$3,320,019	\$69,720,378	\$0	\$66,400,359	\$3,320,019			

Legend: % Contingency >= 70%

Notes:

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

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Program of Interrelated Projects

Dallas Streetcar Central Link

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Cost Summary

Interrelated Projects Central Link

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

- 1) Control Budget reflects approved FY19 Financial Plan value (pending City of Dallas Streetcar Interlocal Agreement Execution).
- 2) Committed values reflect activity through 3/31/19.
- 3) Expended to Date values reflect activity in DART's General Ledger through 3/31/19.

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 has been requested and negotiated. The City and DART are currently reviewing and negotiating the Master Streetcar Interlocal Agreement (ILA). A Project Specific Agreement will be developed to outline scope, funding and responsibilities for the Project Development of the Central Link project. A request to enter FTA project development under Small Starts would be done concurrent with the agreement.

Issues Required Approvals

The following approvals are needed for project progress:

- Approval of Master Streetcar ILA, and
- Timely approval of request to enter Project Development once submitted to FTA.

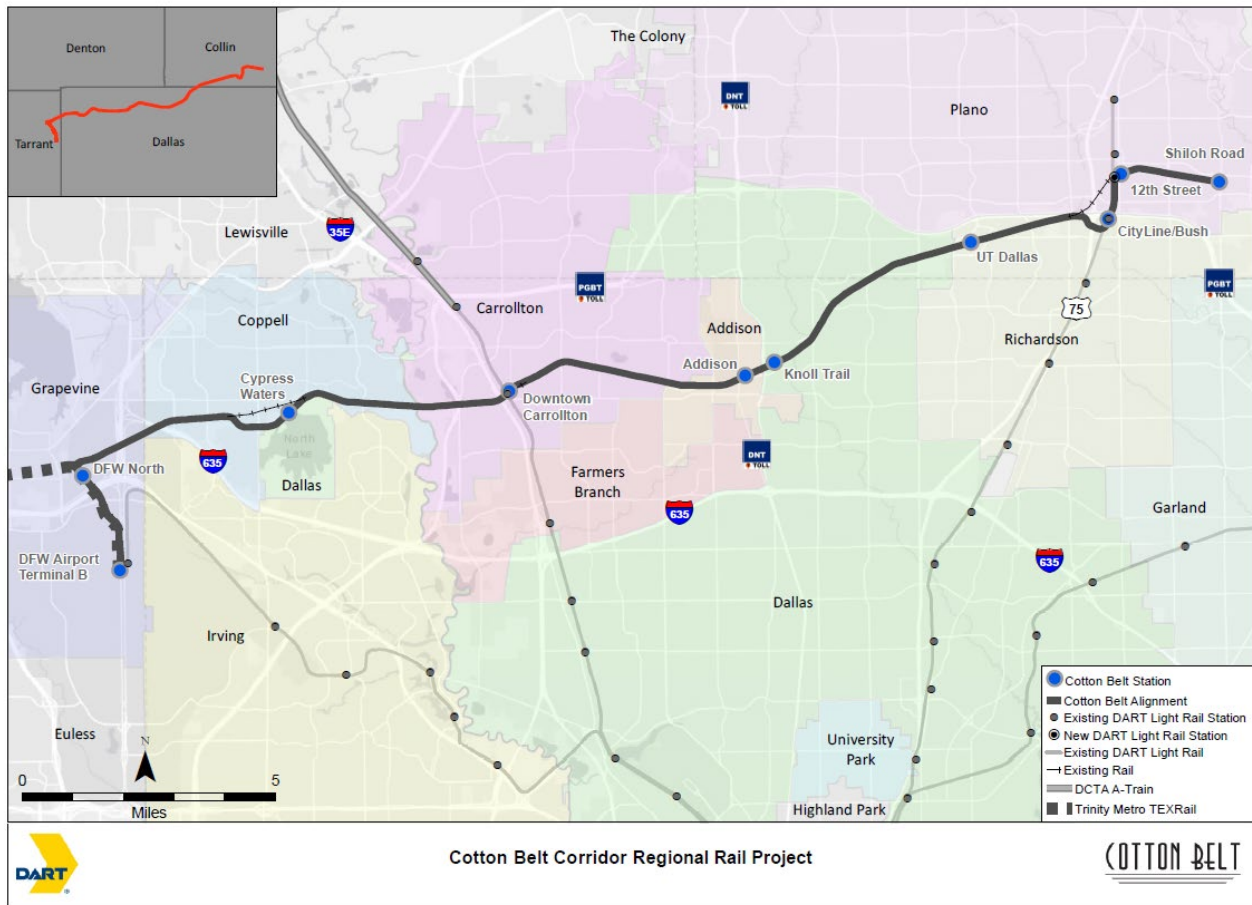


Commuter Rail

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Cotton Belt Map

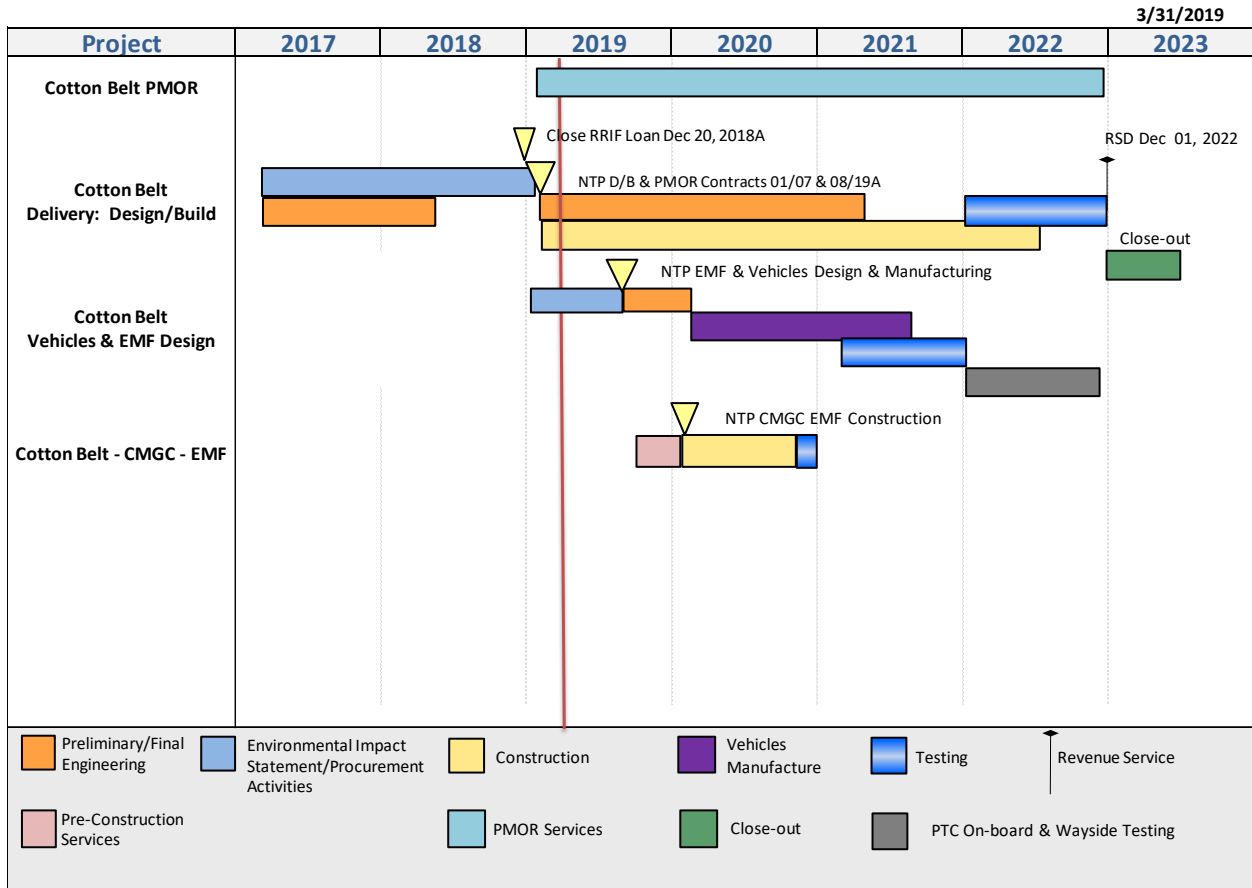
**Commuter
Rail**



Summary Control Schedule

Commuter Rail

Cotton Belt Summary Control Schedule



Cost Summary

**Commuter
Rail**

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Cotton Belt Corridor Facilities	\$ 1,135.0	\$ 858.7	\$ 20.8

- 1) Expended to date values reflect activity through 3/31/19, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 3/31/19.
- 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.
- 5) DART has identified additional budget (that is not reflected in the Control Budget above) from interest savings on the RRIF loan.

- 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. A total of 10 stations were approved by the DART Board on August 28, 2018. 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 mostly at-grade, with double-track. It includes both the Cypress Waters Option (diverting from the Cotton Belt to provide a station near North Lake) and the Red Line South Option (diverting from the Cotton Belt to provide a station at CityLine before returning to the Cotton Belt), terminating at Shiloh Road.

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

Status (Continued) Notice to Proceed (NTP) was issued to the design-builder on January 7, 2019, and to the Program Manager/Owner's Representative (PMOR) on January 8, 2019. In February 2019, site surveying and data gathering activities were initiated. In March 2019, DART conducted coordination meetings with city representatives and provided updates on design and construction activities to the community.

On October 12, 2018, two additional solicitations were issued: one for vehicle procurement and Equipment Maintenance Facility (EMF) design and a separate solicitation for construction of the EMF. Proposals were received in January 2019. Negotiations for vehicle procurement were ongoing in March 2019 for consideration by DART Board in May 2019.

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. The Board approved the contract modification in February 2019. This issue is closed.

Six-Month Look Ahead



Cotton Belt Six-Month Look Ahead

Project	2019					
	April	May	June	July	August	September
Cotton Belt - Preliminary Engineering Activities and Environmental Impact Documentation	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					
Cotton Belt - PMOR & D/B	RRIF Loan Closing Dec 20, 2018A					
	 DART Board Briefing					
	Award Cotton Belt PMOR & Design/Build Contracts Dec 11, 2018A					
	NTP PMOR to WSP Jan 08, 19A					
Cotton Belt - EMF & Vehicles	NTP Cotton Belt Design/Build Contract Jan 07, 19A					
	 NTP EMF Design & Vehicle Design/Manufacturing					
	RFP for Vehicles & EMF Responses Due Jan 04, 2019A					
 EMF CM/GC- Issue RFP  EMF CM/GC RFP Submissions Due  NTP EMF Pre Construction Services						
 Look Ahead Event						

Change Control Summary

Commuter Rail

Commuter Rail Projects - Change Control Summary

Facility/ Contract Package	Contract	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Note (b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note (a)	Additional Comments (Mar 2019)
Cotton Belt Regional Rail - Design Build	C-2033270-01	Archer Western Herzog 4 JV	783,725,980	31,349,039	815,075,019	0	783,725,980	31,349,039	0%	0%	
Cotton Belt Regional Rail - FMOR	C-2034482-01	WSP/AZ&B Joint Venture	47,800,848	1,434,025	49,234,873	0	47,800,848	1,434,025	0%	0%	
TOTALS:			831,526,828	32,783,064	864,309,892	0	831,526,828	32,783,064			

Legend: % Contingency <= 70%

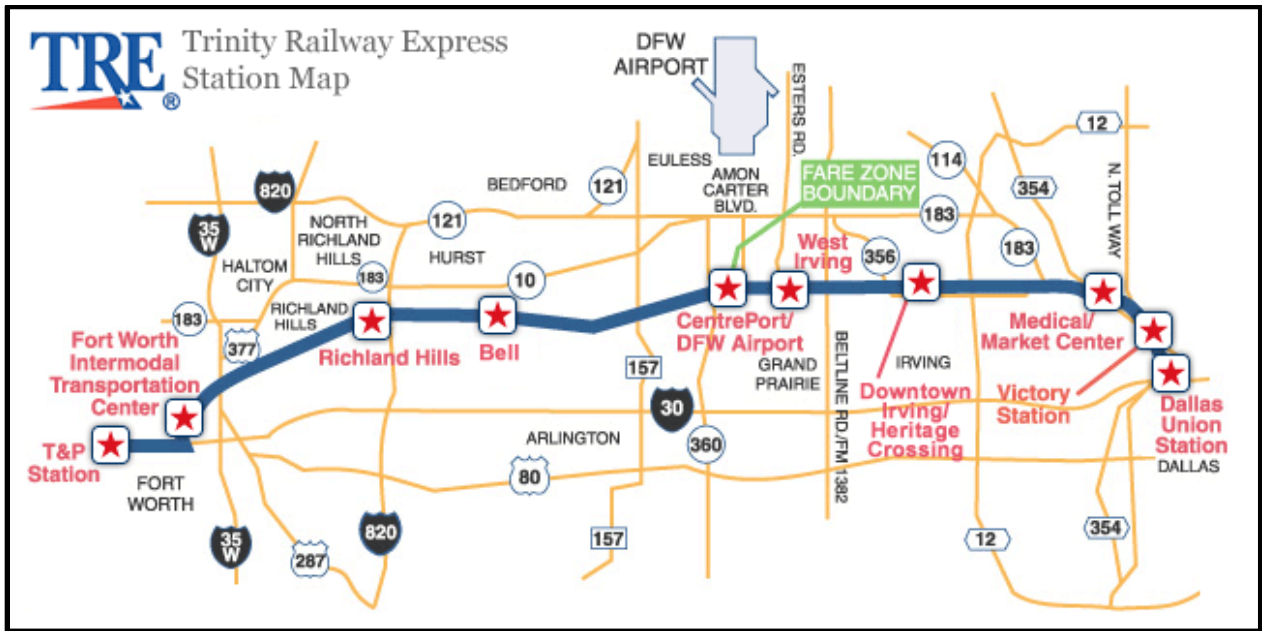
Notes:
 a) Percent contract complete based on work in place value.
 b) The dollars shown in executed contract modifications are based on Project Controls physical possession of a copy of the executed document.

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Trinity Railway Express (TRE) Projects

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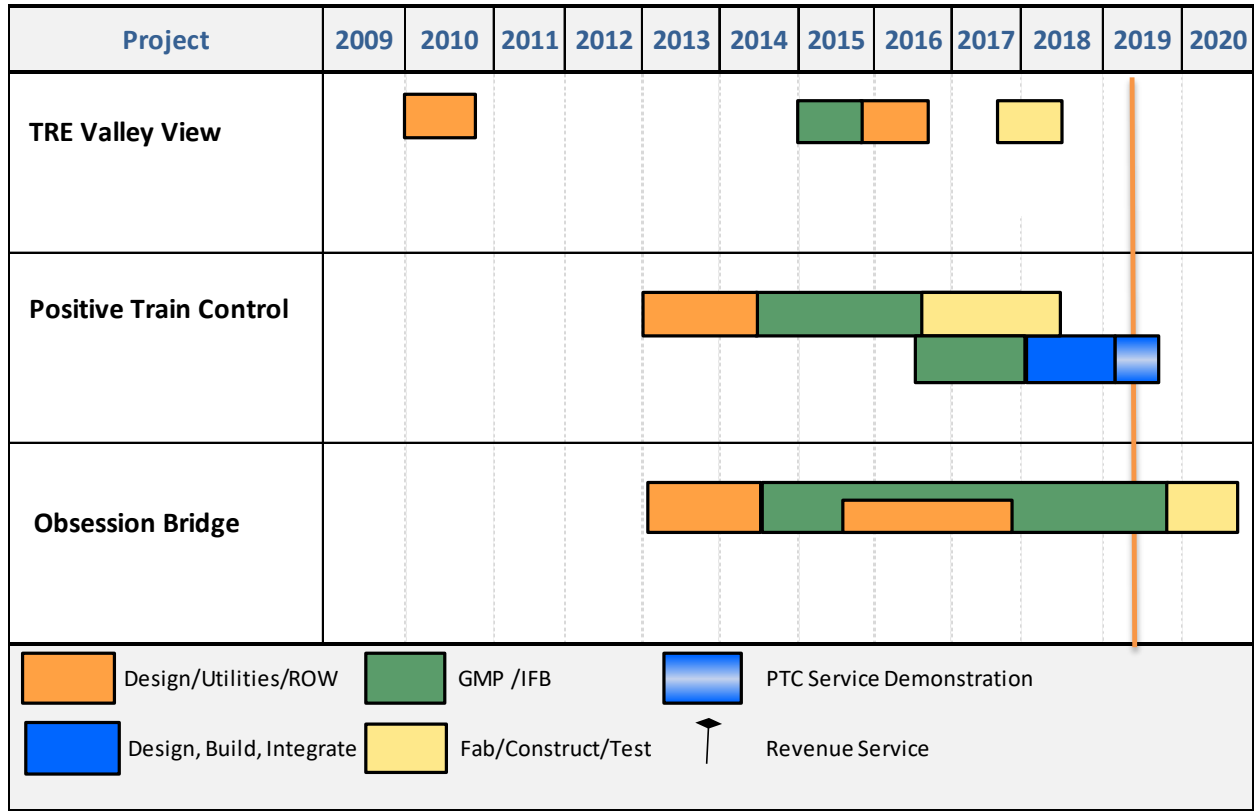


Summary Control Schedule

TRE Projects

TRE Projects Summary Control Schedules

3/31/2019



Cost Summary

TRE Projects

TRE PROJECTS Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Valley View to West Irving Double Tracking ^(3,4,5)	\$ 22.7	\$ 23.5	\$ 22.9
Positive Train Control (PTC)	34.8	40.8	15.0
TRE Obsession Bridge	9.6	0.6	0.5

- 1) Expended to date values reflect activity through 3/31/19, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 3/31/19.
- 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. In March 2019, the remaining open issues were closed for Change Requests 3 and 7 regarding differing site conditions at drilled shaft for bridge at Bear Creek. DART will present contract modification to DART Board for consideration in April 2019. Contract closeout is in progress with anticipated close-out in June 2019.

Valley View to West Irving Double Tracking

TRE
Projects

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 were resolved in March 2019. This issue is closed.

Project Budget

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

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

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

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

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

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

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

Status (Continued) Agreement with Burlington Northern Santa Fe (BNSF) and PTC-220, LLC, (comprised of Class I Railroads, spectrum owners) through the Trackage Rights Agreement, was signed in June 2017 for the purposes of leasing radio spectrum. DART negotiated the license agreements required for the Regional PTC with Meteorcomm to allow for the radio equipment necessary for the rolling stock, communication systems, and wayside segments. The Meteorcomm Agreement was fully executed in May 2017.

Trinity Metro negotiated the design and installation of the Back-Office System, Dispatch System, rolling stock and wayside. On November 18, 2016, Wabtec Corporation delivered the revised price proposal for the TRE PTC system design and implementation, including the Hosted Solution for the Back-Office System. On December 18, 2017, Trinity Metro signed the PTC System Implementation Contract with Wabtec Corporation.

Fiber optic cable installation between Fort Worth Texas & Pacific (T&P) Station and Union Station to support the PTC project was completed in March 2018 through an agreement with MCI/Verizon.

The Radio Spectrum Analysis has been completed by the Transportation Technology Institute (TTI), which confirmed the three radio tower structures currently in place along the TRE are sufficient to support the PTC project.

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

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

On March 28, 2019, the FRA sent notification of Conditional Approval of the TRE's request to conduct Revenue Service Demonstration (RSD) of its Interoperable Electronic Train Management System. RSD will be initiated following the upgrade of the new radios and deployment of the CAD merged database.

Status (Continued) Wabtec has reported the following status as of March 31, 2019:

- System Engineering 58% complete
- Test Procedure Development 100% complete
- Engineering Functional Requirements 85% complete
- Track Data Services (GIS) 92% complete
- Communication Implementation 95% complete
- Wayside Implementation 99% complete
- Onboard Installation 91% complete
- Interoperable Train Control Message (ITCM) Hosting 81% complete
- Back Office System 83% complete
- System Integration 34% 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.

The start of RSD has been delayed until the installation of the new Penta radio and the migration to the new merged database version of the CAD system to dispatch both TRE and TEXRail more efficiently. The migration is scheduled for the last weekend of April.

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 fourth 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.

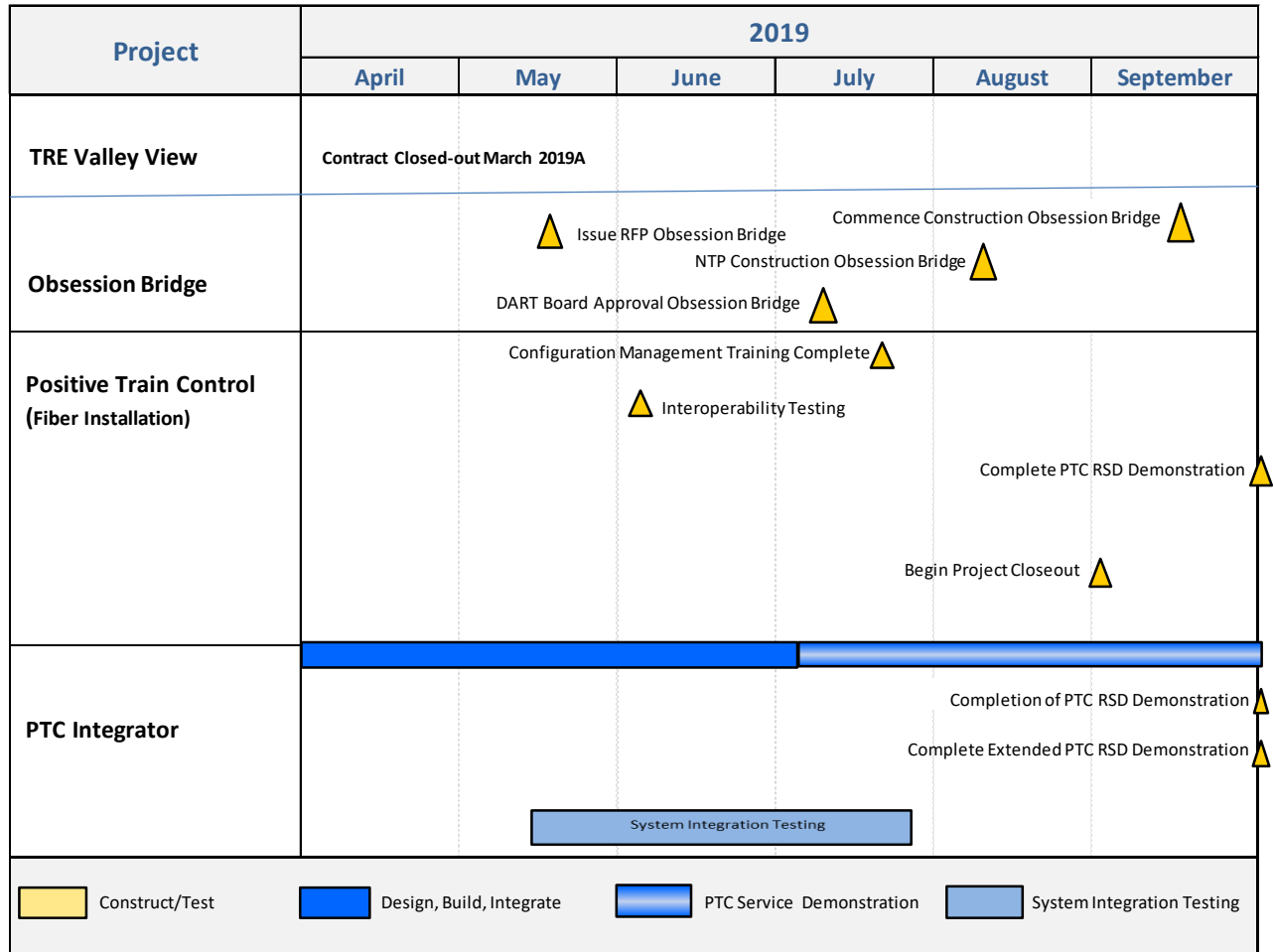
Coordination Efforts

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 Six-Month Look Ahead



Construct/Test
 Design, Build, Integrate
 PTC Service Demonstration
 System Integration Testing

Change Control Summary

**TRE
Projects**

TRE Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(Mar 2019)
TRE Valley View Bridge & Double Tracking Construction	C-2022481-01	Kiewit Infrastructure South Co.	\$14,828,362	\$741,000	\$15,569,362	\$47,815	\$14,876,177	\$693,185	6%	99%	
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%	99%	
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	\$247,452	\$29,212,400	\$912,860			

Legend: % Contingency >= 70%

Notes:

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



Additional Capital Development


























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Summary Control Schedule

Additional Capital Development

Additional Capital Development Projects Summary Control Schedules

3/31/2019

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

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
DART Police Facilities ⁽³⁾	\$ 31.5	\$ 27.4	\$ 27.4
CBD Rail Replacement	43.0	10.1	9.4
Carpenter Ranch Station	12.0	1.2	0.1

- 1) Expended to Date values reflect activity through 3/31/19, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 3/31/19.
- 3) Control Budget reflects approved FY13 Financial Plan budget savings reduction of (\$3.5M), BCR 151.
- 4) Control Budget reflects Proposed Baseline Budget and FY19 Financial Plan Value; reflects scope related costs only and does not include projected financing costs.

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

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 for agency-wide facility planning.

A capital project review was conducted in March 2019. A revised budget and schedule will be established pending completion of 30% design and cost estimates.

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.

DART is scheduling a meeting at the City Manager's office to bring the City officials up to speed and to help them hire a consultant to complete the project. City is working on the overall train travel time improvement of post ATC deployment. DART will continue to collect pedestrian signal timing information to improve pedestrian movement at the CBD intersections. City will continue to improve signal phase to reduce the delay of pedestrian crossing.

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.

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.

Design NTP for Phase III 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. In January 2019, the DART Board authorized award of a contract for Phase IIIA, Phase IIIB, and bid option for Phase IIIC rail replacement. Contractor's NTP was issued on February 14, 2019. On-site construction was initiated on March 30, 2019, completing 1 of 20 anticipated work weekends, plus 3 weather weekends, for a total anticipated duration of 23 weekends.

Issues None

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system
4: Expand DART's transportation system to serve cities inside and outside the current service area

Description This deferred light rail station will be constructed on the operating Orange Line and is fully funded by the City of Irving in accordance with the Interlocal Agreement executed on March 27, 2018.

Status On October 30, 2018, an NTP was provided for professional services to complete system design and prepare bid documents. Completed bid documents were delivered in March 2019.

On April 17, 2019, the RFP for construction services was issued.

Revenue Service is anticipated in May 2020.

Issues **Station Name**
In December 2018, the City of Irving submitted a request to change the station name. The request to change the name to Hidden Ridge Station was presented to and approved by the DART Board on March 26, 2019. This issue is closed.

Six-Month Look Ahead

**Additional Capital
Development**

Additional Capital Development Projects Six-Month Look Ahead

Project	2019																			
	April	May	June	July	August	September														
DART Police Facilities Monroe Shops - Completed NE Substation & K9 Holding Area @ LBJ Sta. - On Hold NW Substation - On Hold						Texas State Fair No CBD Rail Work Scheduled during this window - Sep 27, 2019 thru Oct 20, 2019														
CBD Rail Replacement Phase 3A & 3B (3C Rail Option)	Issue NTP Construction 3A & 3B (3C Rail Option) Feb 14, 19A																			
			Start 3C Rail	Milestone A - 3A Complete	Milestone B - 3B Complete	Issue 3C Solicitation for Intersections														
<table style="width: 100%; border: none;"> <tr> <td style="width: 20%;"> Design/Utilities/ROW</td> <td style="width: 20%;"> GMP /IFB</td> <td style="width: 20%;"> Construct/Test</td> <td colspan="4"></td> </tr> <tr> <td colspan="7"> Look Ahead Event</td> </tr> </table>							Design/Utilities/ROW	GMP /IFB	Construct/Test					Look Ahead Event						
Design/Utilities/ROW	GMP /IFB	Construct/Test																		
Look Ahead Event																				

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 (Mar 2019)
			(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
Central Business District (CBD) Rail Replacement	C-2042466-01	Delta/Peoples JV	\$13,480,787	\$674,039	\$14,154,826	\$0	\$13,480,787	\$674,039	0%	5%	
TOTAL:			\$38,760,415	\$3,587,442	\$42,347,857	\$1,734,946	\$40,495,361	\$1,852,496			

Legend: % Contingency >= 70%

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



Safety & Security Projects

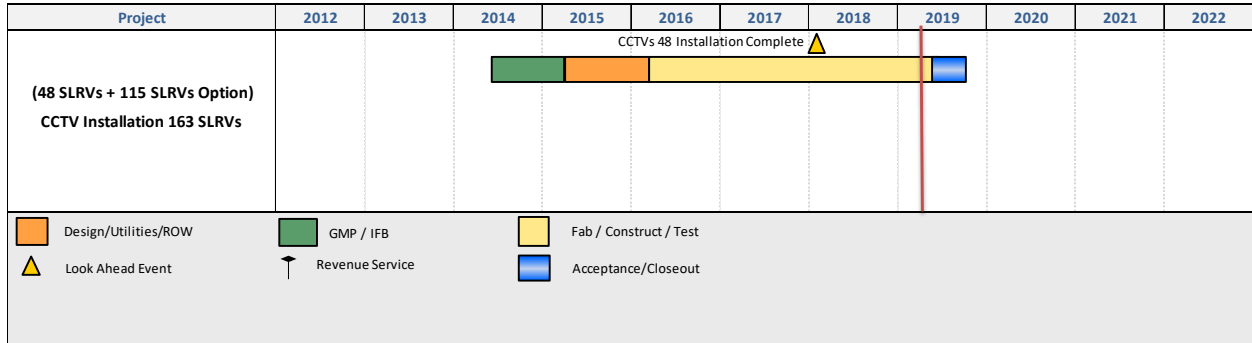
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Summary Control Schedule

Safety & Security Projects

Safety & Security Projects Summary Control Schedule

3/31/2019



Cost Summary

Safety & Security Projects

SAFETY & SECURITY PROJECTS			
Cost Summary			
(in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Safety & Security Improvements Outlying Stations	\$ 5.0	\$ 0.4	\$ 0.1
Safety & Security Improvements Downtown Dallas	3.0	0.5	0.4
Pedestrian Barriers @ Bush Turnpike Station	1.0	0.0	0.0
Signalized Crossing @ Arapaho Station	0.4	0.0	0.0
Signalized Crossing @ Ledbetter Station	0.4	0.0	0.0
Pedestrian Barriers @ Fair Park	0.2	0.0	0.0
CCTV – 163 Vehicles	12.3	11.1	9.3
Fare Barrier West End Station	3.0	0.1	0.1
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
Total Safety & Security Projects	\$ 25.5	\$ 12.1	\$ 9.9

1) Committed values reflect activity through 3/31/19.

2) Expended to Date values reflect general ledger activity posted through 3/31/19.

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. 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 156 out of 163 vehicles have been completed fleetwide as of March 2019.

Issues None

- 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 June 2019. Project is on schedule.

Installation of a CCTV display monitor at West End Station was completed in October 2018. A favorable assessment of this pilot project has been completed. Plans are in progress for procurement of additional monitors for installation 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 August 2019.



Issues **Schedule**

A solicitation and NTP for construction services for improvements to the West End Station lighting is trending late from NTP date of January 2019. DART project team has completed a review of the remaining contract value and is proceeding with solicitation for a new task under the existing On Call Construction Services contract.

Six-Month Look Ahead

Safety & Security Projects

Safety & Security Projects Six-Month Look Ahead

Project	2019					
	April	May	June	July	August	September
CCTV For 163 SLRVs (48 + 115)	Material Delivery/Install/Construct/Test			Acceptance/Closeout		
	Complete Installation Fleet 51 - June 24, 2019 			Complete Installation Fleet 50 - April 23, 2019 		
<div style="display: flex; justify-content: space-between; font-size: small;"> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: orange; margin-right: 5px;"></div> Design/Utilities/ROW </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: green; margin-right: 5px;"></div> GMP /IFB </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: yellow; margin-right: 5px;"></div> Material Delivery/Install/Construct/Test </div> </div> <div style="display: flex; justify-content: space-between; font-size: small; margin-top: 5px;"> <div style="display: flex; align-items: center;"> <div style="width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> Look Ahead Event </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></div> Acceptance/Closeout </div> </div>						

Change Control Summary

Safety & Security Projects

Safety and Security Projects - Change Control Summary

Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note b) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (Mar 2019)	
		(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	\$101,249	9,855,875	232,751	30%	78%	
		TOTALS:									
			\$9,754,626	\$334,000	\$10,088,626	\$101,249	\$9,855,875	\$232,751			

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

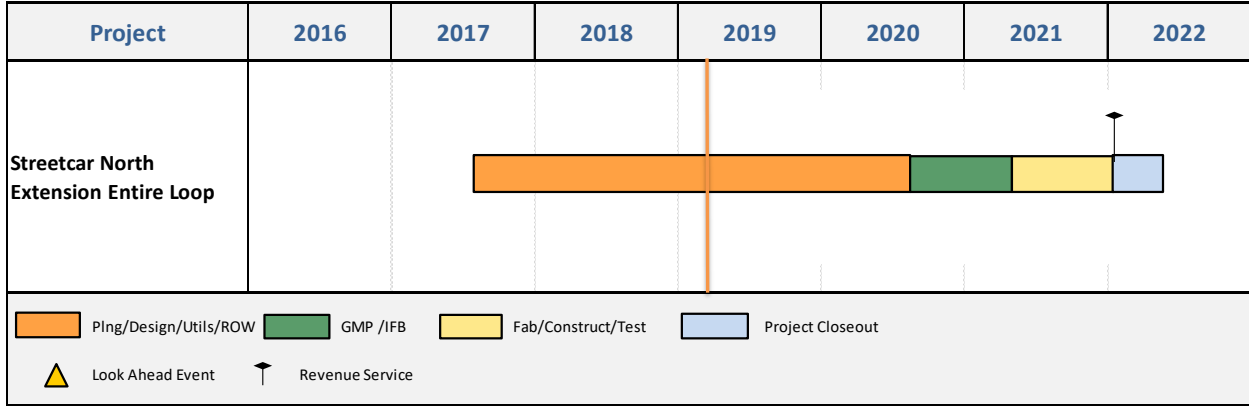
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Summary Control Schedule

Streetcar Projects

Dallas Streetcar Projects Summary Control Schedules

3/31/2019



Cost Summary

Streetcar Projects

STREETCAR PROJECTS			
Cost Summary			
(in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ^(2,3,5)
Northern Streetcar Extension ⁽⁴⁾	\$ 7.9	\$ 1.1	\$ 0.4
Streetcar Extension Vehicles	8.7	8.6	8.5
Streetcar Vehicles	10.4	10.4	10.5
Streetcar Projects Total	\$ 27.0	\$ 20.1	\$ 19.3

- 1) Committed values reflect activity through 3/31/19.
- 2) Expended to Date values reflect general ledger activity posted through 3/31/19.
- 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 3/31/19.

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

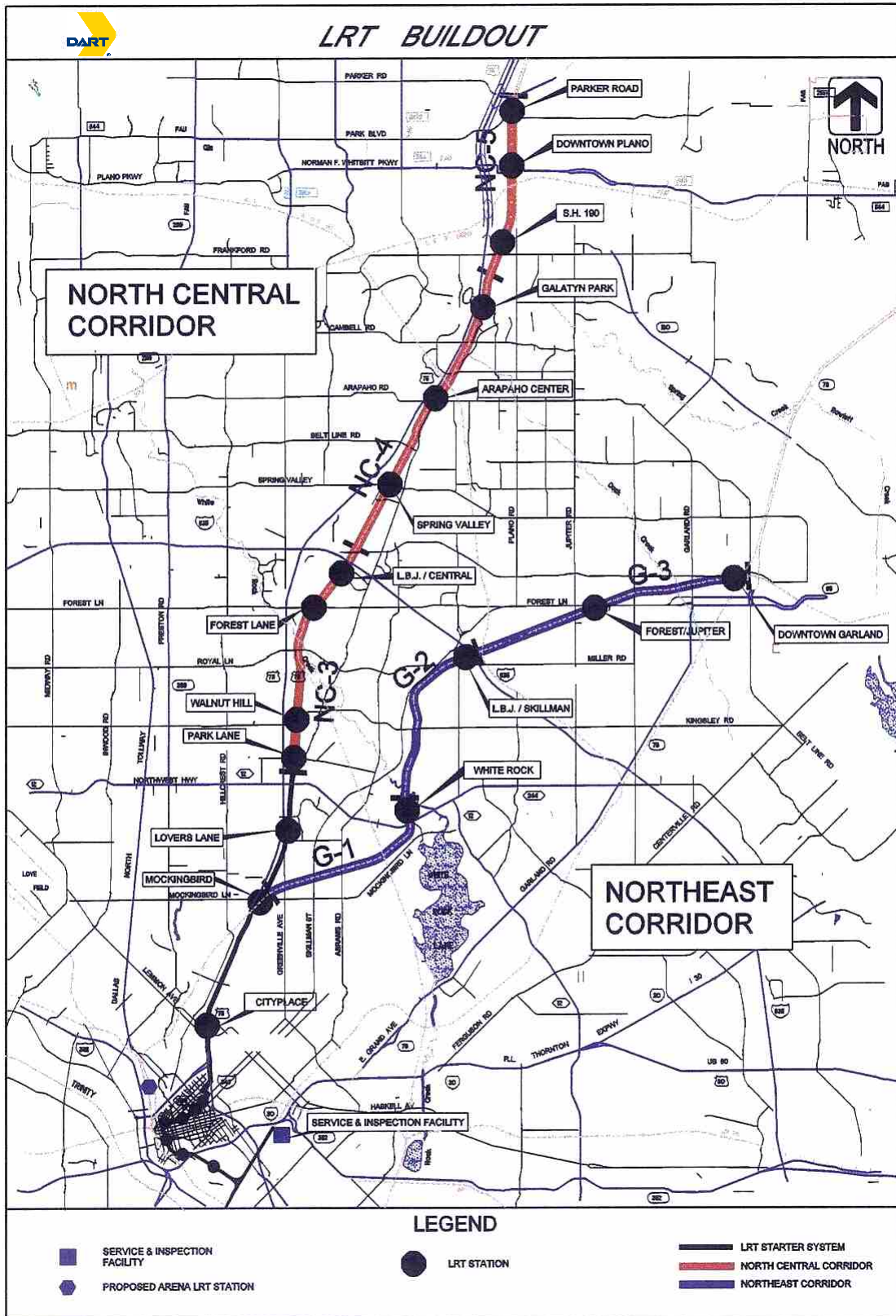
Dallas Streetcar Projects Six-Month Look Ahead

Project	2019					
	April	May	June	July	August	September
Streetcar North Extension Entire Loop	PIng/Design/Utils/ROW					
	<p>▲ Prelim Engineering to 30% & Estimate</p>	<p>▲ Complete Prelim Engineering to 30% & Estimate May 29, 2019</p>	<p>▲ Prepare ROD</p> <p>▲ CCB Approval Noise & Vibration Study</p> <p>▲ Start RFP to GPC6 Noise & Vibration Study</p>	<p>▲ Prepare Budget</p>	<p>▲ NTP Noise & Vib Study</p>	<p>▲ DART to Proceed with NEPA</p>
<p>← DART Continues Project Development/Preliminary Engineering/Environmental Impact Studies →</p>						
<p>▲ PIng/Design/Utils/ROW</p>		<p>■ GMP /IFB</p>				
<p>▲ Look Ahead Event</p>						



LRT Buildout Phase I

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North Central Corridor Facilities

Line Section NC-3

LRT Buildout
Phase I

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

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

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

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

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

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

Quantum Hearing

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

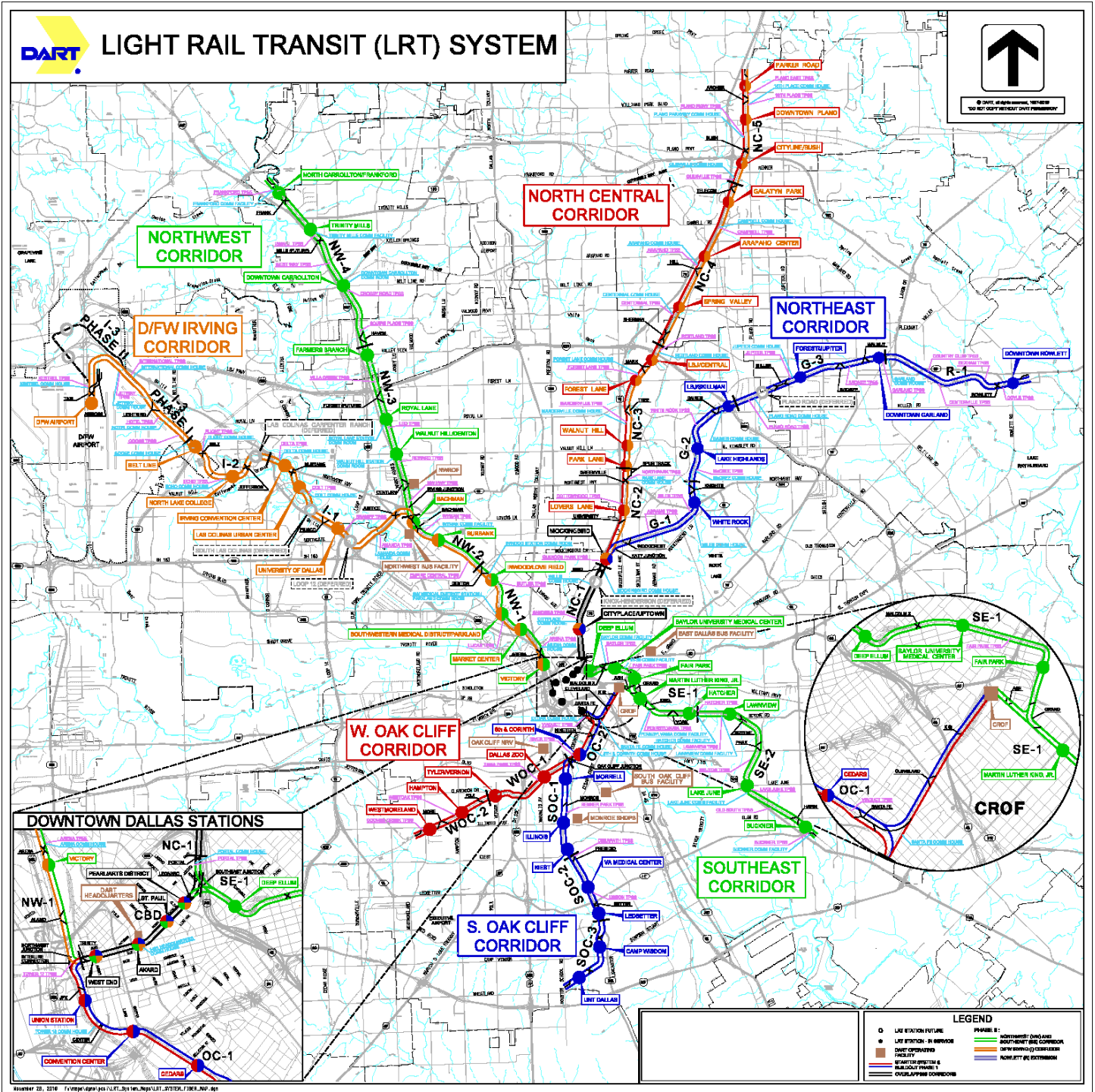


LRT Buildout Phases II & III

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Map

LRT Buildout Phases II & III



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LRT Buildout

Phase IIB

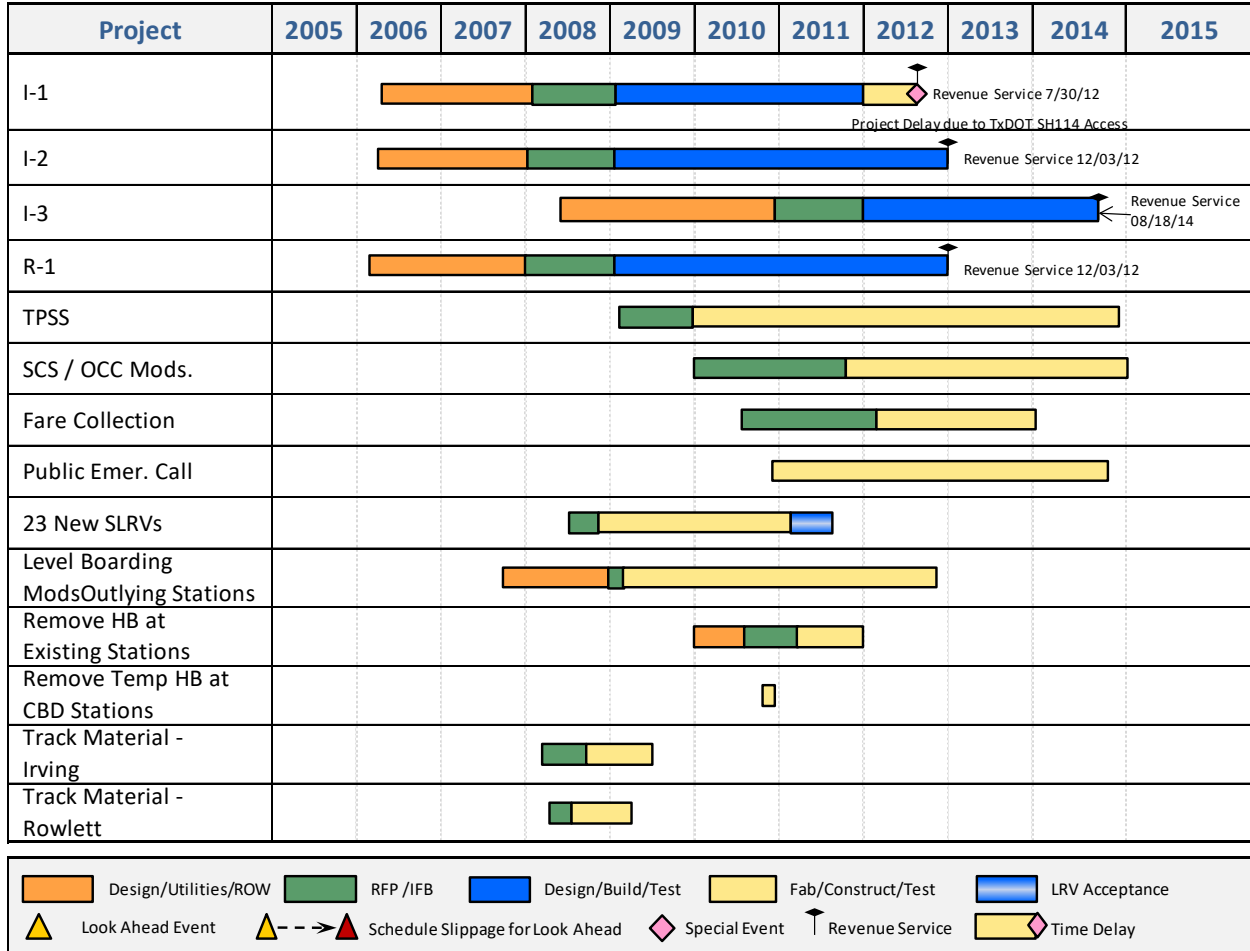
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Summary Control Schedule

LRT Buildout Phase IIB

LRT Buildout Phase IIB Summary Control Schedule

12/31/2017



Cost Summary

LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget <small>(3,4,5,6,7,8,9,10,11,12)</small>	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIB	\$ 86.9	\$ 68.8	\$ 68.8
Irving-1	329.0	329.0	316.2
Irving-2	211.1	211.1	223.0
Irving-3	172.4	172.4	172.4
Rowlett-1	217.9	217.9	217.9
Level Boarding – Outlying Stations	8.6	8.6	8.6
NWROF	59.1	59.1	59.1
Systems	42.8	42.8	42.8
Vehicles	190.7	190.7	190.7
LRT Buildout Phase IIB Total	\$ 1,318.5	\$ 1,300.5	\$ 1,299.5

- 1) Committed values reflect activity through 3/31/19.
- 2) Expended to date values reflect activity through 3/31/19, as reported on DART's General Ledger.
- 3) Budget reflects FY11 financial plan amendment approved on 09/28/10, Board Resolution 100130, which increased the Phase IIB Budget \$5.9M.
- 4) Control budget reflects BCR 125 to transfer budget to fund allocated portion of Amendment 13 projects.
- 5) Control budget reflects approved FY13 Financial Plan budget reduction of (\$34.2M), BCR 150.
- 6) Control budget reflects approved FY14 Financial Plan budget reduction of (\$80.0M), BCR 167.
- 7) Control budget reflects approved FY15 Financial Plan budget reduction of (\$110M), BCR 277.
- 8) Control budget reflects approved FY15 Budget Change Request #362 transfer to LCMP02015 – DFW Station Concierge Enclosure (\$42K).
- 9) Control budget reflects approved FY16 Budget Change Request #361 transfer to LNEP16001 – Next Train Messaging at DFW Station (\$45K).
- 10) Control budget reflects approved FY16 Budget Change Request #385 transfer to LNEP16001 – Next Train Messaging at DFW Station (\$820).
- 11) Phase 2B program reserve has been reduced by (\$96.5K), BCR 488.
- 12) Phase 2B program reserve has been reduced by (\$62.6K), BCR 489.



LRT Buildout Phase III

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Cost Summary

LRT Buildout Phase III

LRT BUILDOUT PHASE III Cost Summary (in millions of dollars)			
	Control Budget ^(3,4,5)	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase III	\$ 43.7	\$ 20.5	\$ 20.5
SOC-3	128.4	128.4	128.2
NWROF ⁽⁶⁾	18.0	18.0	18.0
Systems – Phase III ⁽⁶⁾	4.5	4.5	4.5
Vehicles – Phase III ⁽⁶⁾	20.6	20.6	20.6
LRT Buildout Phase III Total	\$ 215.2	\$ 192.0	\$ 191.8

- 1) Committed values reflect activity through 3/31/19.
- 2) Expended to date values reflect activity through 3/31/19, 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 – March 2019

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10	Callable Securities Analysis
11	Debt Obligations



DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

March 31, 2019

*Submitted by the Authorized Investment Officers
in Accordance with
the Texas Public Funds Investment Act*

*All investments and funds are in compliance with the Texas Public
Funds Investment Act as well as the investment strategies approved
by the governing body.*

Handwritten signature of Joe Costello in blue ink.

Joe Costello, Senior Vice President Finance

Handwritten signature of Dwight Burns in blue ink.

Dwight Burns, Treasurer

Handwritten signature of Beverly Adler in blue ink.

Beverly Adler, Assistant Treasurer

Handwritten signature of Wallace Waits in blue ink.

Wallace Waits, Senior Manager Cash and Debt Administration

Quarterly Investment Report - Summary

2nd 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 maintained the target range for the Fed Funds Rate between 2-1/4 to 2-1/2 percent on March 20. Economic indicators released since January's Committee meeting pointed to a strong U.S. labor market with the unemployment rate near historic lows (3.8%). 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	6/30	1.645
	9/30	1.813
FY19	12/31	1.937
	3/31	2.083

Ending Amortized Book Value as of March 31, 2019									
Portfolio	Agencies	Treasuries	CP	Pools	MMF's	Fund Totals	YTM	Compliant	
Managed Funds									
Operating	\$ 250,622,518	\$ -	\$ -	\$ 91,849,276	\$ -	\$342,471,795	2.019%	Yes	
Financial Reserve	41,350,000	-	-	8,830,338	-	50,180,338	2.097%	Yes	
Capital Reserve	11,300,000	-	-	847,174	-	12,147,174	1.344%	Yes	
Platform Extensions	-	-	-	62,955,807	-	62,955,807	2.602%	Yes	
Cotton Belt	-	-	-	18,002,667	-	18,002,667	2.602%	Yes	
Insurance	12,200,000	-	-	-	-	12,200,000	1.679%	Yes	
	\$ 315,472,518	\$ -	\$ -	\$ 182,485,263	\$ -	\$497,957,781	2.083%		
Constrained Funds									
Debt Service	\$ -	\$ -	\$ -	\$ 84,071,890	\$ 299,795	\$ 84,371,685	2.593%	Yes	
Regional Toll Road	-	-	-	-	1,523,532	1,523,532	1.959%	Yes	
City of Irving ILA	-	-	-	3,256,313	-	3,256,313	2.602%	Yes	
COD Streetcar	-	-	-	-	11,657	11,657	1.959%	Yes	
Toyota	-	-	-	868,930	-	868,930	2.602%	Yes	
	\$ -	\$ -	\$ -	\$ 88,197,133	\$ 1,834,984	\$ 90,032,117	2.582%		
All Funds	\$ 315,472,518	\$ -	\$ -	\$ 270,682,396	\$ 1,834,984	\$587,989,898	2.171%		

The investment rating of each investment was reviewed on 3/31/19 and found to be in compliance with PFIA.

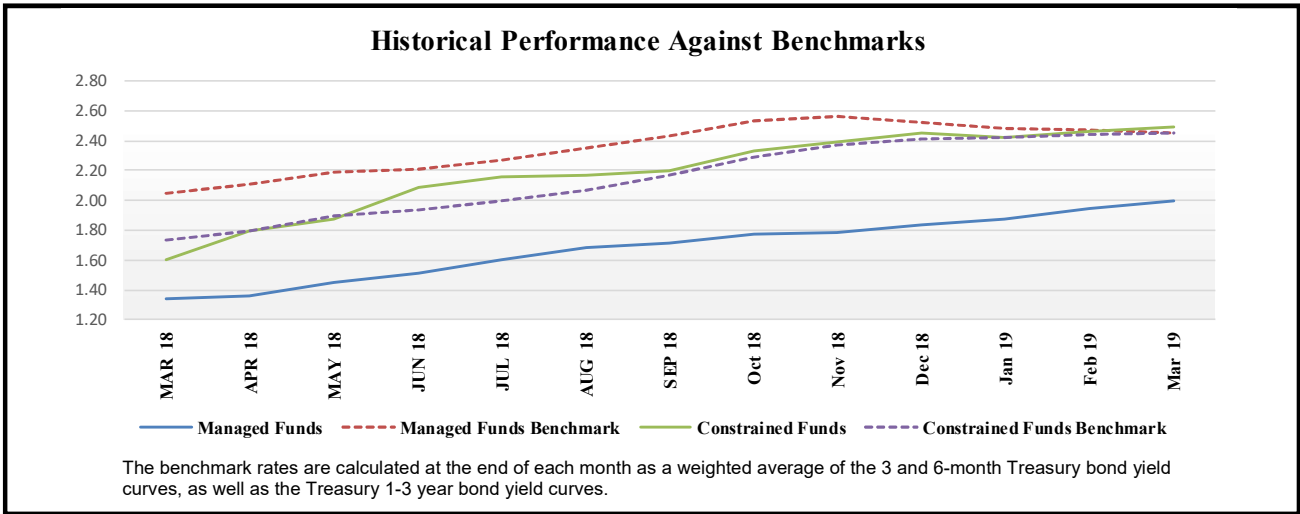
The investment strategy for the **Operating Fund** is to seek higher yielding liquid investments in the 1 day to 5 years range while increasing the coverage to shorter term investments. Strategies for the other funds are:

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



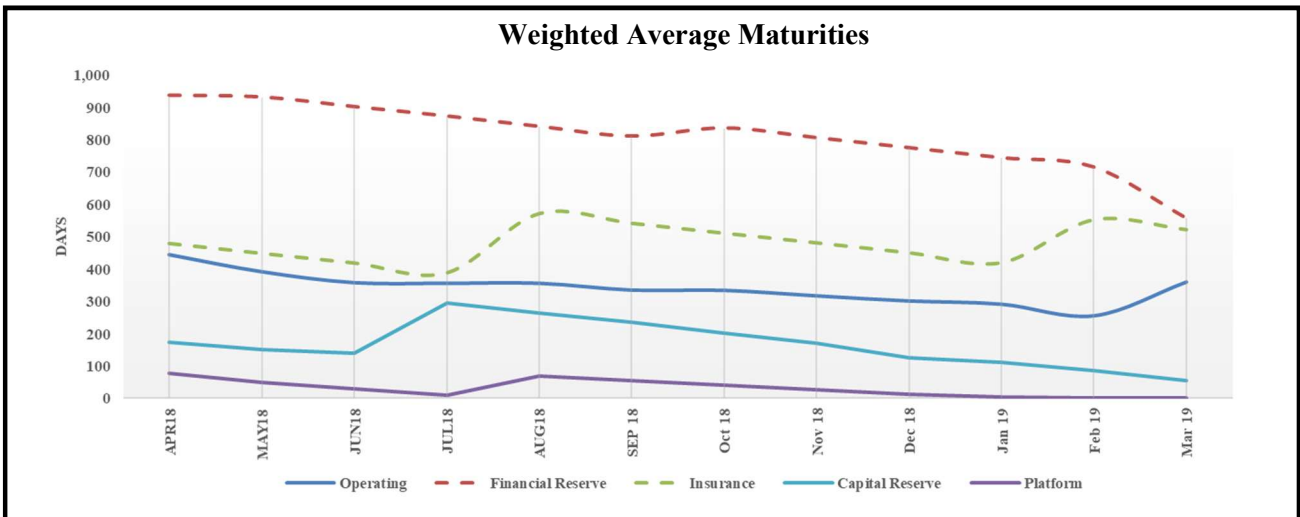
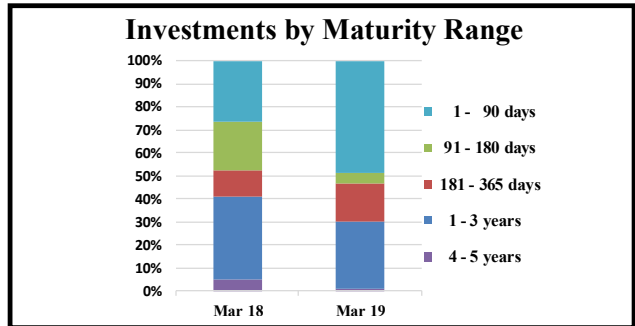
Quarterly Investment Report - Summary

2nd Qtr FY19



Average Yield to Worst All Funds

	--- 12 months ending ---		6 months	
	FY16	FY17	FY18	FY19
Actual	0.78%	1.04%	1.46%	2.10%
Benchmark	0.55%	1.02%	1.95%	2.54%



Security Transactions - Purchases

2nd Qtr **FY19**

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<u>OPERATING FUND</u>								
3/8/19	31422BDH0	FAMC 2.6 9/8/2020-19	\$ 5,000,000	09/08/20	09/08/19	2.600	\$ 5,000,000	19-0002
3/28/19	3130AG2X2	FHLB 2.625 9/28/2020-19	\$ 5,000,000	09/28/20	06/28/19	2.625	\$ 5,000,000	19-0006
3/26/19	3130AFZ67	FHLB 2.65 3/26/2021-19	\$ 10,000,000	03/26/21	09/26/19	2.650	\$ 10,000,000	19-0005
3/21/19	3133EKDV5	FFCB 2.64 9/21/2021-19	\$ 10,000,000	09/21/21	06/21/19	2.639	\$ 10,000,000	19-0003
3/28/19	3130AG2N4	FHLB 2.7 9/28/2021-19	\$ 5,000,000	09/28/21	06/28/19	2.700	\$ 5,000,000	19-0007
3/25/19	31422BDU1	FAMC 2.63 3/25/2022-20	10,000,000	03/25/22	03/25/20	2.630	10,000,000	19-0004
TOTAL			\$ 45,000,000			1.756	\$ 45,000,000	
<u>FINANCIAL RESERVE</u>								
TOTAL			\$ -			0.000	\$ -	
<u>CAPITAL RESERVE</u>								
TOTAL			\$ -			0.000	\$ -	
<u>PLATFORM EXTENSION</u>								
TOTAL			\$ -			0.000	\$ -	
<u>INSURANCE RESERVE</u>								
2/28/19	3134GSZ81	FHLMC 2.75 02/28/2022-19	\$ 3,600,000	02/28/22	08/28/19	2.750	\$ 3,600,000	19-0001
TOTAL			\$ 3,600,000			0.000	\$ 3,600,000	
<u>STREETCAR FUND</u>								
TOTAL			\$ -			0.000	\$ -	
<u>REGIONAL TOLL ROAD FUND</u>								
TOTAL			\$ -			0.000	\$ -	
<u>TOYOTA FUND</u>								
TOTAL			\$ -			0.000	\$ -	
GRAND TOTAL			\$ 48,600,000				\$ 48,600,000	



Security Transactions - Maturities, Calls & Sales

2nd 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)
<u>OPERATING FUND</u>								
1/25/19	Matured	01/25/19	3135G0M67	FNMA 1 1/25/2019	\$ 10,000,000	\$ 50,000	\$ -	\$ -
2/15/19	Matured	02/15/19	3132X0L82	FAMC 2.075 2/15/2019	2,300,000	23,863	-	-
2/28/19	Matured	02/28/19	3130AC5H3	FHLB 1.375 2/28/2019-17	8,000,000	55,000.00	-	-
2/28/19	Matured	02/28/19	3134GAEP5	FHLMC 1.05 2/28/2019	7,025,000	36,881.25	-	-
3/28/19	Called	03/28/19	3130ABJS6	FHLB Step 6/28/2019-17	10,000,000	50,000	-	-
3/29/19	Matured	03/29/19	3134G9B97	FHLMC 1 3/29/2019-16	\$ 15,000,000.00	\$ 75,000.00	-	-
TOTAL					\$ 52,325,000	\$ 290,744	\$ -	\$ -
<u>FINANCIAL RESERVE FUND</u>								
3/29/19	Called	03/29/21	3136G4RM7	FNMA Step 3/29/2021-19	\$ 8,651,622	\$ 97,313	\$ (1,087)	\$ (1,087)
TOTAL					\$ 8,651,622	\$ 97,313	\$ (1,087)	\$ (1,087)
<u>DEBT SERVICE FUND</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
<u>CAPITAL RESERVE FUND</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
<u>PLATFORM EXTENSION FUND</u>								
1/24/19	Matured	01/24/19	45581CNQ4	ICBC 0 1/4/2019	\$ 9,894,167	\$ -	\$ 105,833	\$ 105,833
2/13/19	Matured	02/13/19	63873KPD3	NATIXIS 0 2/13/2019	9,876,475	-	123,525	123,525
TOTAL					\$ 19,770,642	\$ -	\$ 229,358	\$ 229,358
<u>INSURANCE</u>								
2/28/19	Called	08/28/20	3130AEQH6	FHLB 2.7 8/28/2020-19	\$ 3,600,000.00	\$ 48,600.00	\$ -	\$ -
TOTAL					\$ 3,600,000.00	\$ 48,600.00	\$ -	\$ -
GRAND TOTAL					\$ 84,347,264	\$ 436,656	\$ 228,271	\$ 228,271



Current Portfolio - Total

2nd Qtr **FY19**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
FFCB 2.3 5/21/2019	3133EJPY9	3,835,000	2.30	5/21/2019	2.30	2.30	\$ 3,835,000	3,835,000	3,834,617	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	11,277,400	5/27/2016	16-0085
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	4,981,000	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	4,082,780	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	4,974,000	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	9,948,000	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	8,244,390	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	1,500,000	1,490,400	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	10,000,000	9,936,000	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	9,927,000	10/25/2016	17-0004
FHLB 1.375 11/15/2019	3130AA3R7	10,000,000	1.38	11/15/2019	1.38	1.38	\$ 9,999,329	9,999,518	9,937,000	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	4,867,660	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	9,429,700	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	9,939,000	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	9,951,000	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	9,919,000	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	2,976,300	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	9,890,000	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	3,238,648	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	9,977,000	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	3,939,600	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	9,881,000	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	4,926,500	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	9,957,000	8/28/2017	17-0041
FAMC 2.6 9/8/2020-19	31422BDH0	5,000,000	2.60	9/8/2020	2.60	2.60	\$ -	5,000,000	5,003,000	3/8/2019	19-0002
FHLB 2.625 9/28/2020-19	3130AG2X2	5,000,000	2.63	9/28/2020	2.63	2.63	\$ -	5,000,000	5,002,000	3/28/2019	19-0006
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	9,950,000	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	5,634,745	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	2,954,100	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	4,996,000	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	1,543,764	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	9,955,000	9/29/2017	17-0043
FHLB 2.65 3/26/2021-19	3130AFZ67	10,000,000	2.65	3/26/2021	2.65	2.65	\$ -	10,000,000	10,007,000	3/26/2019	19-0005
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	10,002,000	8/1/2017	17-0037
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	2,795,000	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	9,956,000	7/26/2017	17-0035
FFCB 2.64 9/21/2021-19	3133EKDV5	10,000,000	2.64	9/21/2021	2.64	2.64	\$ -	10,000,000	10,000,000	3/21/2019	19-0003
FHLB 2.7 9/28/2021-19	3130AG2N4	5,000,000	2.70	9/28/2021	2.70	2.70	\$ -	5,000,000	5,001,500	3/28/2019	19-0007
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	9,978,000	7/27/2017	17-0036
FHLB Step 2/9/2022-18	3130ABVZ6	5,000,000	1.85	2/9/2022	2.06	1.77	\$ -	5,000,000	4,987,500	8/9/2017	17-0038
FHLMC 2.75 2/28/2022-19	3134GSZ81	3,600,000	2.75	2/28/2022	2.75	2.75	\$ -	3,600,000	3,603,240	2/28/2019	19-0001
FAMC 2.63 3/25/2022-20	31422BDU1	10,000,000	2.63	3/25/2022	2.63	2.63	\$ -	10,000,000	9,986,000	3/25/2019	19-0004
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	5,907,437	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	3,992,521	11/30/2016	17-0013
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	5,220,873	8/28/2017	17-0040
Ameqy Debt Serv MM	MM0002	177,869	2.21	---	2.21	2.21	\$ 177,869	299,795	299,795	9/30/2011	MM-0002
LOGIC - (T) Bond Prin LGIP	MM0071	22,841,443	2.60	---	2.60	2.60	\$ 22,841,443	22,841,443	22,841,443	2/7/2017	MM-0071
TexPool - Op LGIP	MM0051	36,481,520	2.59	---	2.59	2.59	\$ 36,481,520	36,481,520	36,481,520	9/6/2016	MM-0051
TexPool - (T) Bond Int LGIP	MM0072	61,230,447	2.59	---	2.59	2.59	\$ 61,230,447	61,230,447	61,230,447	1/26/2017	MM-0072
LOGIC - Platform LGIP	MM0044	62,955,807	2.60	---	2.60	2.60	\$ 62,955,807	62,955,807	62,955,807	9/7/2016	MM-0044
LOGIC - Irving ILA LGIP	MM0046	3,256,313	2.60	---	2.60	2.60	\$ 3,256,313	3,256,313	3,256,313	7/10/2018	MM-0046
LOGIC - Op LGIP	MM0041	55,367,757	2.60	---	2.60	2.60	\$ 55,367,757	55,367,757	55,367,757	9/2/2016	MM-0041
LOGIC - Fin Res LGIP	MM0042	8,830,338	2.61	---	2.61	2.61	\$ 8,830,338	8,830,338	8,830,338	9/7/2016	MM-0042
LOGIC - Cotton Belt LGIP	MM0047	18,002,667	2.60	---	2.60	2.60	\$ 18,002,667	18,002,667	18,002,667	7/2/2018	MM-0047
LOGIC - Cap Res LGIP	MM0043	847,174	2.60	---	2.60	2.60	\$ 847,174	847,174	847,174	9/7/2016	MM-0043
LOGIC - Toyota LGIP	MM0045	868,930	2.60	---	2.60	2.60	\$ 868,930	868,930	868,930	9/29/2016	MM-0045
Wells RTR Plano MM	MM0019	1,523,532	1.96	---	1.96	1.96	\$ 1,523,532	1,523,532	1,523,532	9/30/2011	MM-0019



Current Portfolio - Total

2nd Qtr **FY19**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
Wells Streetcar MM	MM0022	11,657	1.96	--	1.96	1.96	11,657	11,657	11,657	9/30/2011	MM-0022
GRAND TOTALS		\$ 587,868,454			2.171	2.102		\$ 587,989,898	\$ 586,518,054		



Portfolio Analysis by Fund

2nd Qtr **FY19**

(\$ = 000s)	Operating	Fin Res	Cap Res	Ins.	RTR	Streetcar	Cotton Belt	Irving ILA	Platform	Toyota	Debt Srv	TOTAL
Face Value	\$ 342,472	\$ 50,180	\$ 12,147	\$ 12,200	\$ 1,524	\$ 12	\$ 18,003	\$ 3,256	\$ 62,956	\$ 869	\$ 84,372	\$ 587,990
Market Value	341,343	49,929	12,125	12,131	1,524	12	18,003	3,256	62,956	869	84,372	586,518
Unrealized Gain (Loss)	(1,128)	(251)	(23)	(69)	-	-	-	-	-	-	-	(1,472)
Ending Amort. Book Value	342,472	50,180	12,147	12,200	1,524	12	18,003	3,256	62,956	869	84,372	587,990
Cash Balance in dda accounts	701	-	-	-	-	-	-	-	-	-	-	701
Amortized Value Plus Cash	343,173	50,180	12,147	12,200	1,524	12	18,003	3,256	62,956	869	84,372	588,691
Accrued Interest	758	99	2	-	3	0	40	7	139	2	176	1,226
TOTAL FUND VALUE	\$ 343,931	\$ 50,280	\$ 12,149	\$ 12,200	\$ 1,526	\$ 12	\$ 18,042	\$ 3,263	\$ 63,095	\$ 871	\$ 84,548	\$ 589,917
KEY COMPLIANCE TARGETS												
Minimum Fund Requirement ¹	\$ 137,600			\$ 12,068								
Excess / (Shortfall) in Fund	\$ 206,331			\$ 195								
Max. Avg. Fund Maturity (days)	730	1,460	1,460	1,460	1	1	1	1	912	1	365	
Actual Avg. Fund Maturity (days)	359	556	56	522	1	1	1	1	1	1	1	269
Max. Individual Maturity (days)	1,825	3,650	3,650	3,650	1	1	1	1	1,095	1	365	
Actual Max. Invest. Maturity (days)	1,090	1,240	60	1,096	1	1	1	1	1	1	1	
Are Funds TX PFIA Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Are Funds Board Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Is Fund CPSL Compliant? ²	Yes											
INVESTMENT COMPARISON												
Yield to Worst	1.927%	1.909%	1.344%	1.679%	1.959%	1.959%	2.602%	2.602%	2.602%	2.602%	2.593%	2.102%
6-Month T-Bill	2.505%	2.505%	2.505%	2.505%	2.505%	2.505%	2.505%	2.505%	2.505%	2.505%	2.505%	2.505%
Wgt. Average Fund Variance	-0.578%	-0.596%	-1.161%	-0.826%	-0.546%	-0.546%	0.097%	0.097%	0.097%	0.097%	0.088%	-0.403%

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

2nd Qtr FY19

Fund	Security Description	Rate	Maturity	Call Date	Face Value	12/31/18 Market Value	03/31/19 Market Value	Change from Prior Quarter
Platform	Ind & Comm 0 1/24/2019	0.00	01/24/19		\$ 10,000,000	9,984,478	---	---
Operating	FNMA 1 1/25/2019	1.00	01/25/19		10,000,000	9,990,910	---	---
Platform	NATIXIS 0 2/13/2019	0.00	02/13/19		10,000,000	9,971,650	---	---
Operating	FAMC 2.075 2/15/2019	2.08	02/15/19		2,300,000	2,299,703	---	---
Operating	FHLB 1.375 2/28/2019-17	1.38	02/28/19	11/28/2018	8,000,000	7,986,256	---	---
Operating	FHLMC 1.05 2/28/2019	1.05	02/28/19		7,025,000	7,010,521	---	---
Operating	FHLMC 1 3/29/2019-16	1.00	03/29/19	12/29/2018	15,000,000	14,951,085	---	---
Financial Reserve	FFCB 2.3 5/21/2019	2.30	05/21/19		3,835,000	3,832,442	3,834,617	2,174
Capital Reserve	FNMA 1.25 5/30/2019	1.25	05/30/19		11,300,000	11,241,206	11,277,400	36,194
Operating	FHLB Step 6/28/2019-17	1.75	06/28/19	12/28/2018	10,000,000	9,983,590	---	---
Operating	FNMA 1.075 7/11/2019-17	1.08	07/11/19	10/11/2018	5,000,000	4,960,580	4,981,000	20,420
Insurance	FNMA 1.15 7/26/2019	1.15	07/26/19		4,100,000	4,066,655	4,082,780	16,125
Operating	FNMA 1.15 8/23/2019	1.15	08/23/19		5,000,000	4,953,035	4,974,000	20,965
Operating	FFCB 1.2 9/12/2019-17	1.20	09/12/19		10,000,000	9,902,300	9,948,000	45,700
Operating	FNMA 1.1 9/30/2019-16	1.10	09/30/19	12/30/2018	8,300,000	8,205,646	8,244,390	38,744
Insurance	FFCB 1.12 10/11/2019-17	1.12	10/11/19		1,500,000	1,482,351	1,490,400	8,049
Operating	FFCB 1.12 10/11/2019-17	1.12	10/11/19		10,000,000	9,882,340	9,936,000	53,660
Operating	FHLB 1.14 10/25/2019-17	1.14	10/25/19		10,000,000	9,877,020	9,927,000	49,980
Operating	FHLB 1.375 11/15/2019	1.38	11/15/19		10,000,000	9,891,740	9,937,000	45,260
Financial Reserve	FNMA 1.5 11/26/2019-17	1.50	11/26/19	11/26/2018	4,900,000	4,849,618	4,867,660	18,042
Operating	FNMA 1.35 11/29/2019-17	1.35	11/29/19		9,500,000	9,388,831	9,429,700	40,869
Operating	FFCB 1.5 12/19/2019-17	1.50	12/19/19		10,000,000	9,882,360	9,939,000	56,640
Operating	FFCB 1.7 12/27/2019-17	1.70	12/27/19		10,000,000	9,904,440	9,951,000	46,560
Operating	FHLMC 1.5 12/30/2019-17	1.50	12/30/19	12/30/2018	10,000,000	9,888,530	9,919,000	30,470
Operating	FNMA 1.625 3/27/2020-17	1.63	03/27/20	12/27/2018	3,000,000	2,967,177	2,976,300	9,123
Operating	FNMA 1.3 3/30/2020-17	1.30	03/30/20	12/30/2018	10,000,000	9,852,320	9,890,000	37,680
Operating	FHLB 1.5 6/15/2020-17	1.50	06/15/20		3,275,000	3,226,173	3,238,648	12,474
Operating	FHLB Step 6/29/2020-17	2.00	06/29/20	6/29/2019	10,000,000	---	9,977,000	---
Financial Reserve	FHLB 1.23 7/14/2020-17	1.23	07/14/20		4,000,000	---	3,939,600	---
Operating	FNMA 1.5 8/25/2020-17	1.50	08/25/20	5/25/2019	10,000,000	---	9,881,000	---
Operating	FHLB Step 8/28/2020-17	1.75	08/28/20	5/28/2019	10,000,000	---	9,957,000	---
Financial Reserve	FNMA 1.4 8/28/2020-17	1.40	08/28/20	5/31/2019	5,000,000	---	4,926,500	---
Operating	FAMC 2.6 9/8/2020-19	2.60	09/08/20	9/8/2019	5,000,000	---	5,003,000	---
Operating	FHLB 2.625 9/28/2020-19	2.63	09/28/20	6/28/2019	5,000,000	---	5,002,000	---
Operating	FHLB Step 9/29/2020-18	1.75	09/29/20	6/29/2019	10,000,000	---	9,950,000	---
Operating	FHLB Step 10/26/2020-18	2.00	10/26/20	4/26/2019	5,650,000	---	5,634,745	---
Operating	FHLB Step 6/29/2020-17	1.75	06/29/20	12/29/2018	10,000,000	9,936,720	---	---
Financial Reserve	FHLB 1.23 7/14/2020-17	1.23	07/14/20		4,000,000	3,921,412	---	---
Operating	FNMA 1.5 8/25/2020-17	1.50	08/25/20	11/25/2018	10,000,000	9,831,300	---	---
Insurance	FHLB 2.7 8/28/2020-19	2.70	08/28/20	2/28/2019	3,600,000	3,600,252	---	---
Operating	FHLB Step 8/28/2020-17	1.63	08/28/20	11/28/2018	10,000,000	9,917,530	---	---
Financial Reserve	FNMA 1.4 8/28/2020-17	1.40	08/28/20	11/30/2018	5,000,000	4,898,420	---	---
Operating	FHLB Step 9/29/2020-18	1.63	09/29/20	12/29/2018	10,000,000	9,908,280	---	---
Operating	FHLB Step 10/26/2020-18	1.75	10/26/20	10/26/2018	5,650,000	5,614,981	---	---
Insurance	FFCB 1.36 11/9/2020-17	1.36	11/09/20		3,000,000	2,933,415	2,954,100	20,685
Operating	FHLB Step 11/27/2020-18	2.00	11/27/20	5/27/2019	5,000,000	---	4,996,000	---
Financial Reserve	FHLB Step 11/27/2020-18	2.00	11/27/20	5/27/2019	1,545,000	---	1,543,764	---
Operating	FHLB Step 12/29/2020-18	1.75	12/29/20	6/29/2019	10,000,000	---	9,955,000	---
Operating	FHLB Step 2/1/2021-18	2.00	02/01/21	5/1/2019	10,000,000	---	10,002,000	---
Operating	FHLB 2.65 3/26/2021-19	2.65	03/26/21	9/26/2019	10,000,000	---	10,007,000	---
Operating	FHLB Step 11/27/2020-18	1.75	11/27/20	11/27/2018	5,000,000	4,983,255	---	---
Financial Reserve	FHLB Step 11/27/2020-18	1.75	11/27/20	11/27/2018	1,545,000	1,539,826	---	---
Operating	FHLB Step 12/29/2020-18	1.63	12/29/20	12/29/2018	10,000,000	9,912,910	---	---
Operating	FHLB Step 2/1/2021-18	1.75	02/01/21	11/1/2018	10,000,000	9,996,220	---	---
Financial Reserve	FNMA Step 3/29/2021-19	2.25	03/29/21	3/29/2019	8,650,000	8,644,205	---	---
Financial Reserve	FFCB 3 6/2/2021-19	3.00	06/02/21	4/2/2019	2,795,000	2,797,337	2,795,000	(2,337)



Change in Market Value of Investments

2nd Qtr FY19

Fund	Security Description	Rate	Maturity	Call Date	Face Value	12/31/18 Market Value	03/31/19 Market Value	Change from Prior Quarter
Financial Reserve	FHLB Step 7/26/2021-18	1.75	07/26/21	10/26/2018	\$ 10,000,000	\$ 9,935,460	\$ 9,978,000	\$ 42,540
Operating	FHLB Step 7/26/2021-18	1.50	07/26/21	10/26/2018	10,000,000	9,907,490	9,956,000	48,510
Operating	FHLMC Step 8/13/2021-19	2.50	08/13/21	8/13/2019	5,898,000	5,906,080	5,907,437	1,357
Operating	FFCB 2.64 9/21/2021-19	2.64	09/21/21	6/21/2019	10,000,000	---	10,000,000	---
Operating	FHLB 2.7 9/28/2021-19	2.70	09/28/21	6/28/2019	5,000,000	---	5,001,500	---
Financial Reserve	FHLMC 2 11/24/2021-17	2.00	11/24/21	11/24/2018	4,030,000	3,967,096	3,992,521	25,425
Operating	FHLB Step 2/9/2022-18	1.85	02/09/22	5/9/2019	5,000,000	---	4,987,500	---
Insurance	FHLMC 2.75 2/28/2022-19	2.75	02/28/22	8/28/2019	3,600,000	---	3,603,240	---
Operating	FHLB Step 2/9/2022-18	1.75	02/09/22	11/9/2018	5,000,000	4,960,765	---	---
Operating	FAMC 2.63 3/25/2022-20	2.63	03/25/22	3/25/2020	10,000,000	---	9,986,000	---
Financial Reserve	FHLB Step 8/22/2022-17	1.75	08/22/22	11/22/2018	5,245,000	5,201,823	5,220,873	19,050
Debt Service	Amegy Debt Serv MM	1.886	N/A	N/A	277,305	177,869	299,795	121,926
Debt Service	LOGIC - (T) Bond Prin LGIP	2.212	N/A	N/A	51,339,837	7,795,849	22,841,443	15,045,594
Capital Reserve	LOGIC - Cap Res LGIP	2.211	N/A	N/A	318,719	2,432,187	847,174	(1,585,013)
Cotton Belt	LOGIC - Cotton Belt LGIP	2.211	N/A	N/A	16,087,516	16,185,294	18,002,667	1,817,373
Financial Reserve	LOGIC - Fin Res LGIP	2.211	N/A	N/A	89,108	100	8,830,338	8,830,238
Irving ILA	LOGIC - Irving ILA LGIP	2.211	N/A	N/A	3,215,968	3,235,514	3,256,313	20,799
Operating	LOGIC - Op LGIP	2.213	N/A	N/A	56,701,140	37,850,134	55,367,757	17,517,623
Platform	LOGIC - Platform LGIP	2.211	N/A	N/A	32,402,820	42,600,487	62,955,807	20,355,320
Toyota	LOGIC - Toyota LGIP	2.211	N/A	N/A	858,160	863,376	868,930	5,555
Debt Service	TexPool - (T) Bond Int LGIP	2.211	N/A	N/A	61,915,968	21,551,586	61,230,447	39,678,861
Operating	TexPool - Op LGIP	2.209	N/A	N/A	40,134,913	66,595,842	36,481,520	(30,114,322)
RTR Funding	Wells RTR Plano MM	1.554	N/A	N/A	1,509,519	1,516,268	1,523,532	7,264
Streetcar	Wells Streetcar MM	1.549	N/A	N/A	319,772	11,601	11,657	56
Sub-total for Securities held at the end of both periods						\$ 348,747,733.64	\$ 314,000,673.80	\$ (34,747,060)
% Change as a result of market movement								-9.96%
Holdings at 12/31/18 maturing during Q2, FY19						62,194,604		(62,194,604)
Holdings at 12/31/18 called during Q2, FY19						92,705,311		(92,705,311)
Holdings at 12/31/18 sold during Q2, FY19						-		-
Values of Money Market Mutual Funds (All)						45,916,194	231,010,616	185,094,422
Holdings purchased during Q2, FY19							41,506,764	41,506,764
TOTAL PORTFOLIO VALUE						\$ 549,563,842	\$ 586,518,054	\$ 36,954,212

Callable Securities Analysis

2nd Qtr **FY19**

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
16-0115	Operating	7/11/19	FNMA 1.075 7/11/2019-17	3135G0L76	4/11/19	\$5,000,000	1.08	2.44	Low
16-0120	Operating	9/12/19	FFCB 1.2 9/12/2019-17	3133EGTT2	Continuous	10,000,000	1.20	2.45	Low
16-0101	Operating	9/30/19	FNMA 1.1 9/30/2019-16	3136G3WV3	6/30/19	8,300,000	1.10	2.46	Low
17-0003	Operating	10/11/19	FFCB 1.12 10/11/2019-17	3133EGXK6	Continuous	10,000,000	1.12	2.47	Low
17-0006	Insurance	10/11/19	FFCB 1.12 10/11/2019-17	3133EGXK6	Continuous	1,500,000	1.12	2.48	Low
17-0004	Operating	10/25/19	FHLB 1.14 10/25/2019-17	3130A9U82	Continuous	10,000,000	1.14	2.49	Low
17-0012	Financial Reserve	11/26/19	FNMA 1.5 11/26/2019-17	3136G4JA2	5/26/19	4,900,000	1.50	2.50	Low
17-0011	Operating	11/29/19	FNMA 1.35 11/29/2019-17	3136G4HF3	One Time	9,500,000	1.35	2.51	Low
17-0018	Operating	12/19/19	FFCB 1.5 12/19/2019-17	3133EGU86	Continuous	10,000,000	1.50	2.52	Low
17-0020	Operating	12/27/19	FFCB 1.7 12/27/2019-17	3133EG2M6	One Time	10,000,000	1.70	2.53	Low
17-0022	Operating	12/30/19	FHLMC 1.5 12/30/2019-17	3134GAYY4	6/30/19	10,000,000	1.50	2.54	Low
17-0019	Operating	3/27/20	FNMA 1.625 3/27/2020-17	3136G4JR5	6/27/19	3,000,000	1.63	2.54	Low
17-0005	Operating	3/30/20	FNMA 1.3 3/30/2020-17	3135G0Q63	6/30/19	10,000,000	1.30	2.53	Low
17-0017	Operating	6/15/20	FHLB 1.5 6/15/2020-17	3130AA3Z9	One Time	3,275,000	1.50	2.53	Low
17-0033	Operating	6/29/20	FHLB Step 6/29/2020-17	3130ABLU8	6/29/19	10,000,000	2.00	2.52	Low
17-0007	Financial Reserve	7/14/20	FHLB 1.23 7/14/2020-17	3130A8QD8	Continuous	4,000,000	1.23	2.52	Low
17-0010	Operating	8/25/20	FNMA 1.5 8/25/2020-17	3136G4GW7	5/25/19	10,000,000	1.50	2.51	Low
17-0041	Operating	8/28/20	FHLB Step 8/28/2020-17	3130AC4R2	5/28/19	10,000,000	1.75	2.51	Low
16-0119	Financial Reserve	8/28/20	FNMA 1.4 8/28/2020-17	3136G35C5	5/31/19	5,000,000	1.40	2.50	Low
19-0002	Operating	9/8/20	FAMC 2.6 9/8/2020-19	31422BDH0	9/8/19	5,000,000	2.60	2.50	High
19-0006	Operating	9/28/20	FHLB 2.625 9/28/2020-19	3130AG2X2	6/28/19	5,000,000	2.63	2.49	High
17-0044	Operating	9/29/20	FHLB Step 9/29/2020-18	3130ACFY5	6/29/19	10,000,000	1.75	2.49	Low
17-0034	Operating	10/26/20	FHLB Step 10/26/2020-18	3130ABPN0	4/26/19	5,650,000	2.00	2.49	Low
17-0008	Insurance	11/9/20	FFCB 1.36 11/9/2020-17	3133EGF42	Continuous	3,000,000	1.36	2.48	Low
18-0002	Financial Reserve	11/27/20	FHLB Step 11/27/2020-18	3130ACWR1	5/27/19	1,545,000	2.00	2.48	Low
18-0001	Operating	11/27/20	FHLB Step 11/27/2020-18	3130ACWR1	5/27/19	5,000,000	2.00	2.48	Low
17-0043	Operating	12/29/20	FHLB Step 12/29/2020-18	3130ACDS0	6/29/19	10,000,000	1.75	2.48	Low
17-0037	Operating	2/1/21	FHLB Step 2/1/2021-18	3130ABV60	5/1/19	10,000,000	2.00	2.47	Low
19-0005	Operating	3/26/21	FHLB 2.65 3/26/2021-19	3130AFZ67	9/26/19	10,000,000	2.65	2.47	High
18-0022	Financial Reserve	6/2/21	FFCB 3 6/2/2021-19	3133EJE21	4/2/19	2,795,000	3.00	2.47	High
17-0036	Financial Reserve	7/26/21	FHLB Step 7/26/2021-18	3130ABWA0	4/26/19	10,000,000	1.75	2.47	Low
17-0035	Operating	7/26/21	FHLB Step 7/26/2021-18	3130ABV94	4/26/19	10,000,000	1.50	2.46	Low
18-0017	Operating	8/13/21	FHLMC Step 8/13/2021-19	3134GSTT2	8/13/19	5,898,000	2.50	2.46	Moderate
19-0003	Operating	9/21/21	FFCB 2.64 9/21/2021-19	3133EKDV5	6/21/19	10,000,000	2.64	2.46	High
19-0007	Operating	9/28/21	FHLB 2.7 9/28/2021-19	3130AG2N4	6/28/19	5,000,000	2.70	2.46	High
17-0013	Financial Reserve	11/24/21	FHLMC 2 11/24/2021-17	3134GAZE7	5/24/19	4,030,000	2.00	2.46	Low
17-0038	Operating	2/9/22	FHLB Step 2/9/2022-18	3130ABVZ6	5/9/19	5,000,000	1.85	2.46	Low
19-0001	Insurance	2/28/22	FHLMC 2.75 2/28/2022-19	3134GSZ81	8/28/19	3,600,000	2.75	2.46	High
19-0004	Operating	3/25/22	FAMC 2.63 3/25/2022-20	31422BDU1	3/25/20	10,000,000	2.63	2.46	High
17-0040	Financial Reserve	8/22/22	FHLB Step 8/22/2022-17	3130AC2B9	5/22/19	5,245,000	1.75	2.46	Low

Debt Obligations

2nd Qtr **FY19**

Issue Date	Maturity Date	Face Value	Coupon %	Issue Term (Days)	Dealer
Commercial Paper		3/31/2019			
1/24/2019	4/2/2019	10,000,000	1.52%	68	JPMorgan Chase
2/1/2019	4/11/2019	35,000,000	1.57%	69	JPMorgan Chase
1/22/2019	4/3/2019	20,000,000	1.60%	69	Loop Capital
2/12/2019	5/2/2019	10,000,000	1.70%	71	Loop Capital
3/1/2019*	5/1/2019	5,000,000	1.80%	61	JPMorgan Chase
3/12/2019	6/12/2019	20,000,000	1.82%	92	Loop Capital
Total/Average:		\$100,000,000	1.67%	72	
* Commercial Paper, Series IIA					

Series	All-In Rate At Issue	Remaining Principal	Final Payment Date
Bond Principal Outstanding & Rates		3/31/2019	
2007	4.49%	\$118,395,000	12/1/2032
2009B*	4.01%	466,970,000	12/1/2018
2010A	2.74%	55,695,000	12/1/2018
2010B*	3.26%	729,390,000	12/1/2044
2012	3.51%	113,995,000	12/1/2023
2012A	2.91%	98,726,372	12/1/2048
2014A	3.22%	354,435,000	12/1/2042
2014B	3.92%	46,555,000	12/1/2047
2015	2.09%	94,395,000	12/1/2036
2016A	3.78%	482,530,000	12/1/2043
2016B	2.91%	228,900,000	12/1/2027
2018	2.98%	11,706,343	12/1/2048
2019	2.69%	301,095,000	12/1/2038
Combined Weighted Average	3.38%	\$3,102,787,715	
*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: May 1, 2019
TO: DART Board
THROUGH: Gary C. Thomas 
FROM: Marcus Moore
SUBJECT: Second Quarter 2019 D/M/WBE Participation

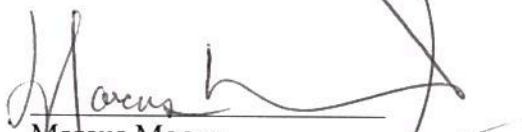
This memorandum provides a summary of contracts, board approved contract modifications and small purchases awarded during the second quarter of Fiscal Year 2019. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 43 new contracts (eligible for goal setting) were awarded in the second quarter FY 2019. These contract awards have a total dollar value of \$889,315,140 which represents 87% 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 second quarter FY 2019. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the second quarter of 2019. The total amount awarded was \$1,017,510,933. Of the foregoing amount, \$450,846,287 was committed to D/M/WBEs during the second quarter (44%).

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


Marcus Moore
Assistant Vice President, Civil Rights

PROCUREMENT DOLLARS BY AGREEMENT TYPE SECOND 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	\$889,315,140	43	87%	\$397,804,538	45%
Contract Mods/Options	\$121,824,044	5	12%	\$51,231,979	42%
Small Purchases	\$6,371,749	919	1%	\$1,809,770	28%
Total Awards	\$1,017,510,933	967	100%	\$450,846,287	44%

*New State Contract Awards	\$1,688,281	9	0.2%	State Monitored	State Monitored
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*Monitored by State

	Procurement Dollars	Percentage of All Procurement Dollars	Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$450,846,287	44%	
Non D/M/WBE Procurement Dollars	\$566,664,646	56%	
TOTAL PROCUREMENT DOLLARS AWARDED	\$1,017,510,933	100%	

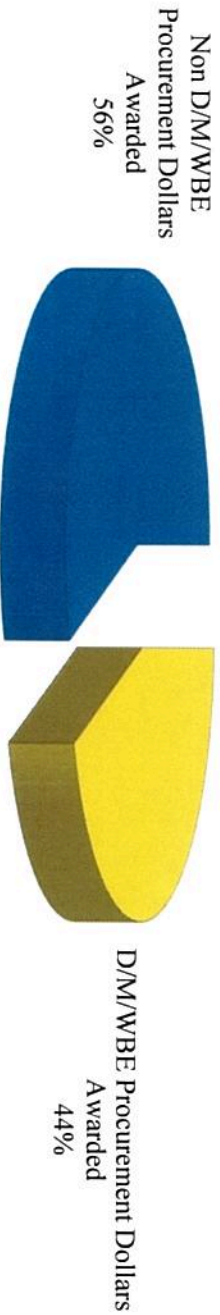




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P4	Contracts Awarded
P10	Board Approved Contract Modifications
P11	Special Procurements <ul style="list-style-type: none">• Emergency Procurements• Unauthorized Procurement Actions (UPAs)• Sole Source (Noncompetitive)• Revenue Generating• Deviations to the DART Procurement Regulations
P18	Active Requirements Contracts Expiring within 12 months
P21	Upcoming Procurements



INTEROFFICE MEMORANDUM

DATE: April 25, 2019
TO: Board of Directors
THROUGH: Gary C. Thomas 
Nicole Fontayne-Bardowell 
FROM: John O. Adler, CPPO, Vice President, Procurement
SUBJECT: Quarterly Procurement Report - Second Quarter Fiscal Year 2019

The following is a report of DART's procurement activities for the Second 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 - Second Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	53	\$ 891,301,821.85
Approved Modifications	6	\$ 121,824,044.00
Purchase Orders*	856	\$ 4,348,074.44
Blanket Purchase Orders (BPOs)*	63	\$ 2,023,675.00
Totals	978	\$1,019,497,615.29

(*) Details provided upon request.

Contracts Awarded Fiscal Year 2019 - Second Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2040053-01	(1510)	BrightView Landscape Svcs INC	01/01/2019	\$7,374,140.00
		Contract Name: LANDSCAPE MANAGEMENT AND MAINTENANCE		
		Classification: SERVICES	Sub-Classification: SVSC-JANITORIAL/GROUNDS	
2040053-02	(1511)	GOOD EARTH LANDSCAPE & MGMT	01/01/2019	\$6,012,620.00
		Contract Name: LANDSCAPE MANAGEMENT AND MAINTENANCE - GOOD EARTH		
		Classification: SERVICES	Sub-Classification: SVSC-JANITORIAL/GROUNDS	
2043175-01	(1506)	E4, LLC	01/01/2019	\$519,161.28
		Contract Name: Employee Assistance Program (EAP)		
		Classification: SERVICES	Sub-Classification: SVSC-EMPLOYEE BENEFITS	
2043536-01	(1501)	ESIS	01/01/2019	\$975,172.00
		Contract Name: STD, FML INSURANCE		
		Classification: SERVICES	Sub-Classification: SVSC-INSURANCE/RICK MGT	
2043536-02	(1500)	OneAmerica Financial Partners	01/01/2019	\$4,672,479.00
		Contract Name: LTD Insurance		
		Classification: SERVICES	Sub-Classification: SVSC-INSURANCE/RICK MGT	
2043782-01	(1514)	HARRIS CORPORATION	01/04/2019	\$205,234.00
		Contract Name: Harris M5300 Mobile Radios		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMMUNICATIONS	
2033270-01	(1517)	Archer Western Herzog 4 JV	01/07/2019	\$783,725,980.00
		Contract Name: Cotton Belt Regional Rail - Design Build		
		Classification: CONSTRUCTION	Sub-Classification: CONST-CAPITAL PROJECTS	
2034482-01	(1529)	WSP AZB, a Joint Venture	01/08/2019	\$47,800,848.00
		Contract Name: Program Manager/Owner's Rep (PMOR)		
		Classification: PROFESSIONAL SERVICES	Sub-Classification: PROF-SVCS-ARCHTTECT/ENGINEER	
2043783-01	(1519)	MedWatch, LLC	01/09/2019	\$93,936.00
		Contract Name: Concierge Service Medical Plan		
		Classification: SERVICES	Sub-Classification: SVSC-EMPLOYEE BENEFITS	
2046853-02	(1541)	HEWLETT-PACKARD ENTERPRISE	01/10/2019	\$201,599.36
		Contract Name: HPE Maintenance		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2044002-01	(1527)	DIAL LUBRICANTS INC	01/24/2019	\$486,165.00
		Contract Name: Engine Lubricating Oil for DART's Bus Fleet		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-FUEL/OIL/GAS/FLUIDS	
2037320-01	(1524)	The Aftermarket Parts Company	01/25/2019	\$427,670.00
		Contract Name: Glass Glazing for NABI Buses		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	



Contracts Awarded Fiscal Year 2019 - Second Quarter

Sorted by Award Date and Contract Number

Includes a detailed listing of all Contracts Awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2045630-01	(1528)	Arrati Inc.	01/25/2019	\$225,486.90
		Contract Name: Senior Network Engineer		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2037235-01	(1523)	WABCO PTD CORP	01/28/2019	\$382,632.00
		Contract Name: Super Light Rail Vehicle (SLRV) Coupler Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2040432-02	(1547)	Infinity Contractor INT'L LTD	01/28/2019	\$204,988.03
		Contract Name: SOCOBOF COOLING TOWER REP		
		Classification: CONSTRUCTION	Sub-Classification: CONST-MINOR CONSTRUCTION	
2041903-02	(1536)	REAL NETWORKS	01/28/2019	\$250,000.00
		Contract Name: On Call Construction RPD		
		Classification: CONSTRUCTION	Sub-Classification: CONST-MINOR CONSTRUCTION	
2041903-03	(1535)	GILBERT MAY, INC	01/28/2019	\$250,000.00
		Contract Name: On Call Construction RPD		
		Classification: CONSTRUCTION	Sub-Classification: CONST-MINOR CONSTRUCTION	
2042466-01	(1526)	Delta/Peoples JV	01/28/2019	\$14,154,826.00
		Contract Name: Central Business District Rail Replacement		
		Classification: CONSTRUCTION	Sub-Classification: CONST-OTHER	
2041919-01	(1516)	Uber Technologies	02/01/2019	\$1,146,053.00
		Contract Name: Mobility on Demand TNC Services		
		Classification: SERVICES	Sub-Classification: SVSC-PARATRANSIT OPERATION	
2038267-01	(1537)	22ND CENTURY TECHNOLOGIES INC	02/05/2019	\$2,580,663.36
		Contract Name: IT Staff Augmentation Services		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2038267-02	(1540)	Peak Performers	02/05/2019	\$1,162,080.00
		Contract Name: IT Staff Augmentation Services		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2040494-01	(1581)	ENTERPRISE CONCRETE PRODUCTS	02/05/2019	\$141,180.00
		Contract Name: Concrete Grade Crossing Panels		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2041187-01	(1452)	GRAHAM PEST CONTROL	02/05/2019	\$110,609.00
		Contract Name: Pest Control Services - Facilities		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2041188-01	(1455)	GRAHAM PEST CONTROL	02/05/2019	\$121,820.00
		Contract Name: Pest Control Services - Fleet		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded Fiscal Year 2019 - Second Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2046811-01	(1539)	LINK AMERICA, INC	02/07/2019	\$85,216.00
		Contract Name: Cables and Other Items for Network Upgrade Project		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMP HARD/SOFTWARE	
2047023-01	(1538)	BRIDGEFARMER & ASSOC INC	02/07/2019	\$99,900.00
		Contract Name: Freight Consultant Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2042110-01	(1532)	ITK Technologies, LLC	02/08/2019	\$743,400.00
		Contract Name: Lawson Managed Services		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2047697-01	(1542)	NF Consulting Services	02/08/2019	\$143,000.00
		Contract Name: Senior Web Developer		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2042170-01	(1544)	HYDRAULIC ELEC CO SUPPLY INC	02/19/2019	\$205,436.00
		Contract Name: Light Rail Vehicle Lubricator Blocks		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES	
2042993-01	(1545)	JBJ Marketing LLC	02/19/2019	\$249,987.00
		Contract Name: Local/Regional Government Relations Specialist		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2047611-01	(1546)	ITK Technologies, LLC	02/20/2019	\$152,125.00
		Contract Name: Lawson Security Consultant		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2036272-01	(1525)	The Aftermarket Parts Company	02/21/2019	\$5,132,070.00
		Contract Name: Miscellaneous NABI Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2036272-02	(1550)	MOHAWK MFG & SUPPLY CO	02/21/2019	\$84,887.00
		Contract Name: Miscellaneous NABI Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2036272-03	(1551)	SOUTHERN COACH MFG. CO., INC.	02/21/2019	\$4,234.00
		Contract Name: Miscellaneous NABI Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2046786-01	(1556)	Pearson Partners International	02/21/2019	\$60,000.00
		Contract Name: Executive Recruitment for General Counsel		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2043679-01	(1548)	TTA SYSTEMS, LLC	02/22/2019	\$34,613.00
		Contract Name: Light Rail Vehicle Motor Truck Frame Assy Repairs		
		Classification: SERVICES	Sub-Classification: SVSC-REPAIRS	



Contracts Awarded Fiscal Year 2019 - Second Quarter

Sorted by Award Date and Contract Number

Includes a detailed listing of all Contracts Awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2045166-01	(1553)	ASK-intTag,LLC	02/28/2019	\$133,650.00
		Contract Name: Fare Media LUM's		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2046181-01	(1554)	AWC, Inc.	02/28/2019	\$177,221.47
		Contract Name: Eaton/FerrUPS UPS Upgrade		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2047025-01	(1552)	immixTechnology, Inc.	02/28/2019	\$245,860.92
		Contract Name: Kronos Cloud Hosting & Citrix Licenses		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2038971-01	(1530)	PROMOTIONAL DESIGNS INC	03/01/2019	\$7,939,001.00
		Contract Name: Operations Uniforms		
		Classification: SERVICES	Sub-Classification: SVSC-BUS OPERATION	
2046125-01	(1578)	CAD RAILWAY SERVICES	03/01/2019	\$250,000.00
		Contract Name: TRE Wreck Repair Cab Car 1008		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2046976-01	(1579)	CAD RAILWAY SERVICES	03/01/2019	\$250,000.00
		Contract Name: TRE Wreck Repair- 4 cars		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2047696-01	(1561)	eVision Partners, Inc.	03/01/2019	\$240,408.00
		Contract Name: IT Staff Augmentation for EPM Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2042208-01	(1555)	CUMMINS SOUTHERN PLAINS LLC	03/04/2019	\$238,025.00
		Contract Name: Organic Acid Technology (OAT) Engine Coolant		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-FUEL/OIL/GAS/FLUIDS	
2044242-01	(1557)	CUMMINS SOUTHERN PLAINS LLC	03/07/2019	\$104,314.00
		Contract Name: Emergency Backup Generator Repairs		
		Classification: SERVICES	Sub-Classification: SVSC-REPAIRS	
2046180-01	(1559)	Cloud Consulting Services Inc	03/13/2019	\$149,554.00
		Contract Name: Project Lead 1		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2048602-01	(1558)	CALDWELL COUNTRY CHEVROLET	03/13/2019	\$225,350.00
		Contract Name: NRV Sedans		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2045830-01	(1580)	SPX CORPORATION	03/14/2019	\$364,080.00
		Contract Name: 41 Additional Fareboxes for New Flyer Buses		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded Fiscal Year 2019 - Second Quarter

Sorted by Award Date and Contract Number

Includes a detailed listing of all Contracts Awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2047835-01	(1560)	SOUTHERN METHODIST UNIVERSITY	03/14/2019	\$72,996.48
		Contract Name: SMU Executive DART		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2046599-01	(1562)	Nu Info Systems, Inc.	03/15/2019	\$120,000.00
		Contract Name: Technical Writer		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2045471-01	(1565)	FRIENDLY CHEVROLET	03/25/2019	\$239,500.00
		Contract Name: Arboc Transmissions, for DART's Bus Fleet 44		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUSES	
2045629-01	(1569)	Arrati Inc.	03/27/2019	\$175,831.30
		Contract Name: Network Engineer I		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2041271-01	(1574)	IRON MOUNTAIN	03/29/2019	\$155,818.75
		Contract Name: Offsite Records Storage		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
Report Totals: 53 Contracts Awarded				\$891,301,821.85



Contracts Awarded Fiscal Year 2019 - Second Quarter

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

Special Type	Total
Sole Source	1
Total	1

Contracts Awarded Summary

		Total
COMMODITIES	SUP/EQUIP-BUS PARTS	\$5,648,861.00
	SUP/EQUIP-BUSES	\$239,500.00
	SUP/EQUIP-COMMUNICATIONS	\$205,234.00
	SUP/EQUIP-COMP HARD/SOFTWARE	\$85,216.00
	SUP/EQUIP-FUEL/OIL/GAS/FLUIDS	\$724,190.00
	SUP/EQUIP-RAIL VEHICLES	\$205,436.00
	SUP/EQUIP-RAILPARTS	\$382,632.00
	SUP/EQUIP-VEHICLES NON REV	\$225,350.00
	Total	\$7,716,419.00
CONSTRUCTION	CONST-CAPITAL PROJECTS	\$783,725,980.00
	CONST-MINOR CONSTRUCTION	\$704,988.03
	CONST-OTHER	\$14,154,826.00
	Total	\$798,585,794.03
PROFESSIONAL SERVICES	PROF-SVCS-ARCHETECT/ENGINEER	\$47,800,848.00
	Total	\$47,800,848.00
SERVICES	SVSC-BUS OPERATION	\$7,939,001.00
	SVSC-EMPLOYEE BENEFITS	\$613,097.28
	SVSC-INSURANCE/RICK MGT	\$5,647,651.00
	SVSC-JANITORIAL/GROUNDS	\$13,386,760.00
	SVSC-OTHER	\$3,663,906.71
	SVSC-PARATRANSIT OPERATION	\$1,146,053.00
	SVSC-REPAIRS	\$138,927.00
	SVSC-SOFT/HARDWARE MAINT	\$4,663,364.83
	Total	\$37,198,760.82
Grand Total		\$891,301,821.85

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

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
PayNearMe MT, Inc.	\$60,446	Approval of Contract Modification for Comprehensive Payment System (CPS) Prepaid Payment Card and Retail Network Services [Resolution No. 190002]	01/08/2019
Bank of America, N.A.	N/A	Contract Modification for the Depository Bank Services [Resolution No. 190003]	01/08/2019
Chem Chek Co., Inc.	\$239,250	Contract Modification for On-Site Substance Abuse Collections [Resolution No. 190005]	01/22/2019
Archer Western Herzog 4.0, Joint Venture	\$108,760,839	Contract Modification to Increase Contract Value for Design-Build Services for the Cotton Belt Corridor Regional Rail Project [Resolution No. 190021]	02/12/2019
Triad Commercial Services, Ltd.	\$7,606,465	Exercise Option for Janitorial Services for DART Rail and Bus Stations [Resolution No. 190024]	02/26/2019
Echo Transportation (Echo)	\$5,157,044	Contract Modification for DART Operation of a Site-Specific Shuttle Service for University of Texas at Dallas (UTD) [Resolution No. 190026]	02/26/2019
TOTAL MODIFICATION AWARDED DOLLARS:	\$121,824,044	TOTAL MODIFICATIONS AWARDED: 6	

Special Procurements FY 2019 - Second Quarter

SPECIAL PROCUREMENTS

Includes a detailed listing of 5 special procurements

Purchase Order Type	Count	Amount
Emergency [a]	4	\$20,671.05
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	21	\$752,814.02
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	25	\$773,485.07

[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 - Second Quarter
Emergency

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

There are 4 "Emergency" Procurements in this Quarter.

PO/Cont #	PO/Cont Date	PO Item Description / Cont Name	Vendor Name	Total Amt
1356936	01/30/2019	CYLINDER,UNLOCKING STOP,DOOR	VAPOR STONE RAIL SYSTEMS	\$863.05 \$3,708.00
1357430	03/15/2019	1 RU Rack Mount Brackets 50 Coaxial Cable w/ SMA-M Expedited Delivery GPS Antenna Kit NTP GPS Master Clock	Masterclock	\$285.00 \$300.00 \$355.00 \$720.00 \$4,340.00
5005359	03/12/2019	GoLink OnCall Decal Conversion	Signature Graphics Inc	\$5,000.00
5005370	03/20/2019	PrimaStatum-GPS - T1 Reference	Engage Communication Inc.	\$5,100.00
PO Count = 4				\$20,671.05

Special Procurements FY 2019 - Second 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 - Second Quarter
Sole Source (Noncompetitive)

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

There are 21 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO/Cont #	PO/Cont Date	PO Item Description / Cont Name	Vendor Name	Total Amt
1356711	01/03/2019	T-AXLE SPEED SENSOR	TOYO DENKI USA, INC.	\$15,573.50
1356827	01/16/2019	SEAL,KIT	VAPOR STONE RAIL SYSTEMS	\$49,954.18
1356893	01/24/2019	REBUILT,RELAY,MOTOR CONTROL,	WESTERN-CULLEN-HAYES, INC	\$3,336.00
1357024	02/06/2019	SEAL	WABCO PTD CORP	\$3,061.80
1357083	02/08/2019	LOCKING SUB ASSY, L.H.	VAPOR STONE RAIL SYSTEMS	\$19,247.16
1357167	02/15/2019	THRESHOLD,SIDE DOOR,50"	KINKISHARYO INTERNATIONAL LLC	\$21,551.68
1357239	02/25/2019	REBUILT,BOARD, MICRO PROCESSOR	SPX CORPORATION	\$2,653.00
1357242	02/25/2019	COUPLING	KINKISHARYO INTERNATIONAL LLC	\$2,954.80
		PAWL, STEEL		\$4,924.70
		ROLLER CARBON STEEL		\$13,975.50
1357251	02/26/2019	REBUILT,PROBE,DATA,HI SPEED	SPX CORPORATION	\$3,868.00
1357293	02/28/2019	FIXTURE,W/O BALLAST,LH	LUMINATOR HOLDING LP	\$4,418.13
1357295	03/01/2019	REB-CRADLE AS,PROP LOGIC,A-END	BOMBARDIER TRANSPORTATION	\$14,788.00
1357298	03/01/2019	REB-CRADLE ASSY.,PROPULSION	BOMBARDIER TRANSPORTATION	\$29,967.00
1357318	03/01/2019	PCB, LASER DOOR SENSO	SPX CORPORATION	\$3,910.50
1357404	03/11/2019	LIGHT,ASSEMBLY,TAIL/STOP	LUMINATOR HOLDING LP	\$7,948.00
1357409	03/13/2019	DEVICE,BALANCING,ARTIC	KINKISHARYO INTERNATIONAL LLC	\$30,696.00
1357434	03/18/2019	CABLE, FIBER OPTIC , CC400	BROOKVILLE EQUIPMENT CORP	\$5,974.92
1357490	03/27/2019	REBUILT-CONTROL,ASSY.,COMM.,	SPX CORPORATION	\$6,804.00
1357518	03/28/2019	COUPLING	KINKISHARYO INTERNATIONAL LLC	\$5,909.60
		PAWL, STEEL		\$9,849.40
		PIN, SSTL		\$3,194.60
		RING, RETAINING SSTL		\$3,194.60
		ROLLER CARBON STEEL		\$6,987.75
		STUD, SSTL		\$3,194.60
1357519	03/28/2019	PCB DC UPS CONTROLLER	SPX CORPORATION	\$13,196.40
		PCB TEMPERATURE / AMB		\$4,989.20
		PCB, TRIM CONFIGURATI		\$4,332.90
		PCB,DOCKING CONNECTOR		\$22,958.10



Special Procurements
FY 2019 - Second Quarter
Sole Source (Noncompetitive) - continued

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 21 "Sole Source (Noncompetitive)" Procurements in this Quarter

PO/Cont #	PO/Cont Date	PO Item Description / Cont Name	Vendor Name	Total Amt
1357520	03/28/2019	CONTROLLER , BATTERY HOPPER, DOLLAR, SUPPLEMENTAL PCB, HOPPER COIN MECH	SPX CORPORATION	\$6,092.60 \$33,500.00 \$7,175.40
2037235-01	01/28/2019	Super Light Rail Vehicle (SLRV) Coupler Parts	WABCO PTD CORP	\$382,632.00
PO Count = 20	BPO Count = 0	Contract Count = 1		\$752,814.02



Special Procurements
FY 2019 - Second Quarter
Revenue Generating

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

There are no Revenue Generating procurements in this Quarter.

**Special Procurements
FY 2019 - Second 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 04/01/2019 and 03/31/2020

Contract	Vendor	Contract Name	Exp Date	Max Amt
Contracts Expiring Within 6 Months				
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
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	\$1,369,682
2030145-01	Wabtec	Three year friction brake overhaul kit	08/15/2019	\$1,247,280
2027460-01	Bombardier	Bombardier Parts	08/23/2019	\$705,628
2033968-01	DoubleMap, Inc.	Mobility on Demand Software Application	08/27/2019	\$489,372
2010828-05	Half Associates, Inc	Environmental Response	08/28/2019	\$1,434,618
1022108-01	ESIS, Inc.	TPA for Worker's compensation	08/31/2019	\$3,684,242
2032052-01	Alvand Construction Inc	Crew Rooms Construction	08/31/2019	\$2,610,945
2019103-01	Willis of Texas, Inc.	Strategic Benefits Consulting Services	09/06/2019	\$1,710,300
2016009-01	Creative Bus Sales, Inc.	Miscellaneous ARBOC Parts	09/13/2019	\$375,702
2016009-07	COLONIAL EQUIPMENT	Miscellaneous ARBOC Parts	09/13/2019	\$372,425
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



Active Requirements Contracts Expiring Within 12 Months

\$250,000+ Only and Expiring Between 04/01/2019 and 03/31/2020

Contract	Vendor	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year				
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	\$3,280,046
2025520-03	Gilbert May, Inc.	On Call Construction Services	11/28/2019	\$1,816,113
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
2013012-01	Aetna	Medicare Advantage HMO/PPO	12/31/2019	\$3,411,884
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
2008851-01	BCBSTX	Medical Benefits TPA	01/01/2020	\$10,420,000
2031928-01	Creative Bus Sales, Inc.	Arboc Misc Parts	01/11/2020	\$938,679
2031928-02	Friendly Chevrolet	Arboc Misc Parts	01/11/2020	\$460,657
2029603-01	Cummins Southern Plains,LLC	Cummins CG Bus Parts	01/11/2020	\$2,260,088
2042466-01	Delta/Peoples JV	Central Business District Rail Replacement	01/26/2020	\$14,154,826
2013818-01	Promotional Designs, Inc.	DART Logo Merchandise	02/26/2020	\$768,908
2041919-01	Uber Technologies	Mobility on Demand TNC Services	02/27/2020	\$1,146,053
2013458-01	INFOR (US) Inc.	Lawson Software Maintenance	02/28/2020	\$2,185,071
2009605-02	Enterprise Holdings	Vanpool Services	03/01/2020	\$12,944,994
2005220-35	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/20/2020	\$2,579,696
2025519-01	Wabtec	Miscellaneous LRV (Light Rail Vehicle) Brake	03/21/2020	\$4,069,242
2015111-01	Southwest Elevator Company	DART Elevator Escalator maintenance	03/29/2020	\$7,486,136
2005220-01	CP Service Series	Comprehensive Professional Services Series	03/31/2020	\$105,900,000
2005220-02	Hayden Consultants, Inc.	Comprehensive Professional Services	03/31/2020	\$7,037,170
2005220-05	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2020	\$408,387
2005220-11	VAIArchitects Incorporated	Comprehensive Professional Services	03/31/2020	\$3,432,535



Active Requirements Contracts Expiring Within 12 Months

\$250,000+ Only and Expiring Between 04/01/2019 and 03/31/2020

Contract	Vendor	Contract Name	Exp Date	Max Amt
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Contracts Expiring Over 6 Months To 1 Year (continued)

2025815-02	EA Engineering, Science, and T	Environmental Response	03/31/2020	\$378,341
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Total Contracts = 62

Total Value of All Contracts Above:

\$468,697,176



Upcoming Procurement Opportunities

As of April 1, 2019

UNIFORM RENTAL AND LAUNDERING

Upcoming Item: P-2047923

Type of Posting: Request for Proposal (RFP)

Description:

TO OBTAIN UNIFORM SERVICES FOR WEARERS IN THE MAINTENANCE DIVISIONS.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

954 LAUNDRY AND DRY CLEANING SERVICES

PORTABLE BUS LIFTS

Upcoming Item: P-2048495

Type of Posting: Request for Proposal (RFP)

Description:

TWO SETS (4 LIFTS PER SET) OF PORTABLE WIRELESS BUS LIFTS FOR THE SHOP.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

075 AUTOMOTIVE SHOP AND RELATED EQUIPMENT AND SUPPLIES

GEARBOX ASSEMBLY OVERHAUL

Upcoming Item: B-2047828

Type of Posting: Invitation for Bid (IFB)

Description:

THE AUTHORITY HAS A REQUIREMENT TO PURCHASE SERVICES TO REBUILD BOMBARDIER TRACTION GEAR UNIT ASSEMBLY FOR DARTS LIGHT RAIL VEHICLE.

NIGP CODES ASSOCIATED WITH THIS EVENT ARE:

558 MASS TRANSPORTATION-RAIL VEHICLES AND SYSTEMS

559 MASS TRANSPORTATION-RAIL VEHICLE PARTS AND ACCESSORIES

559-90 TRACTION POWER

TES PORTABLE GENERATORS

Upcoming Item: B-2047404

Type of Posting: Invitation for Bid (IFB)

Description:

THE AUTHORITY HAS A REQUIREMENT TO PURCHASE TES PORTABLE GENERATORS.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

690 POWER GENERATION EQUIPMENT, ACCESSORIES, AND SUPPLIES.

Upcoming Procurement Opportunities

As of April 1, 2019

NEW TIRES FOR DARTS NON-REVENUE FLEET

Upcoming Item: B-2047355

Type of Posting: Invitation for Bid (IFB)

Description:

THE AUTHORITY HAS A REQUIREMENT TO PURCHASE NEW TIRES FOR DARTS NON-REVENUE FLEET.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

055 AUTOMOTIVE ACCESSORIES FOR AUTOMOBILES, BUSES, TRAILERS, TRUCKS

CATENARY WIRE MACHINE

Upcoming Item: P-2045982

Type of Posting: Request for Proposal (RFP)

Description:

EVENT #10374- CATENARY WIRE MACHINE.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

545 MACHINERY AND HARDWARE, INDUSTRIAL

GROUNDS MAINTENANCE WEED CONTROL

Upcoming Item: B-2047832

Type of Posting: Invitation for Bid (IFB)

Description:

THE AUTHORITY IS SEEKING SEALED OFFERS FROM QUALIFIED FIRMS OR INDIVIDUALS INTERESTED IN PROVIDING GROUNDS MAINTENANCE AND WEED CONTROL ALONG DARTS RIGHT OF WAY.

NIGP CODES ASSOCIATED WITH THIS EVENT ARE:

988 ROADSIDE, GROUNDS, RECREATIONAL AND PARK AREA SERVICES

940 EQUIPMENT MAINTENANCE, REPAIR, CONSTRUCTION, AND RELATED SER

MISCELLANEOUS ARBOC PARTS FOR SMART BUS FLEETS

Upcoming Item: B-2047617

Type of Posting: Invitation for Bid (IFB)

Description:

THE AUTHORITY HAS REQUIREMENT FOR MISCELLANEOUS ARBOC PARTS FOR SMART BUS FLEETS.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

557 MASS TRANSPORTATION-TRANSIT BUS ACCESSORIES AND PARTS

Upcoming Procurement Opportunities

As of April 1, 2019

PHARMACY

Upcoming Item: P-2048316

Type of Posting: Request for Proposal (RFP)

Description:

DALLAS AREA RAPID TRANSIT HAS A REQUIREMENT FOR PHARMACY SERVICES.

NIGP CODES ASSOCIATED WITH THIS EVENT ARE:

953 INSURANCE AND INSURANCE SERVICES, (ALL TYPES)

952 HUMAN SERVICES

948 HEALTH RELATED SERVICES

LRV DESTINATION SIGN PARTS

Upcoming Item: B-2045473

Type of Posting: Invitation for Bid (IFB)

Description:

PROVIDE DESTINATION SIGN PARTS FOR LIGHT RAIL VEHICLE FLEETS.

NIGP CODES ASSOCIATED WITH THIS EVENT ARE:

559 MASS TRANSPORTATION- RAIL VEHICLE PARTS AND ACCESSORIES

557 MASS TRANSPORTATION- TRANSIT BUS ACCESSORIES AND PARTS

Carpenter Ranch Station Construction Services

Upcoming Item: B-2046201

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority is seeking qualified contractors to revert the deferred Irving Carpenter Ranch Station to an operational infill station.

The NIGP Codes associated with this event are:

912 GENERAL CONSTRUCTION SERVICES

913 CONSTRUCTION SERVICES, HEAVY, INCLUDING MAINTENANCE AND REPAIR SERVICES

914 CONSTRUCTION SERVICES, TRADES, NEW CONSTRUCTION

Upcoming Procurement Opportunities

As of April 1, 2019

KIT 21 DISC AND HARDWARE

Upcoming Item: B-2044868

Type of Posting: Invitation for Bid (IFB)

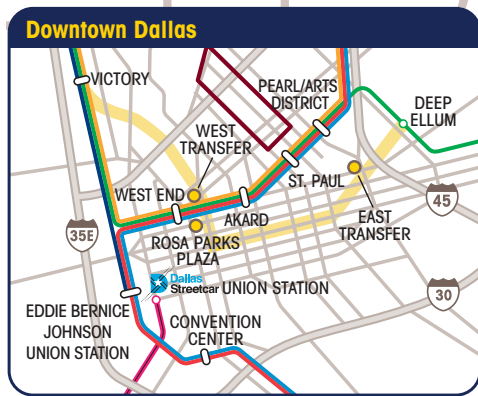
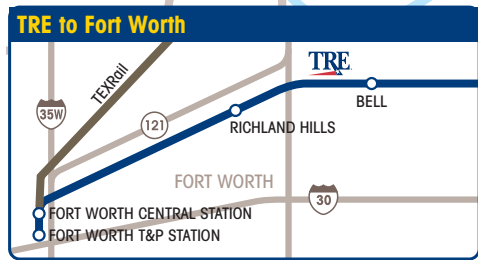
Description:

KIT 21 DISC AND HARDWARE.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

559 MASS TRANSPORTATION-RAIL VEHICLE PARTS AND ACCESSORIES

CURRENT AND FUTURE SERVICES



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)
- TEXRail
- 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.