



DALLAS AREA RAPID TRANSIT

QUARTERLY OPERATING, FINANCIAL PERFORMANCE, AND COMPLIANCE REPORTS



Fourth Quarter FY 2019
July – September 2019

DART BOARD MEMBERS

Sue S. Bauman

Dallas

Mark Enoch

Garland, Rowlett and
Glenn Heights

Doug Hrbacek

Carrollton and Irving

Ray Jackson

Dallas

Jonathan R. Kelly

Garland

Patrick J. Kennedy

Dallas

Jon-Bertrell Killen

Dallas

Michele Wong Krause

Dallas

Amanda Moreno

Dallas

Eliseo Ruiz III

Dallas and Cockrell Hill

Gary Slagel

Richardson, University Park,
Addison and Highland Park

Lissa Smith

Plano and Farmers Branch

Rick Stopfer

Irving

Dominique P. Torres

Dallas

Paul N. Wageman

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 11 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
Dallas and
Cockrell Hill



Gary Slagel
Richardson,
University Park,
Addison and
Highland Park



Lissa Smith
Plano and
Farmers Branch



Rick Stopfer
Irving



Dominique P. Torres
Dallas

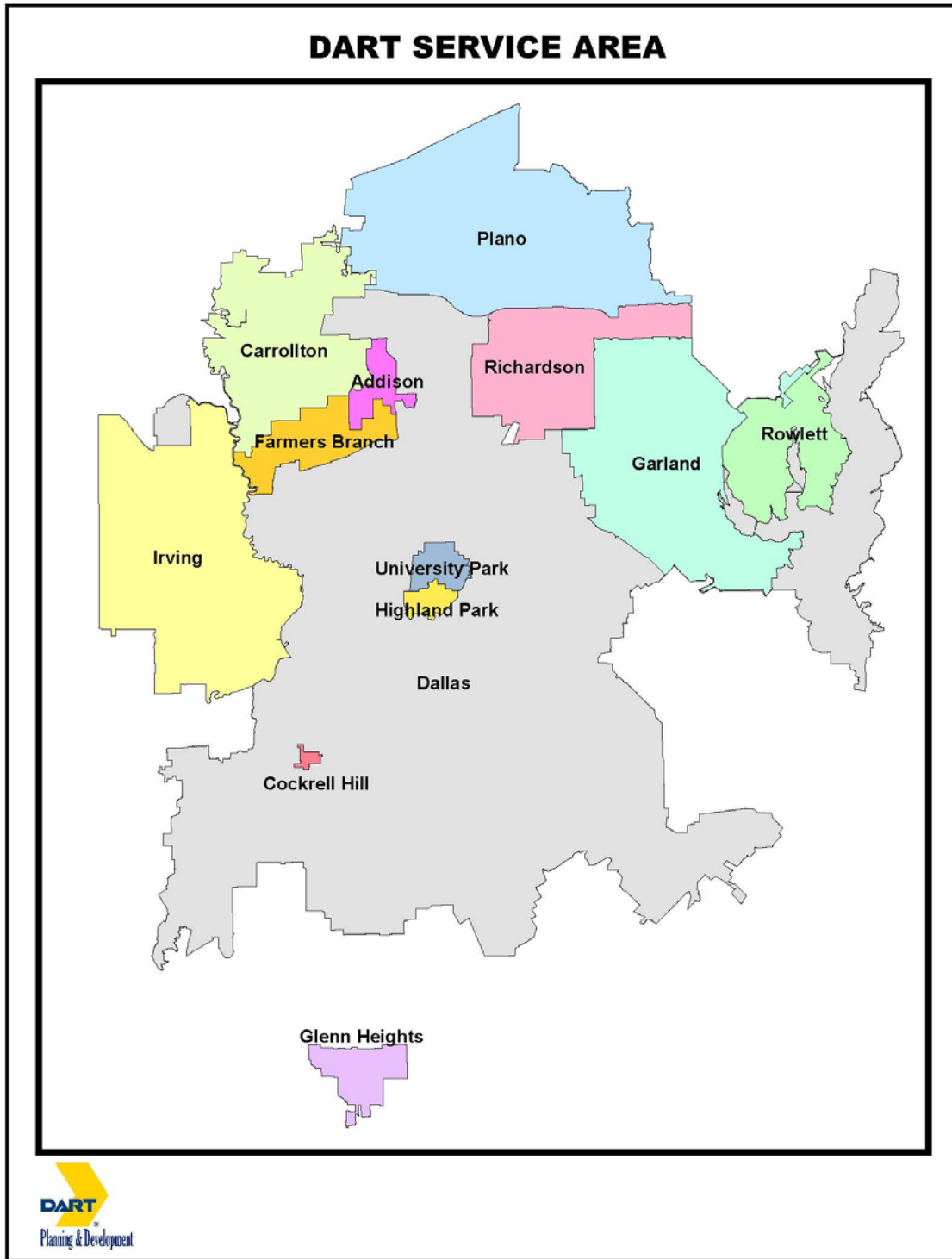


Paul N. Wageman
Vice Chair
Plano

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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
David Schulze	Chief of Staff to President/Executive Director	2004
Joseph G. Costello	Chief Financial Officer	2014
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
Chris Koloc	Director of Internal Audit	2008
John Adler	Vice President, Procurement	2006
Tammy Barrow	Vice President, Chief People Officer, Interim	2008
Doug Douglas	Vice President, Mobility Management Services	1990
Edie Diaz	Vice President, Government Relations	2019
Gregory Elsborg	Vice President, Chief Innovation Officer	2019
Gene Gamez	General Counsel	2002
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
Marcus Moore	Vice President, Diversity, Interim	1991
Bonnie Murphy	Vice President, Commuter Rail	2017
Todd Plesko	Vice President, Planning & Development	2009
John Rhone	Vice President, Capital Design & Construction	2002
Stephen Salin	Vice President, Capital Planning	2000
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

Employees and Employee Relations

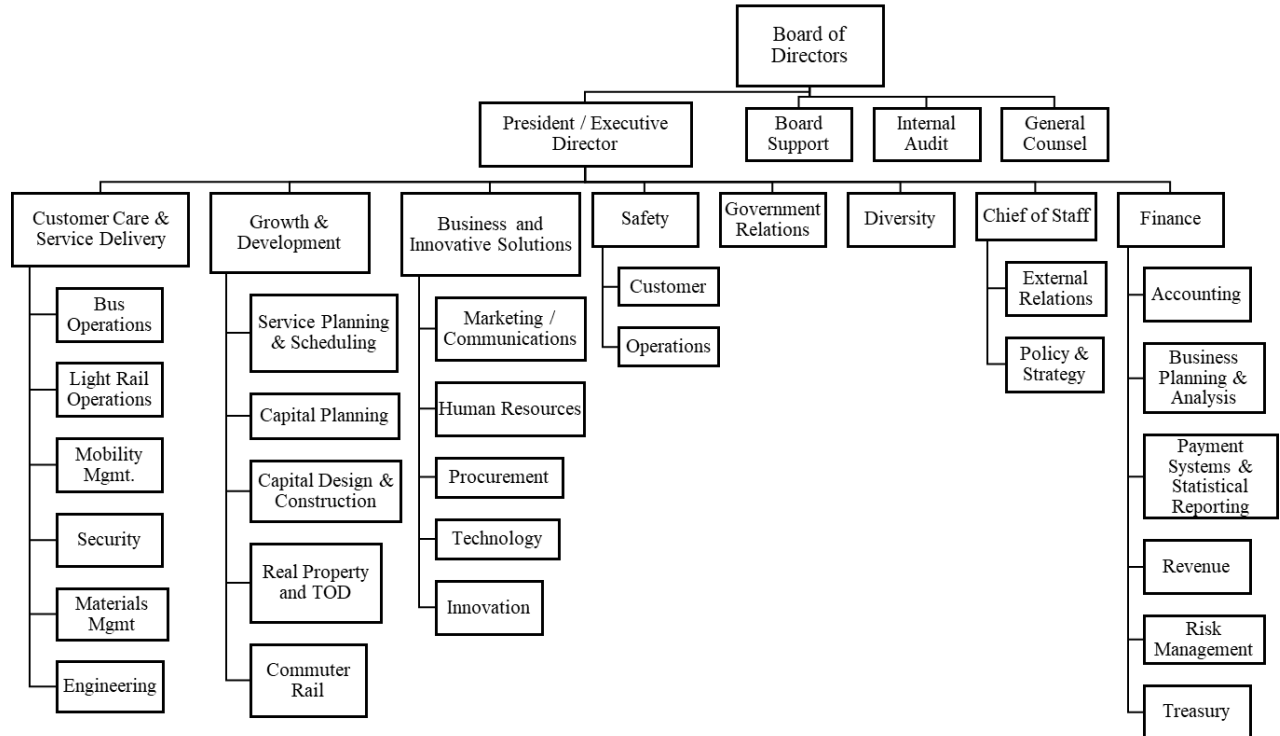
There are 3,972 salaried and hourly positions included in the FY 2019 Annual Budget.

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 and Innovative Solutions*** looks to maximize Agency resources through innovative technology, dynamic marketing, effective procurement, and engaging talent management.
- ***DART Safety Office*** ensures a safe environment for customers, employees, and people on DART property and construction sites.
- ***External Relations*** serves as the voice of the agency. This includes media relations, social and digital media, and community relations, including transit education.
- ***Finance*** provides astute fiscal management.

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

Exhibit 4 Dallas Area Rapid Transit Functional Organization Chart



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

Exhibit 6
DART System Map



DART in the Industry

- DART is an established leader within the transit industry. Board members and staff continue to be involved in many significant ways in key transit industry associations. President/Executive Director Gary Thomas has served as the Chair of the American Public Transportation Association (APTA) and, along with other DART staff, continues to serve on APTA's Board of Directors. APTA is a nonprofit international association of more than 1,500 public and private organizations involved in transit. Mr. Thomas is also a past chair of RailVolution and the South West Transit Association.
- DART earned many industry awards during 2018-2019, 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 fourth quarter of FY 2019 ending September 30, 2019.

KPI Summary

- **Ridership:** Both Total Agency and Fixed Route Ridership have higher performance in comparison to targets.
- **Subsidy Per Passenger:** Both revenues and expenses are lower than projected, resulting in lower net subsidy spread over more passengers. Both Total Agency and Fixed Route Subsidy Per Passenger are below (better than) target.
- **Fixed Route On-Time Performance:** Slight decline from the previous year and below (worse than) the stated goal.
- **Fixed Route Complaints Per 100,000 Passengers:** are less (better) than the stated goal.
- **Fixed Route Accidents Per 100,000 Miles:** Slight decrease from the previous year actuals and less (better) than the stated goal.

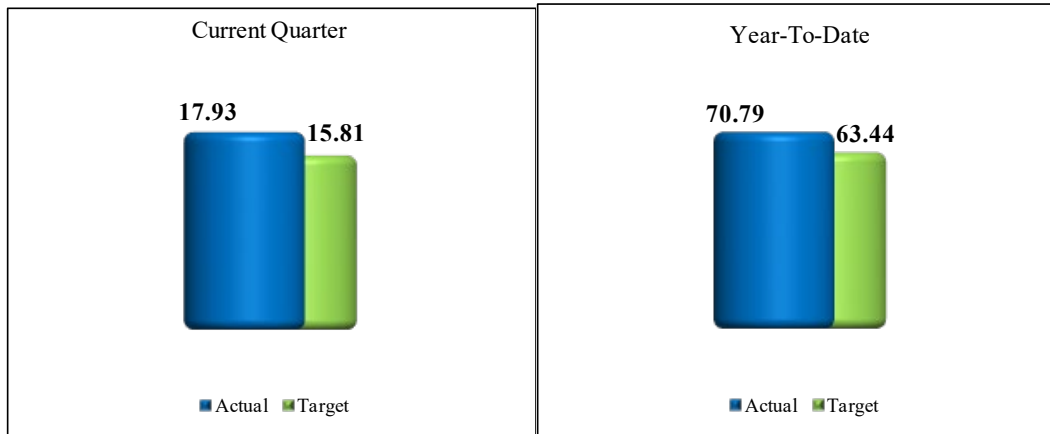
General Information

DART's fiscal year begins on October 1. The Quarterly Operating and Financial Performance 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. Subsequent to October 2018, DART reports Bus and Trinity Railway Express (TRE) Ridership based upon Automatic Passenger Counter (APC) data, which resulted in higher Ridership.

Ridership

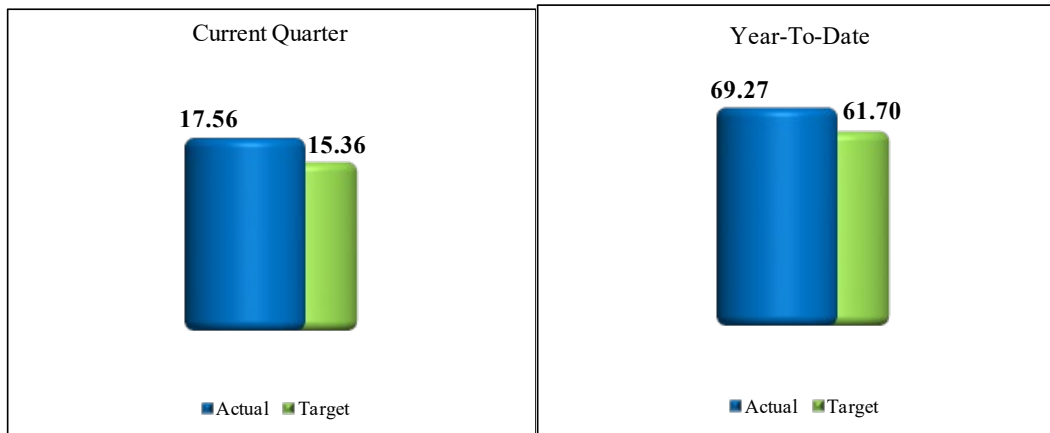
To increase ridership, DART has undertaken several initiatives to improve customer communications, customer service, and service delivery. Among these initiatives are the Customer Communications Program, a Comprehensive Payments System, expansion of Mobility on Demand services, and the 5 Star Service Program. In FY 2019, DART added 41 new buses to further enhance bus service.

Exhibit 1
Total Agency Ridership
(in Millions)



Total Agency Ridership: For FY 2019 is 70.79 million, 7.35 million above (better than) the target of 63.44 million. Current quarter ended September 30, 2019 is 17.93 million, 2.12 million above (better than) the target of 15.81 million.

Exhibit 2
Fixed Route Ridership
(in Millions)



Fixed-Route Ridership: For FY 2019 is 69.27 million, 7.57 million above the target of 61.70 million. Current quarter ended September 30, 2019 is 17.56 million, 2.20 million above (better than) the target of 15.36 million.

Exhibit 3 Agency Ridership Scorecard

FY16A	FY17A	FY18A	Indicators	FY 2019 Quarter 4						
				Current Quarter			Year To Date			
				Actuals	Target	Status	Actuals	Target	Status	
Ridership										
67.16	65.82	62.69	Total Agency(M) ^[1]	17.93	15.81	113.40%	70.79	63.44	111.58%	
65.55	64.35	61.33	Fixed-Route (M) ^[1]	17.56	15.36	114.32%	69.27	61.70	112.27%	
33.69	32.11	30.26	Bus (M) ^[2]	9.99	7.62	131.08%	38.70	30.63	126.35%	
29.81	30.14	29.03	LRT (M) ^[1]	7.11	7.24	98.23%	28.56	29.04	98.36%	
2.05	2.10	2.04	TRE (M) ^[2]	0.47	0.51	92.08%	2.01	2.03	98.89%	
810.33	795.72	771.01	Paratransit (000s)	230.21	217.43	105.88%	906.15	854.31	106.07%	
792.01	674.58	596.00	Vanpool (000s)	137.89	231.40	59.59%	611.48	889.82	68.72%	

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

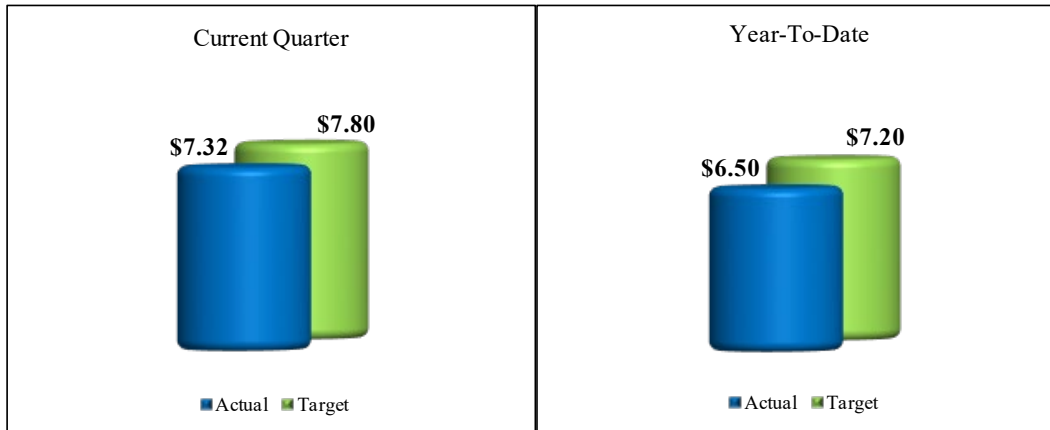
^[2] As of October 2018 ridership is based upon APC data.

Overall system ridership is trending above this year’s targets, due in part to Bus and TRE reporting ridership based upon APC data. Further discussion of ridership is 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 goal is to reduce this ratio.

Exhibit 4 Total System Subsidy Per Passenger



Total System Subsidy Per Passenger: For FY 2019 is \$6.50, \$0.70 below (better than) the target of \$7.20. Current quarter ended September 30, 2019 is \$7.32, \$0.48 below (better than) the target of \$7.80.

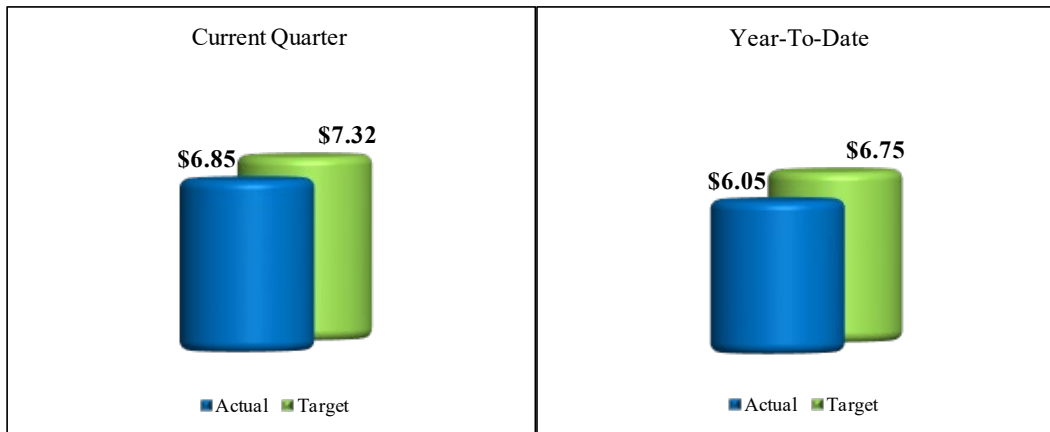
Exhibit 5 Total System Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$539,242,049	\$3,651,248	\$542,893,297	\$80,799,149	\$1,840,534	\$82,639,682	\$460,253,614	70,789,423	\$6.50
Budget	\$544,405,001	\$4,086,048	\$548,491,050	\$88,361,748	\$3,060,492	\$91,422,240	\$457,068,809	63,443,647	\$7.20
Variance	(\$5,162,953)	(\$434,800)	(\$5,597,753)	(\$7,562,599)	(\$1,219,959)	(\$8,782,558)	\$3,184,805	7,345,776	(\$0.70)
% Variance	(0.95%)	(10.64%)	(1.02%)	(8.56%)	(39.86%)	(9.61%)	0.70%	11.58%	(9.78%)
% to Target	99.05%	89.36%	98.98%	91.44%	60.14%	90.39%	100.70%	111.58%	90.22%

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

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

Exhibit 6 Fixed Route Subsidy Per Passenger



Fixed Route Subsidy Per Passenger: For FY 2019 is \$6.05, \$0.70 below (better than) the target of \$6.75. Current quarter ended September 30, 2019 is \$6.85, \$0.47 below (better than) the target of \$7.32.

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	\$493,867,663	\$3,651,248	\$497,518,911	\$76,902,495	\$1,840,534	\$78,743,029	\$418,775,882	69,271,788	\$6.05
Budget	\$499,558,670	\$4,086,048	\$503,644,718	\$84,173,173	\$3,060,492	\$87,233,665	\$416,411,053	61,699,520	\$6.75
Variance	(\$5,691,007)	(\$434,800)	(\$6,125,808)	(\$7,270,678)	(\$1,219,959)	(\$8,490,636)	\$2,364,829	7,572,268	(\$0.70)
% Variance	(1.14%)	(10.64%)	(1.22%)	(8.64%)	(39.86%)	(9.73%)	0.57%	12.27%	(10.36%)
% to Target	98.86%	89.36%	98.78%	91.36%	60.14%	90.27%	100.57%	112.27%	89.64%

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

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

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. Farebox Recovery Ratio for FY 2019 is 12.19%, 1.90% below (worse than) the target of 14.09%. Current quarter ended September 30, 2019 is 11.43%, 1.80% below (worse than) the target of 13.23%.

Exhibit 8 Fixed-Route Farebox Recovery Ratio Calculation

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 60,629,084		\$ 497,518,911		12.19%
Budget	\$ 70,960,143		\$ 503,644,718		14.09%
Variance	\$ (10,331,059)		\$ (6,125,808)		(1.90%)
% to Target	85.44%		98.78%		86.49%

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, \$10.33 million (14.56%) and \$6.13 million (1.22%) respectively, the greater percentage decline in Farebox Revenues lead to the decline in Farebox Recovery Ratio.

Administrative Ratio

Administrative Ratio measures net 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. The Administrative Ratio for FY 2019 is 9.97%, 0.27% below (better than) the target of 10.24%. The Administrative Ratio for the Current Quarter ended September 30, 2019 is 12.40%, 0.56% above (worse than) the target of 11.83%.

Exhibit 9 Administrative Ratio Calculation

	Administrative Costs	-	Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$52,530,770		\$4,018,768		\$486,711,279		\$0.00		9.97%
Budget	\$54,191,642		\$4,016,668		\$490,213,359		\$0.00		10.24%
Variance	(\$1,660,873)		\$2,100		(\$3,502,080)		\$0.00		(0.27%)
% Variance	(3.06%)		0.05%		(0.71%)		0.00%		(2.62%)

Modal Update Bus

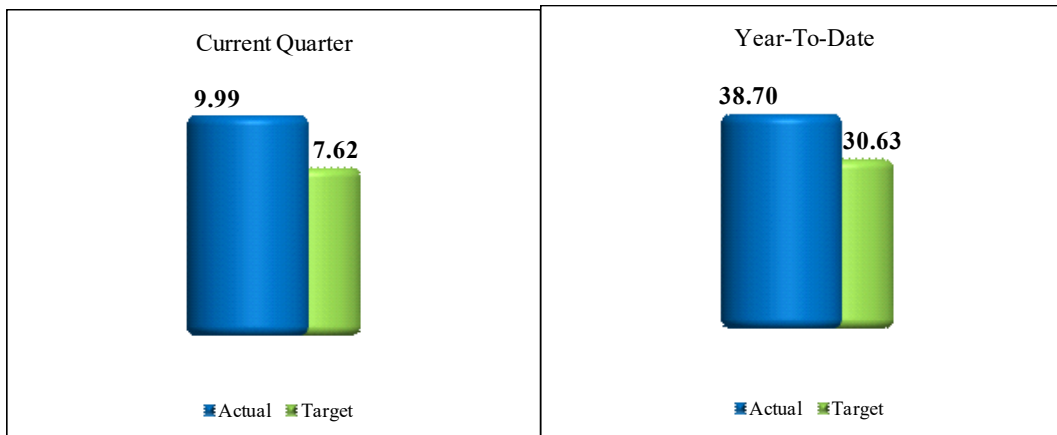
(54.7% of total system ridership in Fiscal Year 2019)



DART’s 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 GoLink provides our customers personalized demand-responsive service within 13 zones. 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. Seven DART bus routes are part of the new core frequent route service category, offering rail-like frequencies of service and extended operating hours.

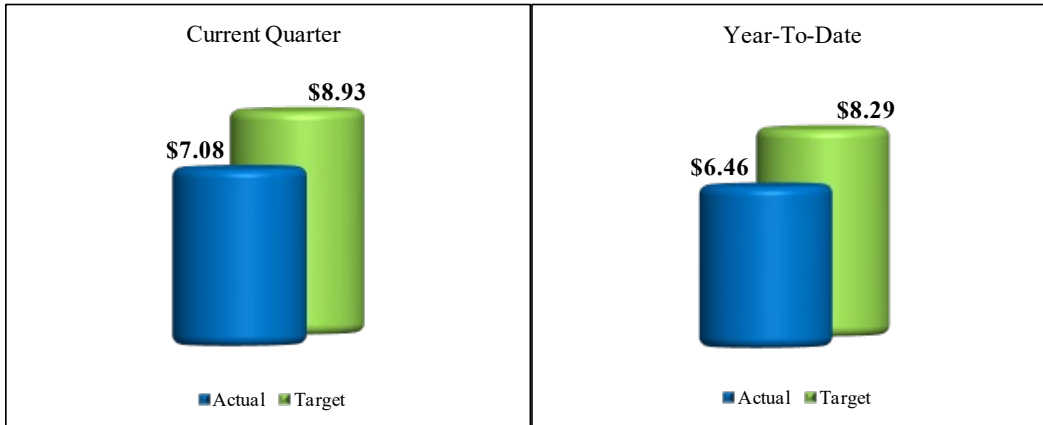
**Exhibit 10
Bus Ridership
(in Millions)**



Bus Ridership: For FY 2019 is 38.70 million, 8.07 million above (better than) the target of 30.63 million. Current quarter ended September 30, 2019 is 9.99 million, 2.37 million above (better than) the target of 7.62 million. Subsequent to October 2018, Bus reports Ridership based on APC Data.

Bus Ridership growth for FY 2019 is driven by the transition to APC counting. DART is consistently seeing APC counts as much as 36% higher than equivalent farebox counts. This growth will be a one-time effect for FY 2019; counts should stabilize for FY 2020, and any ridership changes will be driven by underlying metrics rather than counting methodology.

Exhibit 11
Bus Subsidy Per Passenger



Bus Subsidy Per Passenger: For FY 2019 is \$6.46, \$1.83 below (better than) the target of \$8.29. Current quarter ended September 30, 2019 is \$7.08, \$1.85 below (better than) the target of \$8.93.

Exhibit 12
Bus Subsidy Per Passenger Calculation

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$280,055,065	\$30,022,304		\$250,032,761		38,703,511		\$6.46
Budget	\$286,737,353	\$32,510,715		\$254,226,639		30,631,775		\$8.29
Variance	(\$6,682,289)	(\$2,488,411)		(\$4,193,878)		8,071,736		(\$1.83)
% to Target	97.67%	92.35%		98.35%		126.35%		77.93%

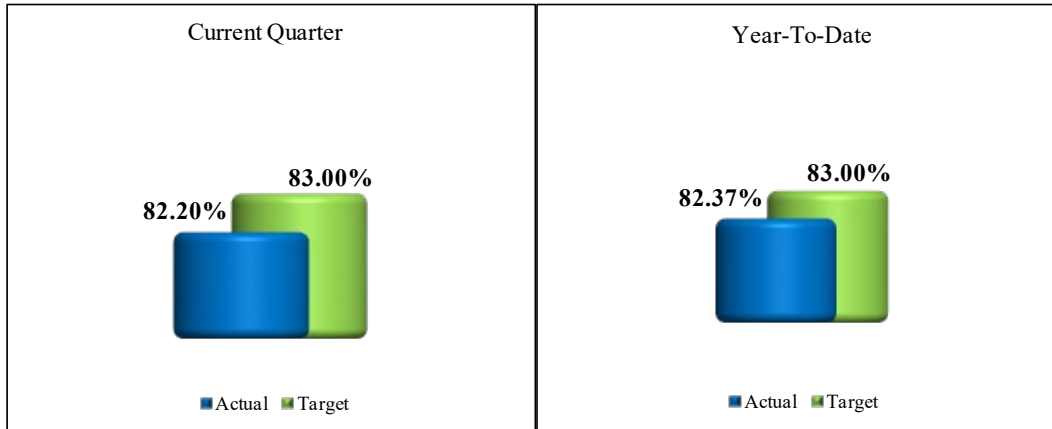
Bus Farebox Recovery Ratio: For FY 2019 is 8.69%, 1.11% below (worse than) the target of 9.80%. Current quarter ended September 30, 2019 is 8.23%, 0.98% below (worse than) the target of 9.22%.

Exhibit 13
Bus Farebox Recovery Ratio Calculation

	Bus Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 24,328,051		\$ 280,055,065		8.69%
Budget	\$ 28,098,434		\$ 286,737,353		9.80%
Variance	\$ (3,770,383)		\$ (6,682,289)		(1.11%)
% to Target	86.58%		97.67%		88.65%

The primary factor contributing to the decrease in Bus Farebox Recovery Ratio is revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$3.8 million (13.42%) and \$6.68 million (2.33%) respectively, the greater percentage decline in Farebox Revenues lead to the decline in Farebox Recovery Ratio.

**Exhibit 14
Bus On-Time Performance**



Bus On-Time Performance: For FY 2019 is 82.37%, 0.63% below (worse than) the target of 83.00%. Current quarter ended September 30, 2019 is 82.20%, 0.80% below (worse than) the target of 83.00%.

DART Bus Operations and Service Planning continue to work on strategies to improve bus on-time performance. A series of schedule adjustments were implemented August 2019 aimed at improved on time performance.

Bus Mean Distance Between Service Calls: For FY 2019 is 6,944 miles, 56 miles below (worse than) the target of 7,000 miles. Current quarter ended September 30, 2019 is 5,459 miles, 1,541 miles below (worse than) the target of 7,000 miles.

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

NABI & New Flyer – 8,090

ARBOC – 3,952

Proterra – 2,311

Several changes have taken place during 2019 to both improve tracking of mean distance between service call and establish an adjusted and realistic goal. Those changes are:

- Elimination of service protection runs.
- Counting all service calls regardless of vehicle type towards the target and goal,
- Changed the goal to 7,000 miles effective June 1, 2019.

Modal Update Light Rail Transit (LRT)

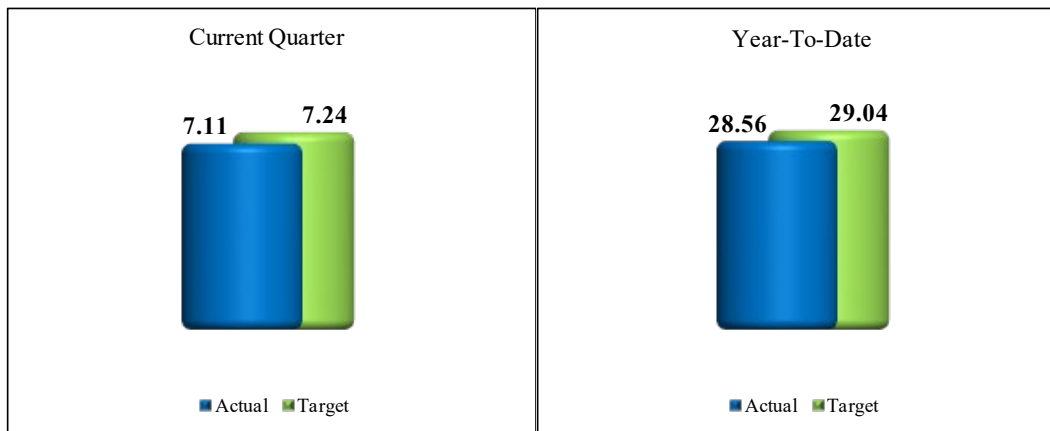
(40.3% of total system ridership in Fiscal Year 2019)



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)**

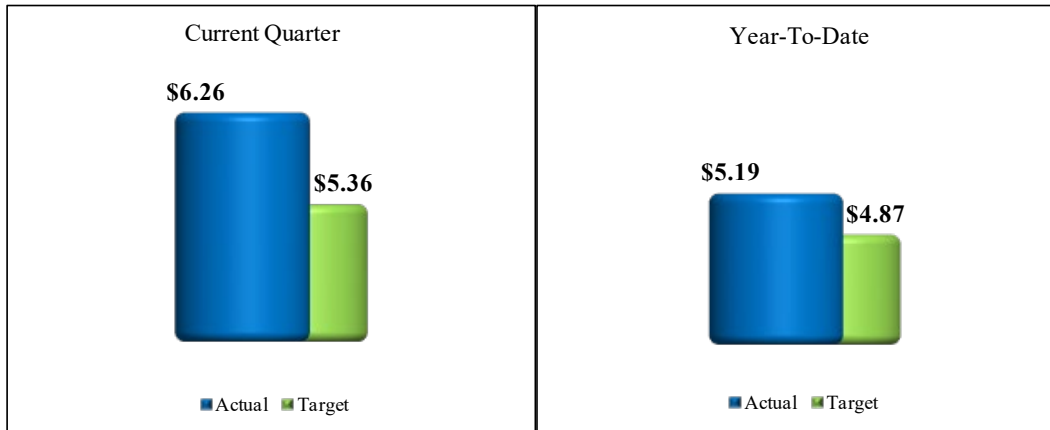


LRT Ridership: For FY 2019 is 28.56 million, 0.48 million below (worse than) the target of 29.04 million. Current quarter ended September 30, 2019 is 7.11 million, 0.13 million below (worse than) the target of 7.24.

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.

Central Business District (CBD) Rail Replacement disruptions on weekends played a major role in influencing rail ridership, as passengers traveling in and through the Dallas CBD have been required to use bus shuttles to make connections. The CBD rail replacement was completed at the beginning of September in time for the State Fair of Texas.

**Exhibit 16
Light Rail Subsidy Per Passenger**



LRT Subsidy Per Passenger: For FY 2019 is \$5.19, \$0.32 above (worse than) the target of \$4.87. Current quarter ended September 30, 2019 is \$6.26, \$0.90 above (worse than) the target of \$5.36.

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

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$183,616,824		\$35,295,206		\$148,321,619		28,561,281		\$5.19
Budget	\$180,130,810		\$38,745,203		\$141,385,607		29,038,271		\$4.87
Variance	\$3,486,015		(\$3,449,997)		\$6,936,012		(476,990)		\$0.32
% to Target	101.94%		91.10%		104.91%		98.36%		106.66%

The primary factor contributing to the increase in Light Rail Subsidy Per Passenger is revenues. Revenues are below target, \$3.45 million (8.90%), which is a greater variance than the increase in expenses, \$3.49 million (1.94%), or the decline in ridership, 0.48 million (1.64%).

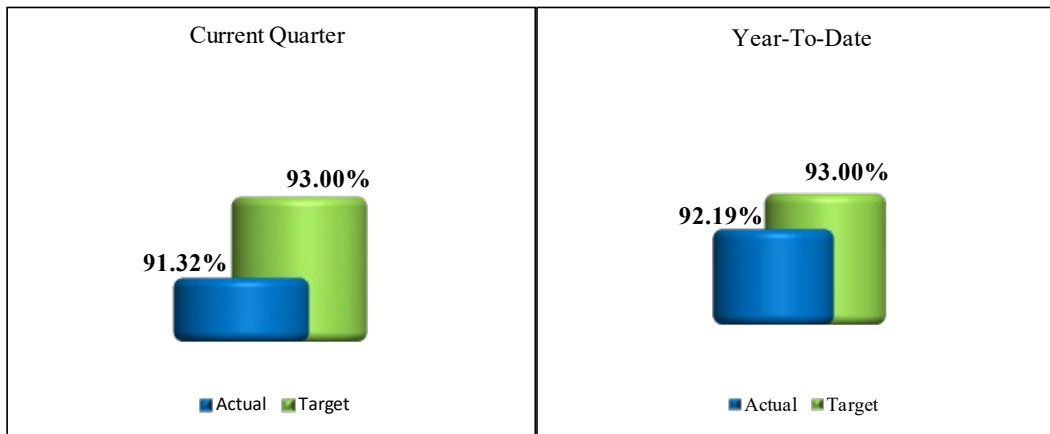
LRT Farebox Recovery Ratio: For FY 2019 is 15.42%, 2.73% below (worse than) the target of 18.16%. Current quarter ended September 30, 2019 is 14.12%, 2.75% below (worse than) the target of 16.87%.

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

	LRT Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 28,317,644		\$ 183,616,824		15.42%
Budget	\$ 32,706,337		\$ 180,130,810		18.16%
Variance	\$ (4,388,693)		\$ 3,486,015		(2.73%)
% to Target	86.58%		101.94%		84.94%

The primary factor contributing to the decrease in LRT Farebox Recovery Ratio is revenues. The decline in Farebox Revenues, \$4.39 million (13.42%) is greater than the increase in Modally Allocated Expenses, \$3.49 million (1.94%).

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



LRT On-Time Performance: For FY 2019 is 92.19%, 0.81% below (worse than) the target of 93.0%. Current quarter ended September 30, 2019 is 91.32%, 1.68% below (worse than) the target of 93.0%.

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

- Rail Operations identifies and prioritizes hot spots, and Field Supervisors monitor identified locations to ensure schedule compliance where trains are shown to be off schedule per the Vehicle Business System (VBS). Rail Operators will be counseled and receive corrective action, if warranted;
- Light Rail software modifications have been implemented for the VBS equipment in the cab that provide the Light Rail Operator with feedback on schedule adherence, providing a more effective tool for operators to gauge departure times;
- Rail Operations is developing pilot programs: a) efficiency testing utilizing onboard video equipment, starting with ‘audible’ procedure compliance, b) video-based ROW maintenance program, and c) partnership with Southern Methodist University (SMU) to enhance rail training and operational efficiency tools.

- Rail Operations is developing Service Delivery and Operations Reliability Program for preemption, real-time monitoring and rapid response to alleviate service disruptions.
- During FY 2019 Rail Operations conducted in-depth, after-action investigations surrounding incidents that contribute to passenger delays. The primary purpose was to identify trends and patterns that affected operational statistics. Once the investigations are complete, rail operations management will implement strategies to ensure personnel throughout the operational network are aligning procedural requirements consistently. We will monitor for impact on how incidents that have occurred impacted OTP.

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.

LRT Mean Distance Between Service Calls: For FY 2019 is 18,247 miles, 2,753 miles below (worse than) the target of 21,000 miles. Current quarter ended September 30, 2019 is 14,961 miles, 6,039 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. Two major contributors to MDBSC being below target are: pneumatic doors, and friction brake system.

Working collaboratively, the LRT Maintenance and Fleet Engineering teams updated the LRV door preventive maintenance procedure based on our current knowledge of the system. Since the revision, door reliability has shown improvement. Door thresholds and flooring are now being inspected and repaired during body PMI, which should impact in door reliability.

The Agency is working on the LRV friction brake system in two different areas – the air compressor and servotrol. The LRT team conducted its own study of the air compressor and found the air compressor is failing in two key areas – operating temperature and piston failure. To remedy the issues, DART is working with the OEM on better quality parts. DART has received modified pistons, which the vendor believes will improve reliability. The new pistons are being replaced through the corrective maintenance and overhaul programs. As stated before, the study also found that the operating temperature of the compressor is an issue. To decrease the temperature, DART is testing a larger fan for the compressor to help cool the unit. If the test proves positive, larger fans will be added to the rebuild program. In addition, the maintenance team is reaching out to a new vendor to find a more robust compressor that can supply the necessary volume of air with a shorter duty cycle.

Previously mentioned, the servotrols have proven to fail at a higher rate than their digitrol counterparts. Maintenance has installed a set of digitrols on an LRV, which is now under shop test, to see if the reliability of the friction brake system improves with the upgrade. If it is proven to improve reliability, DART will add it to the Friction Brake Overhaul Program.

LRT Accidents Per 100,000 Miles For 2019 is 0.83, 0.48 above (worse than) the target of 0.35. Current quarter ended September 30, 2019 is 0.58, 0.23 above (worse than) the target of 0.35.

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

Modal Update Commuter Rail

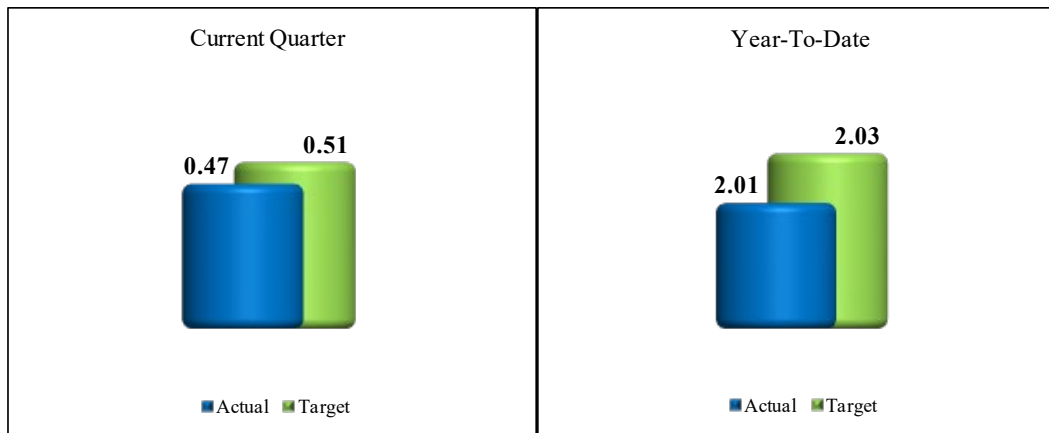
(2.8% of total system ridership in Fiscal Year 2019)



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 reinstated and adopted by both Boards in 2003. Pursuant to Trackage

Rights Agreements, Burlington Northern Santa Fe, Dallas Garland and Northeastern, and 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.

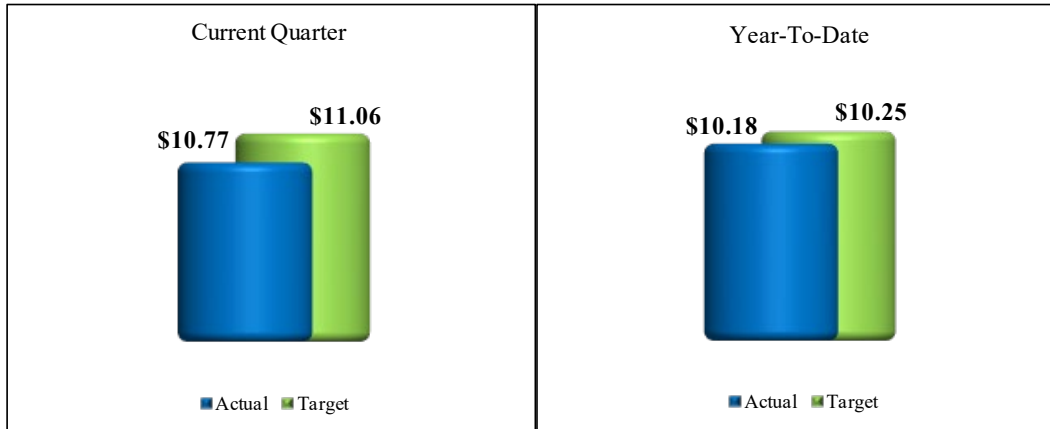
**Exhibit 20
Commuter Rail Ridership
(in Millions)**



Commuter Rail Ridership: For FY 2019 is 2.01 million, 0.02 million below (worse than) the target of 2.03 million. Current quarter ended September 30, 2019 is 0.47 million, 0.04 million below (worse than) the target of 0.51. As of October 2018, Commuter Rail is reporting Ridership based on APC Data.

APC counts mask underlying TRE ridership trends; reductions would have been greater under the old ridership counting process. APC counts on TRE are typically running just under 10% higher than counts using the previous methodology. As is the case for bus, this is a one-time impact for FY 2019 that will not carry over to FY 2020.

**Exhibit 21
Commuter Rail Subsidy Per Passenger**



Commuter Rail Subsidy Per Passenger: For FY 2019 is \$10.18, \$0.07 below (better than) the target of \$10.25. Current quarter ended September 30, 2019 is \$10.77, \$0.29 below (better than) the target of \$11.06.

**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	\$30,195,774	\$3,651,248	\$33,847,022	\$11,584,986	\$1,840,533.50	\$13,425,519	\$20,421,502	2,006,996	\$10.18
Budget	\$32,690,507	\$4,086,048.36	\$36,776,555	\$12,917,256	\$3,060,492	\$15,977,748	\$20,798,807	2,029,474	\$10.25
Variance	(\$2,494,733)	(\$434,800)	(\$2,929,533)	(\$1,332,270)	(\$1,219,959)	(\$2,552,228)	(\$377,305)	(22,478)	(\$0.07)
% to Target	92.37%	89.36%	92.03%	89.69%	60.14%	84.03%	98.19%	98.89%	99.33%

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

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

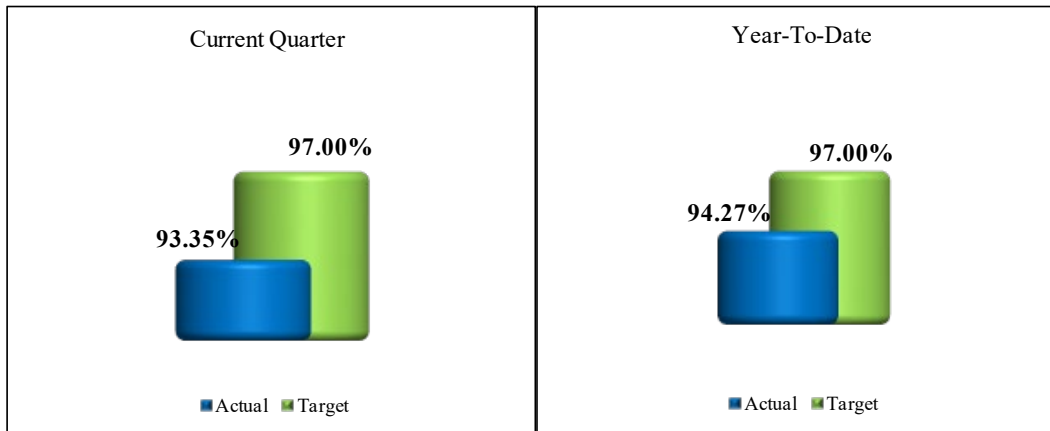
Commuter Rail Farebox Recovery Ratio: For FY 2019 is 23.59%, 4.03% below (worse than) the target of 27.61%. Current quarter ended September 30, 2019 is 24.17%, 2.51% below (worse than) the target of 26.68%.

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

	TRE Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 7,983,388		\$ 33,847,022		23.59%
Budget	\$ 10,155,372		\$ 36,776,555		27.61%
Variance	\$ (2,171,984)		\$ (2,929,533)		(4.03%)
% to Target	78.61%		92.03%		85.42%

The primary factor contributing to the decrease in Commuter Rail Farebox Recovery Ratio is revenues. The decline in Farebox Revenues, \$2.17 million (21.39%) is greater than the decrease in Modally Allocated Expenses, \$2.93 million (7.97%).

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



Commuter Rail On-Time Performance: For FY 2019 is 94.27%, 2.73% below (worse than) the target of 97.00%. Current quarter ended September 30, 2019 is 93.35%, 3.65% below (worse than) the target of 97.00%.

On-Time Performance for TRE has been affected by several issues this year: 1) reduction in available equipment due to accidents in Quarter 4 2018 and Quarter 1 2019, 2) mechanical issues on the remaining equipment, 3) additional maintenance on locomotives which are overdue for overhaul, 4) various large construction projects along the corridor resulting in slower train speeds, 5) bus bridges required to support of TEXRail construction in Quarter 1 2019, and 6) a change in the switch and track configuration at 6th street and Eli (new control point for TEXRail) related to TEXRail construction that altered train meets, thus delaying TRE trains. The addition of TEXRail trains between T&P and Ft. Worth Central Station added to train congestion in the west and caused delays to TRE trains. OTP should improve with the Quarter 4 2019 return of one of the two locomotives out for accident repair.

Commuter Rail Complaints Per 100,000 Passengers: For FY 2019 is 5.98, 0.48 above (worse than) the target of 5.50. Current quarter ended September 30, 2019 is 7.10, 1.60 above (worse than) the target of 5.50.

Customer Complaints have increased due to the same issues that affected OTP: reduction in available equipment due to mechanical issues, slower track speeds at a grade crossing due to accidents involving motor vehicles during Quarter 1, slower train speeds resulting from construction projects along the corridor, as well as delays due to the change in train meets. The delays caused by the change in train meets had a ripple effect on the overall train schedule which caused many morning commuters traveling to Dallas to be late. 41% of the 34 TRE complaints handled by DART are related to late trains. Above average temperatures have led to an increase in air conditioning related complaints, 8% of total complaints. Safety issues were also a concern at 5% of complaints for the quarter.

Modal Update Paratransit

(1.3% of total system ridership in Fiscal Year 2019)



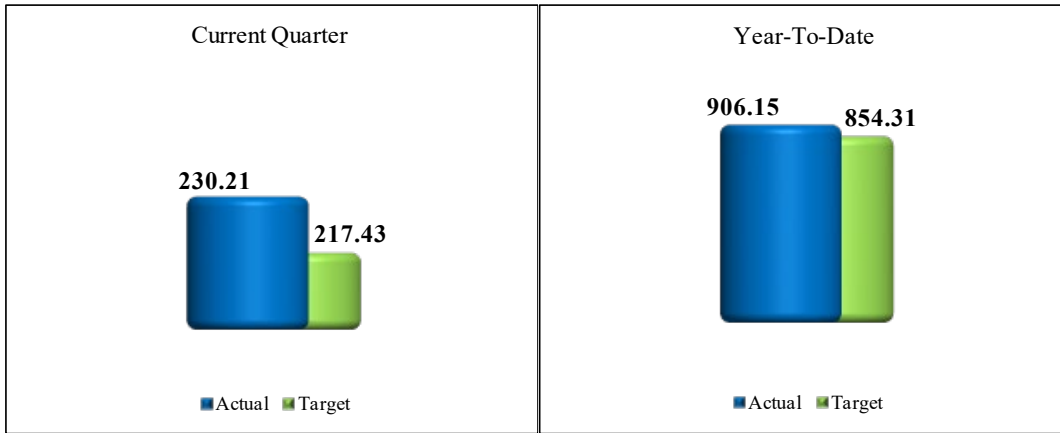
DART is responsible for providing complementary Paratransit service in accordance with the Americans with Disabilities Act of 1990 (the “ADA”). In Fiscal Year 2013, DART transitioned to a new service delivery model and a new contractor, MV Transportation, Inc. (MV), for providing paratransit service.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

Mobility Management Services (MMS) 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 of our customers. The department offers several alternatives to assist customers in learning to use each mobility option. The Mobility 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 FY 2019, the Mobility Ambassadors provided training to 706 individuals.

The department’s current contract for Paratransit service expired at the end of September 2019. MMS 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, Inc. 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 Rider 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 considering each individual customer’s mobility needs. The transition to Routematch software is slated to be completed in FY 2020.

A pilot program with a Transportation Network Company (TNC) (e.g., Uber, Lyft, etc.) provided valuable information used as part of the contract that will begin on October 1, 2019. During FY 2019, 66,331 trips were provided as part of the Lyft pilot. Trips with TNC providers are a part of the new MMS Contract, with Lyft being one of the providers at startup.

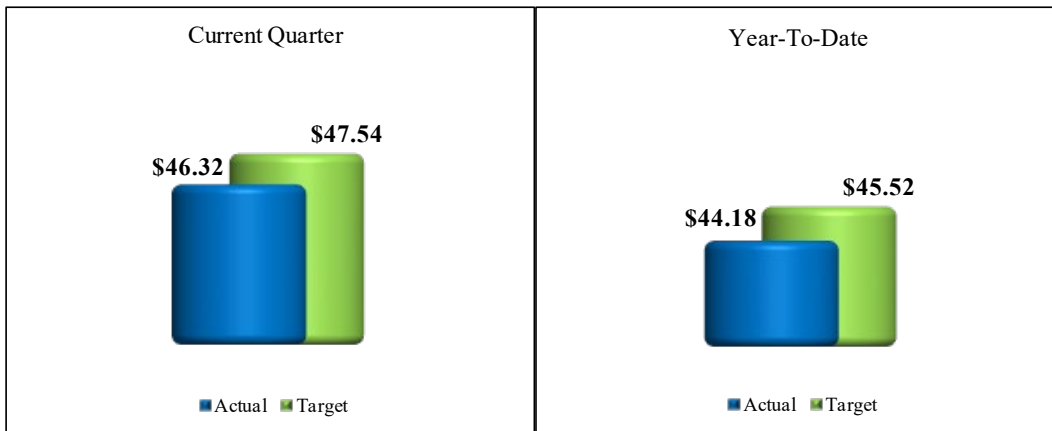
**Exhibit 25
Paratransit Ridership
(in Thousands)**



Paratransit Ridership: For FY 2019 is 906,151, 51,846 above (better than) the target of 854,305. Current quarter ended September 30, 2019 is 230,206, 12,775 above (better than) the target of 217,431.

Long term trends indicate that ridership on Paratransit ridership will increase as the overall population ages. Ridership is higher than actual trip counts due to including the count of Personal Care Assistants (PCAs), guests, and children. Paratransit certified customers are also given the ability to ride fixed route service for free to encourage transitioning some trips to fixed route when the customer can do so versus a trip on Paratransit vehicles.

**Exhibit 26
Paratransit Subsidy Per Passenger**



Paratransit Subsidy Per Passenger: For FY 2019 is \$44.18, \$1.34 below (better than) the target of \$45.52. Current quarter ended September 30, 2019 is \$46.32, \$1.23 below (better than) the target of \$47.54.

Exhibit 27
Paratransit Subsidy Per Passenger Calculation

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$42,365,241	\$2,332,554		\$40,032,687		906,151		\$44.18
Budget	\$41,224,267	\$2,331,168		\$38,893,099		854,305		\$45.52
Variance	\$1,140,974	\$1,386		\$1,139,589		51,846		(\$1.34)
% to Target	102.77%	100.06%		102.93%		106.07%		97.05%

Paratransit Complaints Per 1,000 Trips: For FY 2019 is 4.15, 1.15 above (worse than) the target of 3.00. Current quarter ended September 30, 2019 is 6.88, 3.88 above (worse 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 contract startup in FY 2013 and Mobility Management Services is committed to continually improving service levels to maximize customer satisfaction.

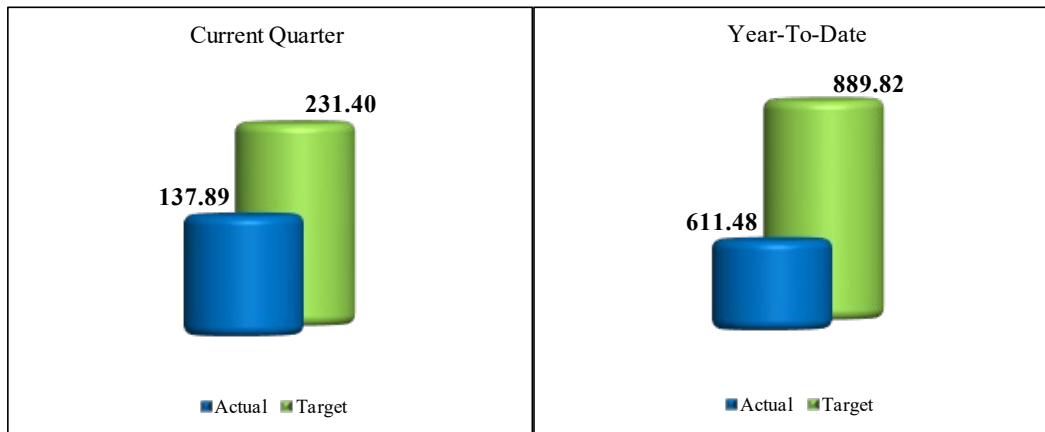
Modal Update Vanpool

(0.9% of total system ridership in 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. DART provides funding for up to 250 vans for our vanpool program, which is operated through a third-party contractor. DART assists customers in forming vanpools. Prospective vanpoolers provide the agency with information for the Rideshare database, allowing DART to link customers with common trip origins and destinations.

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



Vanpool Ridership: For FY 2019 is 611,484, 278,338 below (worse than) the target of 889,822. Current quarter ended September 30, 2019 is 137,892, 93,508 below (worse than) the target of 231,400.

Although fuel prices remain below \$3.00 per gallon, Vanpool Ridership experienced slight quarter over quarter growth. A combination of recruitment of federal employees and a slight increase in fuel prices stimulated ridership activity.

**Exhibit 29
Vanpool Subsidy Per Passenger**



Vanpool Subsidy Per Passenger: For FY 2019 is \$2.36, \$0.38 above (worse than) the target of \$1.98. Current quarter ended September 30, 2019 is \$2.85, \$0.26 above (worse than) the target of \$2.59.

**Exhibit 30
Vanpool Subsidy Per Passenger Calculation**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$3,009,145		\$1,564,100		\$1,445,045		611,484		\$2.36
Budget	\$3,622,065		\$1,857,407		\$1,764,658		889,822		\$1.98
Variance	(\$612,920)		(\$293,307)		(\$319,613)		(278,338)		\$0.38
% to Target	83.08%		84.21%		81.89%		68.72%		119.16%

The primary factor contributing to higher Vanpool Subsidy Per Passenger is Ridership. With expenses and revenues below target, \$612,920 (16.92%) and \$293,307 (15.79%) respectively; net subsidy declined by \$319,613 (18.11%). Lower net subsidy spread across significantly fewer riders, 278,338 (31.28%), resulted in higher subsidy per passenger.

Exhibit 31 DART Scorecard of Key Performance Indicators

FY16A	FY17A	FY18A	Indicators	FY 2019 Quarter 4					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership Performance									
67.16	65.82	62.69	Total Agency Ridership (M) ^[1]	17.93	15.81	113.40%	70.79	63.44	111.58%
65.55	64.35	61.33	Fixed-Route Ridership (M) ^[1]	17.56	15.36	114.32%	69.27	61.70	112.27%
33.69	32.11	30.26	Ridership - Bus (M)	9.99	7.62	131.08%	38.70	30.63	126.35%
29.81	30.14	29.03	Ridership - LRT (M) ^[1]	7.11	7.24	98.23%	28.56	29.04	98.36%
2.05	2.10	2.04	Ridership - TRE (M)	0.47	0.51	92.08%	2.01	2.03	98.89%
810.33	795.72	771.01	Ridership - Paratransit (000s)	230.21	217.43	105.88%	906.15	854.31	106.07%
792.01	674.58	596.00	Ridership - Vanpool (000s)	137.89	231.40	59.59%	611.48	889.82	68.72%
Efficiency Measures									
\$5.90	\$6.36	\$6.94	Subsidy Per Passenger - Total System ^[1]	\$7.32	\$7.80	93.86%	\$6.50	\$7.20	90.25%
\$5.53	\$5.98	\$6.52	Subsidy Per Passenger - Fixed-Route ^[1]	\$6.85	\$7.32	93.56%	\$6.05	\$6.75	89.57%
\$6.19	\$6.90	\$7.50	Subsidy Per Passenger - Bus	\$7.08	\$8.93	79.26%	\$6.46	\$8.29	77.93%
\$4.54	\$4.68	\$5.13	Subsidy Per Passenger - LRT ^[1]	\$6.26	\$5.36	116.88%	\$5.19	\$4.87	106.66%
\$9.00	\$10.63	\$11.73	Subsidy Per Passenger - TRE	\$10.77	\$11.06	97.41%	\$10.18	\$10.25	99.29%
\$41.15	\$41.47	\$44.97	Subsidy Per Passenger - Paratransit	\$46.32	\$47.54	97.43%	\$44.17	\$45.52	97.03%
\$0.36	\$0.54	\$0.61	Subsidy Per Passenger - Vanpool	\$2.85	\$2.59	109.82%	\$2.36	\$1.98	119.16%
15.25%	13.27%	13.12%	Farebox Recovery Ratio - Fixed-Route	11.43%	13.23%	86.42%	12.19%	14.09%	86.49%
12.26%	12.12%	11.59%	Farebox Recovery Ratio - Bus	8.23%	9.22%	89.32%	8.69%	9.80%	88.65%
16.60%	16.17%	15.09%	Farebox Recovery Ratio - LRT	14.12%	16.87%	83.70%	15.42%	18.16%	84.94%
27.63%	14.01%	14.86%	Farebox Recovery Ratio - TRE	24.17%	26.68%	90.60%	23.59%	27.61%	85.42%
9.52%	9.17%	10.19%	Administrative Ratio	12.40%	11.83%	104.76%	9.97%	10.24%	97.38%
Service Quality									
89.91%	90.35%	90.73%	On-Time Performance - Fixed Route	88.96%	91.00%	97.76%	89.61%	91.00%	98.47%
79.21%	80.39%	82.52%	On-Time Performance - Bus	82.20%	83.00%	99.04%	82.37%	83.00%	99.24%
92.53%	92.12%	92.28%	On-Time Performance - LRT	91.32%	93.00%	98.20%	92.19%	93.00%	99.13%
97.89%	98.55%	97.39%	On-Time Performance - TRE	93.35%	97.00%	96.23%	94.27%	97.00%	97.19%
10,325	9,898	9,696	Mean Distance Between Service Calls - Bus	5,459	7,000	77.99%	6,944	7,000	99.20%
30,011	19,836	20,776	Mean Distance Between Service Calls - LRT	14,961	21,000	71.24%	18,247	21,000	86.89%
Customer Satisfaction									
41.27	34.12	34.62	Complaints Per 100,000 Passengers - Fixed-Route	32.67	37.71	86.65%	28.88	37.71	76.59%
57.10	52.46	54.00	Complaints Per 100,000 Passengers - Bus	48.16	57.00	84.49%	42.33	57.00	74.27%
22.38	16.65	16.59	Complaints Per 100,000 Passengers - LRT	12.59	19.50	64.55%	12.26	19.50	62.88%
5.16	4.43	3.68	Complaints Per 100,000 Passengers - TRE	7.10	5.50	129.02%	5.98	5.50	108.71%
4.14	3.90	3.38	Complaints Per 1,000 Trips - Paratransit ^[2]	6.88	3.00	229.23%	4.15	3.00	138.38%
Safety									
1.95	1.92	1.89	Accidents Per 100,000 Miles - Fixed-Route	1.83	1.97	92.76%	1.89	1.97	95.68%
2.51	2.26	2.23	Accidents Per 100,000 Miles - Bus	2.16	2.30	93.99%	2.20	2.30	95.45%
0.45	0.52	0.82	Accidents Per 100,000 Train Miles - LRT ^[3]	0.58	0.35	165.14%	0.83	0.35	236.63%
0.37	0.66	0.09	Accidents Per 100,000 Miles - TRE	0.36	1.00	36.02%	0.40	1.00	39.95%

NOTE: Calculations may not foot due to rounding

[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 fourth quarter of FY 2019.

Exhibit 32

Capital and Non-Operating Costs Actuals vs. Budget/Projections (In Thousands)			
Mode	FY19 YTD Actuals	FY19 YTD Budget	Variance
Agency-Wide	\$14,355	\$25,876	\$11,521
Bus	35,425	36,531	1,105
Light Rail Transit	53,064	45,507	(7,556)
Streetcar	291	5,366	5,075
Commuter Rail/RR Management	127,107	141,874	14,767
Paratransit	52	297	245
P&D/Startup/Non-Ops	22,796	24,058	1,262
Road Improvements/ITS	9,499	12,011	2,512
Total Capital	\$262,589	\$291,520	\$28,931

In FY 2019, DART's Capital and non-operating expenditure is at 90% compared to budget. The major difference between actual and budgeted capital expenditure by mode was due to timing, which is caused by delay on some projects.

Agency-wide

DART is undergoing major Technology upgrades and replacements (Enterprise Project Management, Enterprise Asset Management, and Network upgrade). The completion of the Enterprise Project Management application has moved from FY 2019 to FY 2020. The Agency is currently making a more viable assessment of the Consolidated Dispatch and the substation facility for Police. Any unspent budgeted amounts in FY 2019 will be moved to future years.

Light Rail

Light Rail experienced increased activity in FY 2019 on Red & Blue Line Platform Extensions and the Central Business District (CBD) Rail Replacement projects. DART also completed the installation of the Closed-Circuit Televisions (CCTVs) on 163 Super Light Rail Vehicles in FY 2019.

Streetcar

DART is waiting for direction from the City of Dallas concerning the North Extension construction timing.

Commuter Rail

Some Commuter Rail projects, such as the Madill Bridge, did not begin construction in FY 2019 as planned. DART applied for federal grant funding for the Madill bridge project and is awaiting response. The planned FY 2019 locomotive purchase did not occur. The contract was issued near the end of FY 2019, and the budget will be moved to future years.

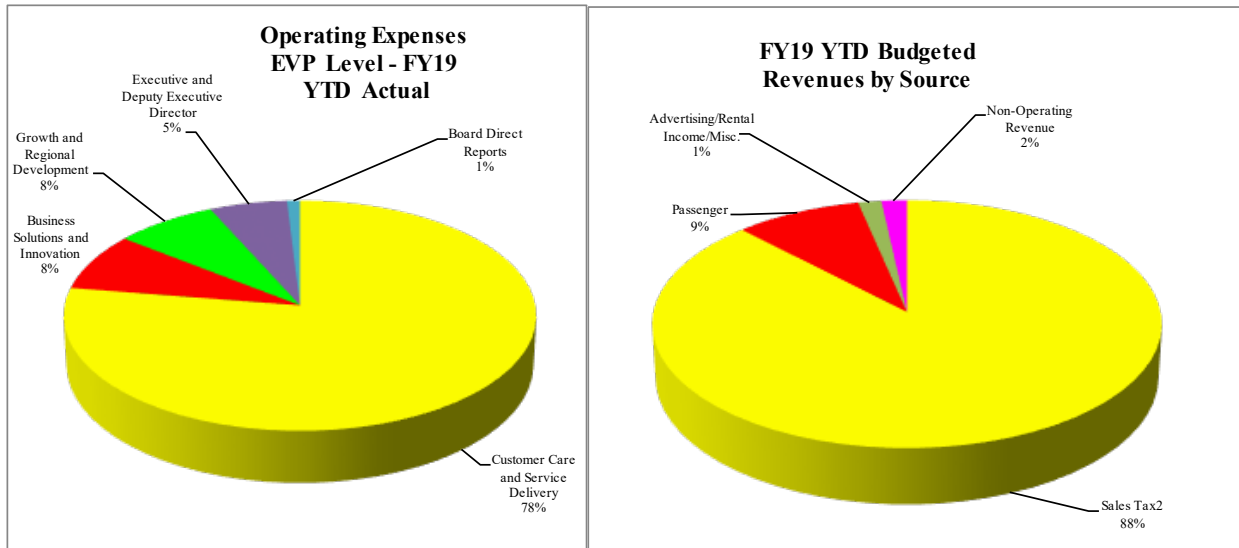
APPENDIX

Dallas Area Rapid Transit
Revenue and Expense Actual Vs. Budget Summary Report - Budget Basis *
September 2019 (Amounts in Thousands)

ACTUAL VS. BUDGET SUMMARY

	YTD Actual	YTD Budget ¹	Variance	% Variance
Revenues				
Sales Tax ²	\$624,401	\$628,111	(\$3,710)	-1%
Passenger	63,098	71,622	(8,524)	-12%
Advertising/Rental Income/Misc.	11,562	10,181	1,381	14%
Operating Federal Grants	686	736	(50)	-7%
Non-Operating Revenue	12,591	12,947	(356)	-3%
Total Revenues	\$712,338	\$723,597	(\$11,259)	-2%

Operating Expenses at EVP level (YTD)	YTD Actual	YTD Budget ¹	Variance	% Variance
Customer Care and Service Delivery	\$421,354	\$421,622	\$268	0%
Business Solutions and Innovation	44,040	45,898	1,858	4%
Growth and Regional Development	41,706	46,512	4,806	10%
Executive and Deputy Executive Director	31,550	34,959	3,409	10%
Board Direct Reports	5,244	6,151	907	15%
Capital P&D	(10,826)	(12,207)	(1,381)	11%
Agency Wide**	6,189	1,330	(4,859)	-365%
Total Operating Expenses at EVP Level (YTD)	\$539,257	\$544,265	\$5,008	1%



*This actual vs. budget summary report is prepared on a budget basis and does not include items such as depreciation, investment income, interest expense and some accounting adjustments such as barter advertising arrangements, amortization of prepayments. etc.

** Agency-wide includes benefits which are allocated to each department based on a budgeted ratio. The variance represents the amount that is not allocated to departments

1. FY 2019 budget amounts shown above correspond to the operating budget amounts approved by the DART Board (Resolution No. 170104 of September 18, 2018).
2. Actual Sales Tax Revenue includes \$4,096 audit adjustment that the State Comptroller allowed DART to pay-back over a thirty-seven month period starting in June 2020.

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION
AS OF SEPTEMBER 30, 2019 AND SEPTEMBER 30, 2018**

(In thousands)

	<u>9/30/2019</u>	<u>9/30/2018</u>
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$98,979	\$98,361
Investments	258,921	390,208
Sales tax receivable	105,250	97,949
Transit Revenue Receivable, Net	7,472	7,001
Due from Other Governments	25,460	21,840
Materials and supplies inventory	37,724	35,915
Prepaid transit expenses and other	5,399	4,107
Restricted investments held by trustee for debt service	119,603	113,533
Restricted investments held for advance funding agreements	69,440	64,860
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
TOTAL CURRENT ASSETS	<u>734,622</u>	<u>840,148</u>
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	5,742	6,796
Investments restricted for system expansion and acquisition	66,924	
Investments in joint venture	8,924	10,497
Capital assets		
Land and rights of way	618,596	619,043
Depreciable capital assets, net of depreciation	3,344,052	3,524,818
Projects in progress	227,111	93,435
Restricted investments held to pay capital lease/leaseback liabilities	109,813	107,492
Unamortized debt issuance costs and other	568	687
TOTAL NONCURRENT ASSETS	<u>4,381,730</u>	<u>4,362,768</u>
TOTAL ASSETS	<u>5,116,352</u>	<u>5,202,916</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	80,679	89,210
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$5,197,031</u>	<u>\$5,292,126</u>

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

(In thousands)

	<u>9/30/2019</u>	<u>9/30/2018</u>
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$89,687	\$61,742
Commercial paper notes payable	159,100	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	3,193	1,531
Retainage Payable	11,520	7,002
Unearned revenue and other liabilities	114,136	111,309
Interest payable	51,233	54,507
Current portion of senior lien revenue bonds payable	59,974	58,291
TOTAL CURRENT LIABILITIES	<u>496,041</u>	<u>426,580</u>
NON-CURRENT LIABILITIES		
Accrued liabilities	41,066	39,748
Net pension liability	47,330	44,898
Net other post-employment benefits (OPEB) liability	9,948	22,667
Repayment due to State Comptroller	5,279	6,103
Senior lien revenue bonds payable	3,172,913	3,236,871
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	96,512	98,726
Capital lease/leaseback liabilities	109,813	107,492
TOTAL NON-CURRENT LIABILITIES	<u>3,482,861</u>	<u>3,556,505</u>
TOTAL LIABILITIES	<u>3,978,902</u>	<u>3,983,085</u>
Deferred Inflows of resources	15,628	4,663
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	<u>3,994,530</u>	<u>3,987,748</u>
NET POSITION		
Net investment in capital assets	784,924	764,341
Restricted for debt service	68,370	59,026
Restricted as security for capital lease/leaseback liabilities	5,742	6,796
Unrestricted	343,465	474,215
TOTAL NET POSITION	<u>\$1,202,501</u>	<u>\$1,304,378</u>

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED SEPTEMBER 30, 2019 AND 2018

(In thousands)		
	For the years ended	
	9/30/2019	9/30/2018
OPERATING REVENUES:		
Passenger	\$63,941	\$62,845
Advertising, rent and other	13,532	13,241
Total Operating Revenues	77,473	76,086
OPERATING EXPENSES:		
Labor	259,186	249,894
Benefits	118,592	98,581
Services	53,282	48,331
Materials and supplies	51,017	47,531
Purchased transportation	58,537	55,978
Depreciation and amortization	248,064	250,210
Utilities	16,619	19,673
Taxes, leases, and other	6,679	4,029
Casualty and liability	7,156	4,925
TOTAL OPERATING EXPENSES	819,132	779,152
NET OPERATING LOSS	(741,659)	(703,066)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	621,129	596,400
Investment income	14,787	6,286
Interest income from investments held to pay capital lease/leaseback	8,695	(8,524)
Interest expense on capital leases/leaseback	(8,695)	8,524
Gain(loss) on HOV lane investments	-	(11,100)
Interest and financing expenses	(148,757)	(154,044)
Build America Bonds tax credit	25,021	28,443
Other federal grants	54,932	69,445
Other non-operating revenues	15,463	19,375
Local assistance and street improvements	(11,301)	(3,644)
Other non-operating expenses	(13,517)	(1,969)
TOTAL NET NON-OPERATING REVENUES	557,757	549,192
LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS	(183,902)	(153,874)
CAPITAL CONTRIBUTIONS, AND GRANTS:		
Federal capital contributions	80,426	24,122
State capital contributions	1,599	129
TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS	82,025	24,251
CHANGE IN NET POSITION	(101,877)	(129,623)
TOTAL NET POSITION - Beginning of the year	1,304,378	1,434,001
TOTAL NET POSITION - End of the reporting period	\$1,202,501	\$1,304,378

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

Calculation = [Modal Farebox Revenue / Modal Operating Expense]

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

Off-Peak – Non-rush hour time periods.

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

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

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

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

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

Passenger Mile – A single passenger traveling one mile.

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

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

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

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

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

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

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

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

Peak Period – Morning or evening rush hour.

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

Section 2 – Ridership Highlights

R2 Introduction

R3 Total System Ridership

R5 Bus System Ridership

R7 Light Rail System Ridership

R8 Trinity Railway Express Ridership

R9 Dallas Streetcar

R10 Ridership Tables

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 all service modes. 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.

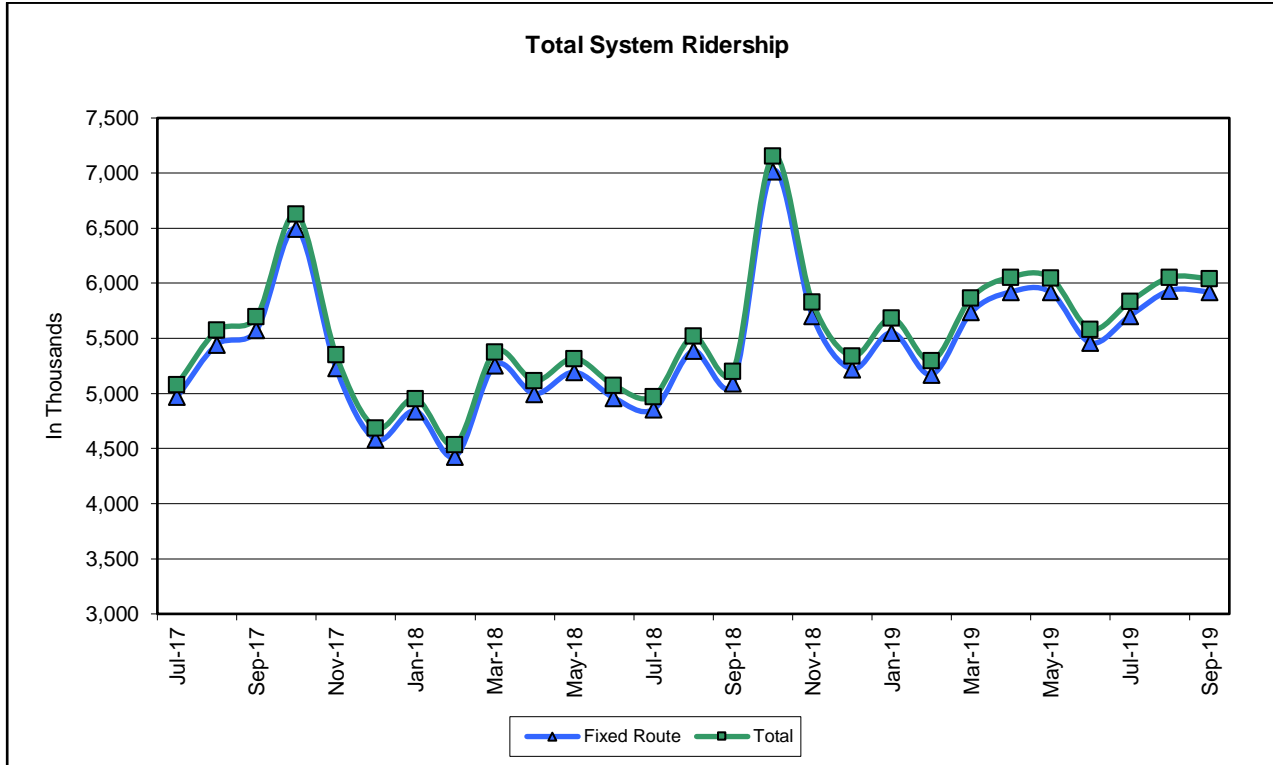
DART has started to use automatic passenger counters (APC) to report bus, streetcar, and TRE ridership for FY19. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample data collected monthly. Paratransit ridership is compiled from daily trip manifests.

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 (passengers per hour, passenger miles per revenue mile, subsidy per passenger) 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 the first quarter of FY 2019. Each element of this report is accompanied by a series of charts or tables summarizing ridership and performance during the quarter.

Total System Ridership

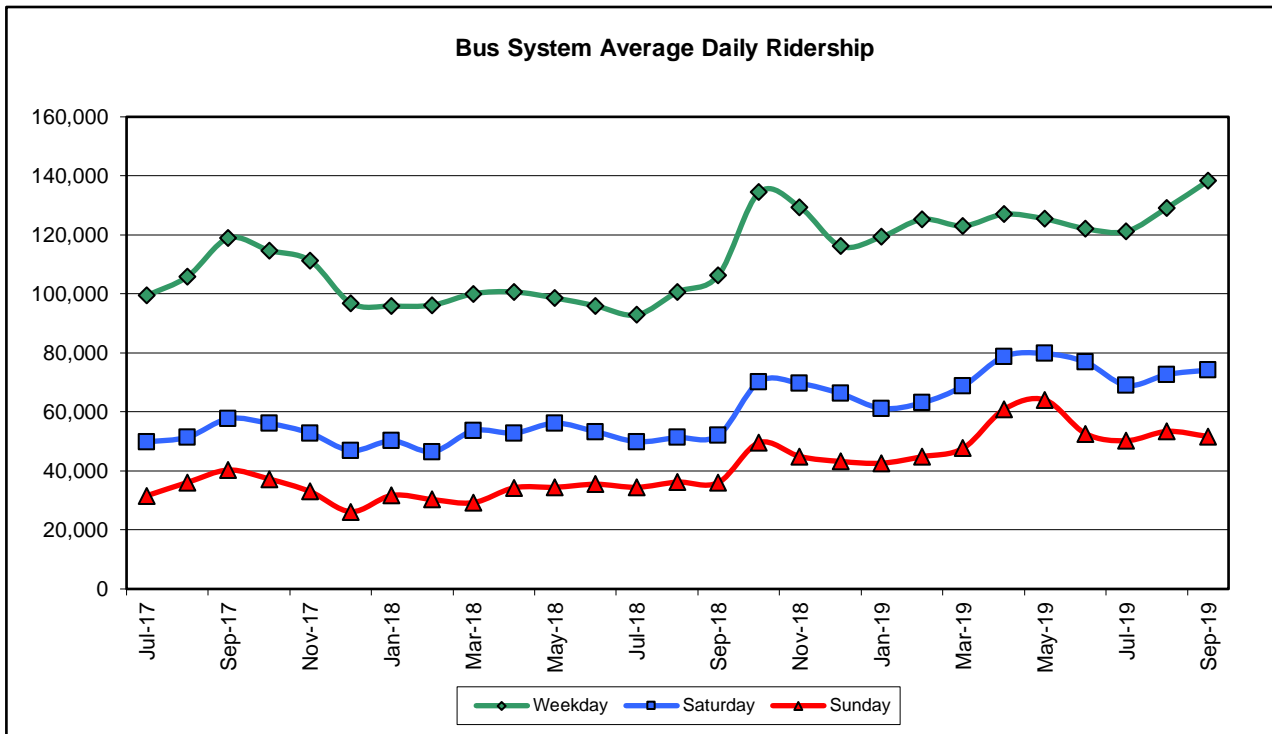


- Total system ridership includes fixed route (bus, light rail and commuter rail, streetcar), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported. Total system ridership has been higher than the same period last year since bus APC numbers have been significantly 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 fourth quarter of FY 2019 was 17.9 million riders, an increase of 14.2% from the fourth quarter of FY 2018.
- Fixed route ridership totaled 17.5 million passengers in the fourth quarter of FY 2019, an increase of 14.5% from the fourth quarter of FY 2018. Recent upward trends continued across most fixed-route modes.
- Bus System ridership totaled 9.9 million riders, 32.8% above the fourth 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 36% 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). Moreover, service changes on high frequent network were implemented in early August, leading to ridership

improvements for some routes. The ridership gain was mostly evident in routes 409, 404, 547, 466, 583, 467.

- Trinity Railway Express ridership was 465,058 passengers in the fourth quarter, a decrease of 2.5% from the same period in FY 2018 (477,158). 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 fourth quarter ended September 30, 2019 was 7.0 million, a decrease of 3.3% from FY 2018 ridership of 7.2 million. Efforts to improve CBD rail might contribute to ridership decline.
- Dallas Streetcar ridership for the fourth quarter ended September 30, 2019 was 61,531, an increase of 25.1% from FY 2018 ridership of 49,181. 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 fourth quarter ended September 30, 2019 was 230,206, an increase of 9.4% from FY 2018 ridership of 210,476. 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 option 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

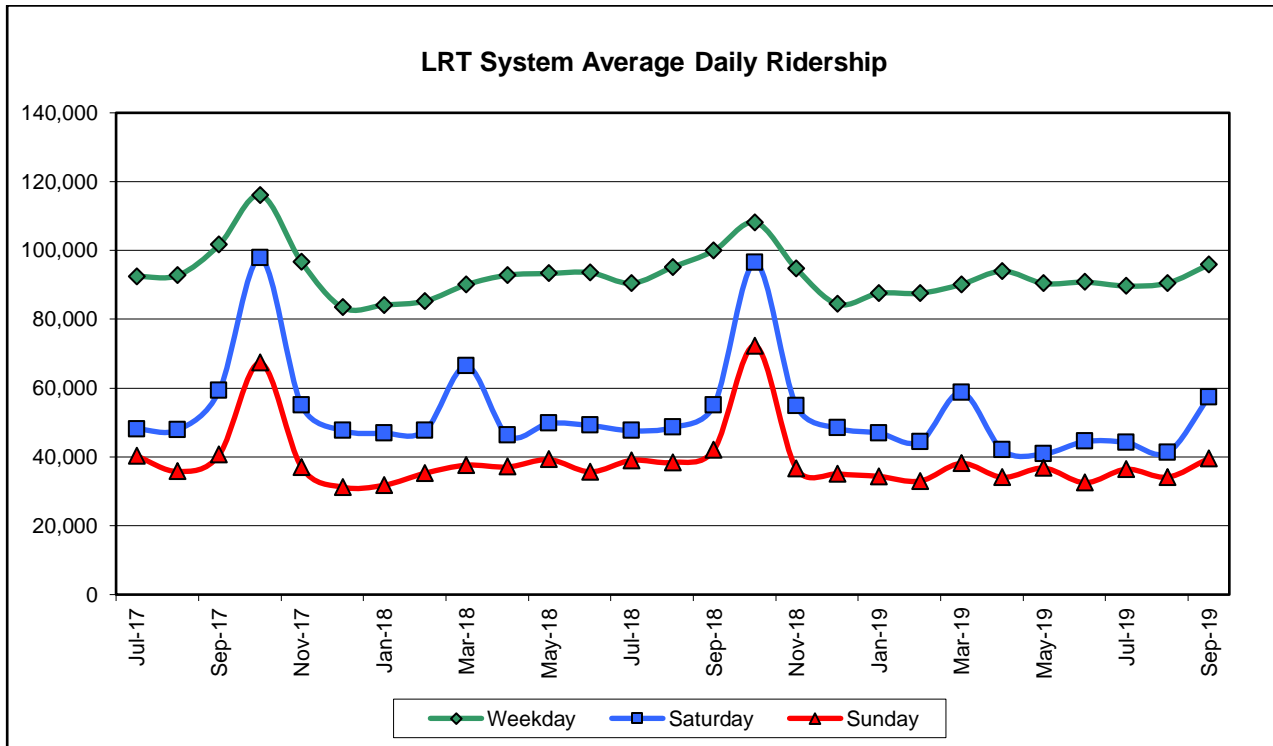


- Total bus ridership (including special-events ridership) in the fourth quarter of FY 2019 was 9.9 million riders, 32.8% higher from the fourth quarter of FY 2018.
- Average weekday ridership in the fourth quarter was 129,582 daily riders, a 29.7% increase from last year's average. Saturday bus system ridership averaged 71,954 daily riders, up 40% from last year. Sunday bus system ridership averaged 51,777 daily riders, an increase of 45% 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 36% 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). Moreover, service changes on high frequent network were implemented in early August, leading to ridership improvements for some routes. The ridership gain was mostly evident in routes 409, 404, 547, 466, 583, 467.

- The most heavily patronized routes in the fourth quarter, by route classification, were:

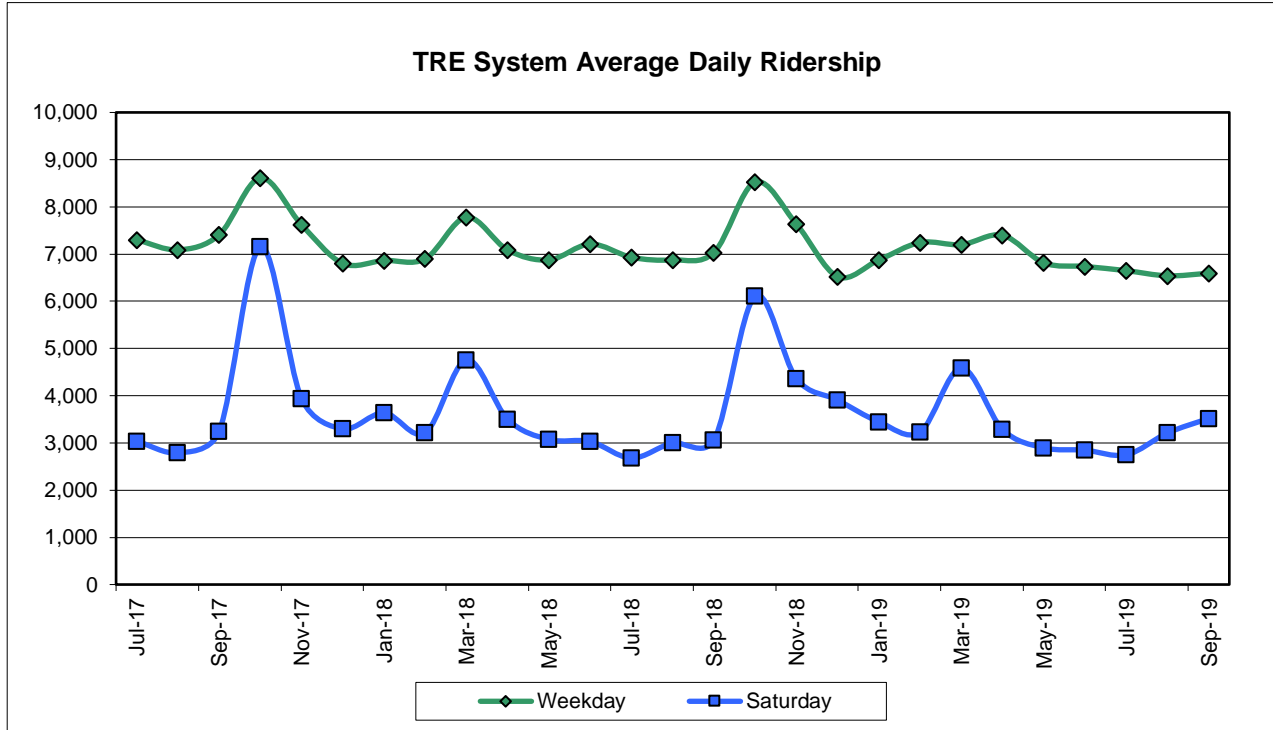
Route Type	Route Number and Name	Weekday Average
Local	11 Jefferson-Malcolm X	4,949
Express	208 Northwest Plano	1,021
Crosstown	466 Ledbetter	3,498
Feeder	583 Skillman	2,582
Flex	870 East Plano	207
Shuttle	883 UTD	4,907
GoLink	Legacy	178

Light Rail System Ridership



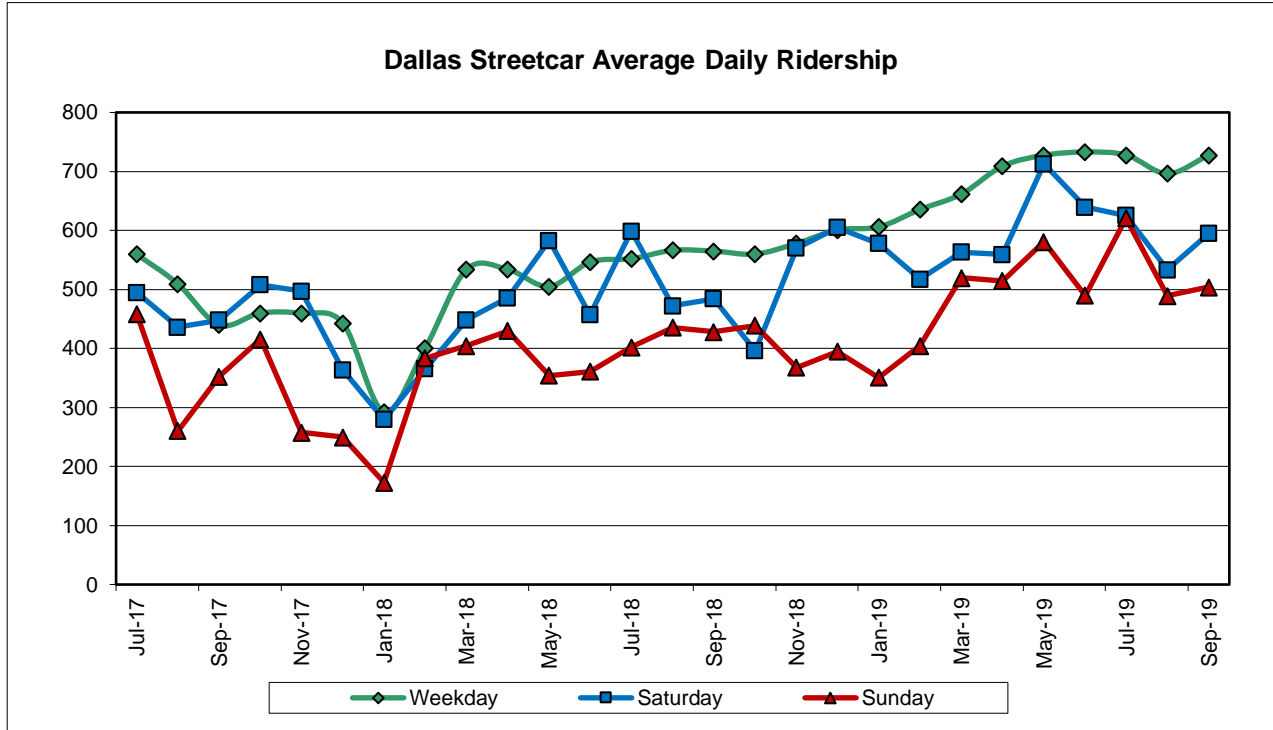
- LRT ridership in the fourth quarter totaled 7.0 million riders, a decrease of 3.3% from the fourth quarter of FY 2018 ridership of 7.2 million. The decline trend for LRT is mainly due to CBD Rail improvement plan which impacted the ridership mostly on Saturdays and Sundays.
- Weekday ridership in the fourth quarter averaged 92,009 passengers, a decrease of 3.3% from the fourth quarter of FY 2018.
- Saturday ridership in the fourth quarter averaged 47,571 passengers, a decrease of 5.6% from the fourth quarter of FY 2018 level.
- Sunday ridership in the fourth quarter averaged 36,702 passengers, a decrease of 7.8% from the fourth quarter of 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 last year is also designed to help contain demand for parking at Downtown Rowlett.
- The stations on the Blue Line South Oak Cliff segment to the University of North Texas-Dallas continue to experience ridership growth. The UNT Dallas station had its average weekday ridership of 920 for this quarter and the Camp Wisdom station had 422 average weekday riders.

Trinity Railway Express



- Trinity Railway Express ridership for the fourth quarter ended September 30, 2019 was 465,058, a decrease of 2.5% from the same period in FY 2018 (477,158). 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 6,594 daily riders (a 5.1% decrease from last year) in the fourth quarter.
- Saturday ridership in the fourth quarter averaged 3,159 daily riders, an increase of 8.4% from the fourth quarter of FY 2018.

Dallas Streetcar



- Ridership on the Dallas Streetcar was 61,531 riders in the fourth quarter, 25.1% higher than the fourth quarter of 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 717 daily riders in the quarter, an increase of 27.8% from the fourth quarter of last year.
- Saturday ridership averaged 584 daily riders an increase of 12.7% from the fourth quarter of last year.
- Sunday ridership averaged 538 daily riders, an increase of 27.5% from the fourth quarter of last year.

Ridership Tables

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

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

Year	Month	Bus (,000)	LRT (,000)	Commuter Rail (,000)	Streetcar (,000)	Fixed Route Total (,000)
2017	September	2,868	2,531	164	11	5,574
2018	October	2,934	3,282	229	14	6,459
	November	2,654	2,391	173	13	5,231
	December	2,329	2,094	153	6	4,582
	January	2,469	2,198	166	8	4,841
	February	2,231	2,038	151	6	4,426
	March	2,587	2,464	195	11	5,257
	April	2,497	2,320	164	15	4,996
	May	2,566	2,448	164	14	5,192
	June	2,423	2,353	167	15	4,958
	July	2,357	2,324	156	16	4,853
	August	2,664	2,537	170	17	5,388
	September	2,496	2,426	151	16	5,089
2019	October	3,571	3,162	232	16	6,981
	November	3,160	2,350	175	16	5,701
	December	2,913	2,140	150	17	5,220
	January	3,084	2,286	165	17	5,552
	February	2,937	2,061	158	16	5,172
	March	3,166	2,377	174	19	5,736
	April	3,353	2,372	177	20	5,922
	May	3,399	2,337	162	22	5,920
	June	3,089	2,201	149	20	5,459
	July	3,194	2,332	157	22	5,705
	August	3,420	2,334	160	20	5,934
	September	3,373	2,383	148	20	5,924

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

Year	Month	Bus (,000)	LRT (,000)	Commuter Rail (,000)	Streetcar (,000)	Fixed Route Total (,000)
2017	September	118.9	101.6	7.4	0.5	228.4
2018	October	114.7	116.1	8.6	0.5	239.9
	November	111.2	96.6	7.6	0.5	215.9
	December	96.9	83.4	6.8	0.2	187.3
	January	95.9	84.1	6.9	0.3	187.2
	February	96.2	85.3	6.9	0.2	188.6
	March	100.1	90.1	7.8	0.4	198.4
	April	100.7	92.8	7.1	0.5	201.1
	May	98.6	93.3	6.9	0.5	199.3
	June	95.9	93.6	7.2	0.5	197.2
	July	92.9	90.5	6.9	0.6	190.9
	August	100.6	95.2	6.9	0.6	203.3
	September	106.3	100.0	7.0	0.6	213.9
2019	October	134.4	108.2	8.5	0.6	251.7
	November	129.4	94.7	7.6	0.6	232.3
	December	116.2	84.4	6.5	0.6	207.7
	January	119.4	87.5	6.9	0.6	214.4
	February	125.3	87.6	7.2	0.6	220.7
	March	123.0	90.1	7.2	0.7	221.0
	April	127.0	94.0	7.4	0.7	229.1
	May	125.4	90.4	6.8	0.7	223.3
	June	122.1	90.8	6.7	0.7	220.3
	July	121.2	89.7	6.6	0.7	218.2
	August	129.2	90.5	6.5	0.7	226.9
	September	138.3	92.0	6.6	0.7	237.6

Table 3: Passengers Boarding by Service Area City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Service Area City
For the Fourth Quarter Fiscal Year 2019, Period Ending September 30, 2019 in Thousands

Description	Qtr 4 2019	Otr 4 2018	% ⁽²⁾ Change	YTD 2019	YTD 2018	% Change
Bus Ridership⁽¹⁾						
Addison	179	141	26.8%	690	554	24.6%
Carrollton	88	67	32.8%	338	271	24.8%
Farmers Branch	134	101	32.2%	511	388	31.5%
Garland	621	453	37.0%	2,411	1,848	30.4%
Glenn Heights	57	49	15.3%	254	203	25.2%
Irving	604	484	24.7%	2,362	1,996	18.3%
Plano	279	221	26.1%	1,087	866	25.5%
Richardson	521	445	17.1%	1,987	1,725	15.2%
Rowlett	13	8	63.6%	46	22	106.7%
Mesquite- Contracted	6	7	-18.8%	24	27	-11.1%
Arlington- Contracted	-	-	0.0%	-	15	-100.0%
Suburban Total	2,503	1,977	26.6%	9,709	7,915	22.7%
Dallas Total⁽³⁾	7,484	5,540	35.1%	28,950	22,292	29.9%
Bus Total	9,987	7,517	32.9%	38,659	30,207	28.0%
Light Rail (APC)	7,049	7,287	-3.3%	28,335	28,873	-1.9%
Commuter Rail	465	477	-2.5%	2,007	2,039	-1.6%
Streetcar	61.532	49.181	25.1%	227	153	48.1%
Total Passenger Boardings	17,562	15,331	14.6%	69,227	61,272	13.0%

Type of Day	Qtr 4 2019	Qtr 4 2018	Inc (Dec)	YTD 2019	YTD 2018	Inc (Dec)
Weekdays	64	63	1	254	253	1
Saturdays/Holiday	13	13	0	53	53	0
Sundays/Holiday	15	16	-1	58	59	-1
Total	92	92	0	365	365	0

- (1) Effective March 1998, Ridership allocations between member cities are based on an on-board survey, performed during a 4-month period ending January 31, 1998.
- (2) % Change includes impact of revision to route allocations. Percentage changes based on unrounded numbers.
- (3) Includes University Park, Highland Park, and Cockrell Hill.

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FY 2019 Quarterly Marketing & Communications Report Fourth Quarter

DARTzoomSM
August 2019

Project Overview:

DARTzoom signifies a strategic effort to redefine our transportation system, recognizing that buses are central and critical to the region's transportation network.

In the short term, DART has begun the transformation by implementing significant changes and improvements to our bus system. Beginning August 2019, DARTzoom became the marketing platform to promote these changes to DART customers. DART bus operators were the heroes of the service change and were incorporated into the marketing and promotional plan.

In the long term, DART will complete a repositioning of our bus (and rail) network – in concert with a comprehensive mobility system – that will meet the demands of this fast-growing North Texas region and evolving needs of its residents and our customers.

Since the beginning of 2014, DART's Service Planning team has focused on the Comprehensive Operations Analysis (COA) to make our bus route system better.

The campaign headline is: DARTzoom – Transforming the way you move.

Project Elements:

- Comprehensive engagement plan to key audiences:
 - Customers, riders, bus operators, businesses along impacted routes, employees and media
- Outreach to riders in advance of bus service changes
 - Impacted bus routes (all days and times)
 - Brochures distributed on board



DARTzoomSM (continued)

Project Elements: (continued)

- 6-week social media promotion geared towards riders
- Collateral overhaul to incorporate communication audit recommendations
- Advertising plan in Spanish and English
 - DART assets, TV, radio and community publications
- Proactive media and communications
 - Media event
 - City Communicators in DART Service Area
 - Social media
 - Press releases, DART.org, DART Daily blog, and social media influencers
 - Industry trade publications
- Bus operator engagement
 - Division meetings
 - Letter from Gary Thomas with a quote from Todd Plesko
 - Operator post-launch interviews
 - Actively stocking buses with brochures
 - Customer promotion incentive



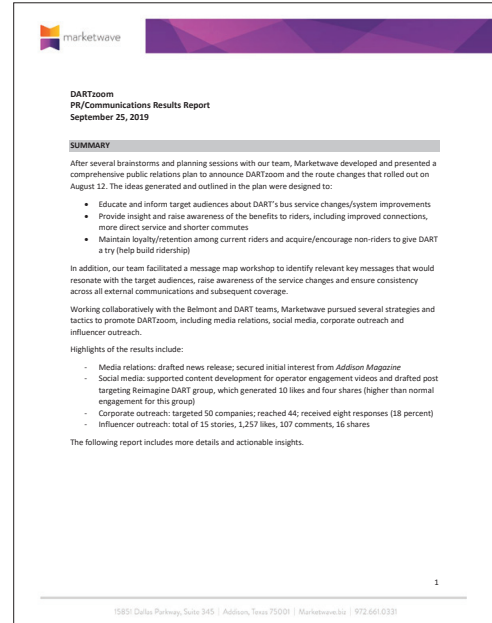
Highlights:

- DARTzoom promotional materials highlighted key improvements, including:
 - More direct bus routes
 - Better bus service connections
 - Expanded bus hours and more frequency
 - Fewer bus stops
 - USB chargers on new buses
 - More bus shelters, benches, and lighting

DARTzoomSM (continued)

By the Numbers:

- 50 businesses engaged along DARTzoom bus routes
- 13,500 riders each day on 7 upgraded DARTzoom routes
- 66 bus routes or roughly half of DART bus routes enhanced or changed
- 100% of all DART buses are electric- or natural gas-powered, excluding paratransit and on-demand vehicles
- More than 1,500 social media engagements overall:
 - 11 Facebook posts: 17, 514 impressions and 1,147 engagements
 - 11 tweets on Twitter: 15,944 impressions and 160 engagements
 - 12 Instagram posts: 6,989 impressions and 247 engagements
 - 15 Influencer stories: 1,257 likes, 107 comments, and 16 shares
 - 4 DART Daily articles: 508 views
- Over 23.8 million media impressions overall:
 - Media (print, outdoor, radio, TV and online/mobile)
 - Ads: 350,943
 - Market value: \$115,111
 - Impressions: 23.8 million
 - The cities of Addison, Garland, Irving, and the Irving Chamber of Commerce promoted the Aug. 12 service change
 - Potential reach: 55,000



Special Event Marketing Agreement Wrapup:

Riverfront Jazz Festival..... *Aug. 30-Sept. 1*

Walk Against Hate..... *Aug. 30-Sept. 1*

National Drive Electric Week..... *Sept. 14-22*

Project Overview:

To further extend DART’s brand awareness and relevance, as well as to increase ridership, DART entered into cross-promotional agreements with the Riverfront Jazz Festival, Walk Against Hate, and National Drive Electric Week.



Project Elements

- Digital and social media trade only for Riverfront Jazz Festival
- Walk Against Hate Bus sides and banners with digital and social media trade
- Digital and social media trade only for National Drive Electric Week event

Highlights:

- Riverfront Jazz Festival: We held a “surprise and delight” ticket giveaway on Aug. 28 at Convention Center Station, which attracted the attention of local influencer Reuben Lael.
 - 2 Instagram video posts from Lael were “loved” 815 times.
- National Drive Electric Week: DART’s battery-electric bus was on display at the event at the North Irving Transit Center on Sept. 21.

By the Numbers:

- Riverfront Jazz Festival
 - 4 Facebook posts: 4,899 impressions and 168 engagements
 - 4 tweets on Twitter: 5,196 impressions and 21 engagements
 - 4 Instagram posts: 3,658 impressions and 185 engagements
- Walk Against Hate
 - 4 Facebook posts: 3,107 impressions and 117 engagements
 - 3 tweets on Twitter: 4,014 impressions and 17 engagements
- National Drive Electric Week
 - 4 Facebook posts: 4,122 impressions and 148 engagements
 - 4 tweets on Twitter: 6,140 impressions and 17 engagements
 - 1 Instagram post: 1,175 impressions and 85 engagements

SMU Name Change and Pep Rally Event

September 7

Project Overview:

A pep rally was held Sept. 7, from 2-2:30 p.m. at the newly renamed SMU/Mockingbird Station to promote SMU's naming sponsorship of the station. The event coincided with the first home football game of the season.

The event helped heighten awareness of how easy DART makes traveling to the university area for events and activities. It also reinforced the Higher Education Pass and Employer Pass program partnerships with the university.

Project Elements:

- Sponsorship of SMU home opener football game, which included:
 - In-game radio commercials and halftime interview
 - In-stadium signage and promotional item giveaway
 - Event team activation on The Boulevard for pre-game activities
- Digital and social media, joint-issued news release and live news coverage (print news and TV)

Highlights:

- Pre-game pep rally at SMU/Mockingbird Station.
- SMU's mascot, Peruna, and SMU cheerleaders attended.
- SMU President Gerald Turner, DART EVP Carol Wise, and Chief of Staff David Schulze attended the Sept. 7 pep rally.
 - Carol Wise was interviewed by a local TV news channel.



dartmedia @dartmedia · Sep 7

How are we attending this game tonight? DART! The pep rally at SMU/Mockingbird Station continues now until 2:30 p.m. Come jam with mascot Peruna and members of the school's cheer squad and get ready for @SMU's home opener tonight against @UNTnews. #DART2SMU

Impressions
times people saw this Tweet on Twitter 1,536

Total engagements
times people interacted with this Tweet 40

SMU Name Change and Pep Rally event (continued)

By the Numbers:

- More than 1,000 social media engagements overall:
 - 9 Facebook posts: 11,872 impressions and 746 engagements
 - 9 tweets on Twitter: 18,770 impressions and 96 engagements
 - 7 Instagram posts: 5,170 impressions and 221 engagements
- More than 1 million earned media impressions overall:
 - Earned print media impressions: 988,495
 - Earned broadcast media impressions: 140,046
- More than 1 million media impressions overall:
 - Media (sponsorship: online, radio and onsite)
 - Ads: 12
 - Market value: \$25,000
 - Impressions: 1.3 million



Silver Line, Cotton Belt Groundbreaking

Sept. 19, 2019

Project Overview:

Silver Line Groundbreaking events celebrated the start of construction on the Silver Line Regional Rail project along the historic Cotton Belt corridor, which will connect DART's northern service-area cities to DFW Airport. Five simultaneous or sequential groundbreaking events were held in Addison, Carrollton, Dallas, Plano, and Richardson, featuring local mayors and city council members, stakeholders, sponsors, and supporters. The culminating luncheon was held at the Hyatt Regency DFW on DFW Airport property.

Project Elements:

- Complex, collaborative event plan led by DART's Special Events team and executed by a multidisciplinary task force with members from:
 - Board Support
 - Bus Operations
 - Communications
 - Community Affairs
 - DART Police
 - External Relations
 - Government Relations
 - Marketing
 - Passenger Amenities

Highlights:

- More than 40 guests attended each city groundbreaking event.
- Over 300 people, including elected officials, DART Board members, community leaders, city staff, and others attended the luncheon.



Silver Line, Cotton Belt Groundbreaking (continued)

By the Numbers:

- 6 events, 6 cities in 4.5 hours
- 13 Sponsors committed over \$68,000
- Dignitaries included:
 - 5 mayors and 1 deputy mayor pro tem
 - 4 DART Board members
 - 2 board chairs
 - 1 university president
- DART representation included:
 - 4 DART executives as groundbreaking event emcees
 - 55 DART volunteers from 9 departments
- More than 1,300 social media engagements overall:
 - 3 Facebook posts: 9,636 impressions and 1,050 engagements
 - 3 tweets on Twitter: 9,567 impressions and 193 engagements
 - 8 Instagram posts: 3,668 impressions and 104 engagements
- Nearly 800,000 media impressions overall:
 - Media (print)
 - Ads: 1
 - Market value: \$5,400
 - Impressions: 794,000



Social and Digital Media Recap

Project Overview:

DART leverages its digital and social media channels, including the DART Daily blog, Facebook, Twitter and Instagram, to develop shareable content that influences the narrative about DART; informs target audiences of relevant news and information that motivate some form of action, and amplifies the DARTable brand positioning.

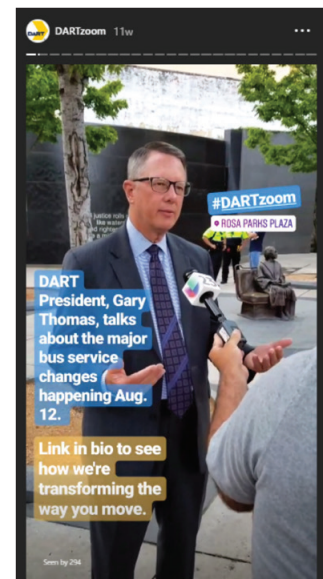
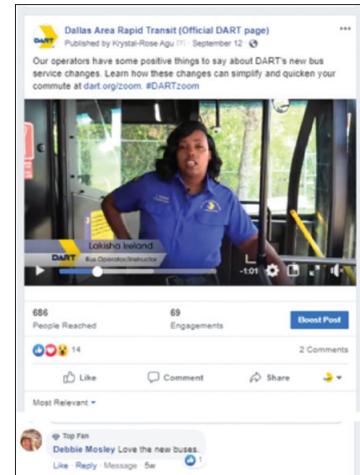
In Q4, DART issued 443 messages on our social media channels: 250 on Twitter, 141 on Facebook, and 52 on Instagram. This is slightly less than Q3 when we issued 476 messages: 280 on Twitter; 122 on Facebook and 74 on Instagram.

Project Elements:

- DART’s Facebook, Twitter, and Instagram
- DART Daily
- Service-area city social media channels

Highlights:

- High-performing social media campaigns in Q4 included:
 - DARTable Staycation
 - 6 tweets on Twitter; 7 posts on Facebook; 1 photo on Instagram resulted in 13,715 impressions and 161 engagements.
 - The campaign was amplified through earned editorial placement in Addison Magazine, Destination DFW, FYI 50+, Good Life Family, Living Well (Dallas and Collin counties), Local Profile (formerly Plano Profile) and The Messenger. Combined circulation: 173,000.



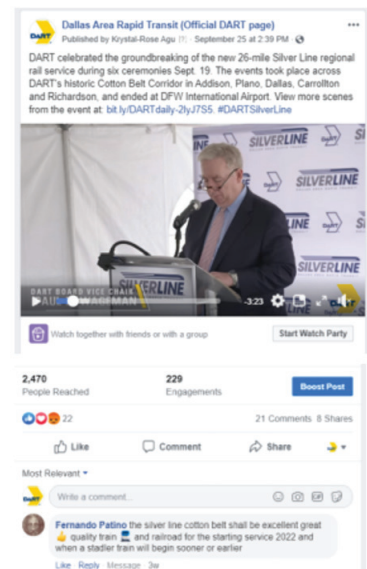
Social and Digital Media Recap (continued)

Highlights: (continued)

- State Fair of Texas®
 - 10 tweets on Twitter; 12 posts on Facebook; 11 posts on Instagram resulted in 43,988 impressions and 1,554 engagements.
 - The campaign was amplified through earned editorial placement in FYI 50+, Good Life Family, Living Well (Dallas and Collin Counties), Local Profile, and The Messenger. Combine circulation: 135,000.

By the Numbers:

- In Q4 our 443 messages earned 498,286 organic impressions; 1.2 million paid impressions and 30,542 engagements
 - This is an increase from the 481,765 organic impressions; 355,000 paid impressions and 25,395 engagements earned in Q3
- The number of followers increased from 37,330 in Q3 to 38,012 in Q4
- We published 50 articles on DART Daily in Q4, and these articles were viewed 22,531 times
 - This represents a 3.8% decrease in number of articles published but a 6.6% increase in number of views from Q3
- The cities of Addison, Carrollton, Garland, Glenn Heights, Irving, Plano, Richardson, Rowlett and University Park, as well as Downtown Dallas, Inc., Irving Chamber of Commerce, North Dallas Chamber of Commerce and Visit Plano shared DART news 56 times on their social media channels in Q4 (a 33% increase from previous quarter), generating a potential reach of 743,000
 - Information shared included: Aug. 12 Service Change, SMU/Mockingbird Station renaming, Silver Line Groundbreaking and the State Fair of Texas



Segmentation Study

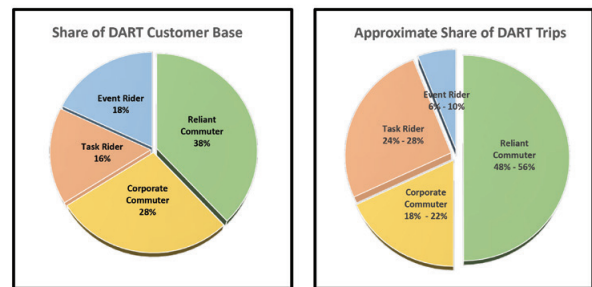
Project Overview:

The objective of the Customer Segmentation Study was to identify distinct groupings of the customers that comprise DART's customer base, which will enable us to generate insights and outputs based on the segments identified. By better understanding our audience, we can more effectively target our messaging, improve focus and communication, retain customers, and ultimately increase ridership.



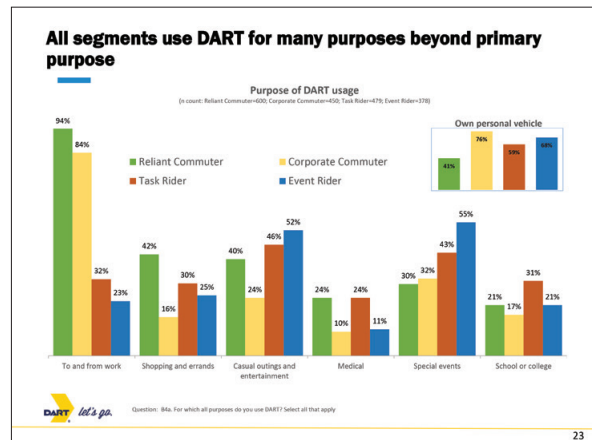
Project Elements:

- Survey of 2,100 riders and nonriders
 - 3 key questions asked:
 - Purpose for using DART
 - Reasons for choosing DART over other transportation options
 - Issues of highest concern regarding DART



Highlights:

- The study yielded 4 very distinct segments:
 - Reliant Commuter
 - Corporate Commuter
 - Event Rider
 - Task Rider
- Learnings from each of the 4 groups will help the agency better connect with these segments and establish a rider strategy for each group.



By the Numbers:

- Surveyed 2,100 riders and nonriders
 - Captured key rider segment information
 - Gained better understanding of our riders and how they use DART

Paid Media

July-September 2019

Project Overview:

In Q4, DART promoted 9 campaigns on print, radio, TV, online/mobile, social media, and outdoor, as well as through partnerships and special events.

Project Elements:

- Campaigns included:
 - DARTzoomSM
 - Discover DARTable (airport/summer)
 - DARTable
 - E-Pass
 - GoPass[®] Tap Card
 - SMU/Mockingbird partnership
 - Silver Line Groundbreaking
 - State Fair of Texas[®]
 - DARTable Staycation (summer)

Highlights:

- We received \$24,425 in added values in Q4 FY 2019.
- For all advertising DART took out in Q4 FY 2019, we received a discounted rate up to 57%.

By the Numbers:

- Over 63 million media impressions overall:
 - Media (print, radio, TV, online/mobile, social media, outdoor and events)
 - Ads: 552,878
 - Market value: \$457,808
 - Impressions: 63.3 million



Ongoing Revenue

July 1 – Sept. 30, 2019, and FY 2019 Year-end

Project Overview:

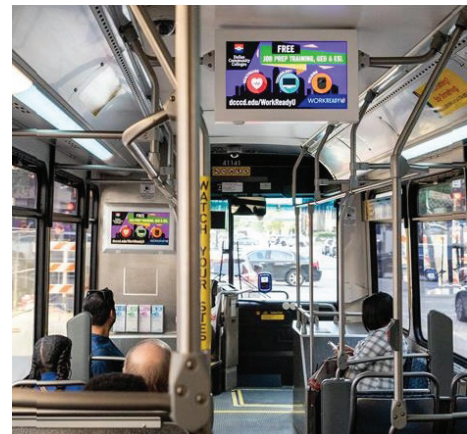
Increase ridership and revenue for the agency through corporate sales, advertising revenue, and naming rights or sponsorships.

Project Elements:

- Advertising sales on bus and rail interiors and exteriors
- DART corporate and higher education pass sales

Highlights:

- The sale of advertising on the interiors and exteriors of DART's buses and trains and at DART facilities brings in approximately \$4 million annually while incurring minimal expenses.
- Block sales of passes to businesses, organizations, educational institutions, and groups help grow ridership and generates about \$11 million annually in revenue.
- DART receives a minimum guaranteed payment each month, regardless of the amount of advertising sold.
 - DART is seeking ways to add digital media products to our media platform, beginning with ads now being displayed on the Luminator INFOtransit digital screens mounted in the bus fleet.
- The Top 5 advertisers in Q4 were: Gilead Sciences, Inc., Dallas County Community College District, Rad Law Firm, Thompson Law Firm, and Univisión.
- The Top 5 categories in Q4 were; media, healthcare/medical, legal, education, and entertainment.



Ongoing Revenue (continued):

By the Numbers:

- Revenue to DART totaled \$1,012,500 during Q4, compared to \$987,500 in Q4 FY 2018, an increase of 2.5%
- Traditional advertising media across all forms continue to decline as digital advertising options grow, and the same is true for DART's media assets
- Sales from advertising were \$1,207,999 in Q4, down 0.4% from the \$1,213,284 generated in Q4 FY 2018
- For the full FY 2019, revenue increased 2.6% to \$4,016,668, while advertising sales declined 7% to \$4,198,000

Customer Service

Project Overview:

DART's annual Roadeo/Raildeo competition draws participation from across the agency and is an opportunity for employees to showcase their talents. Observers and participants have an opportunity to gain insight into the challenges that frontline staff face daily.



DART's Customer Service team hosted their own version of the "APTA Call Center Challenge" at the Sept. 14 event. Roadeo/Raildeo participants were invited to answer mock phone calls as if they were a Customer Service representative.

Project Elements:

- Call center challenge

Highlights:

- Bus and Rail operators participated in a call center challenge with scenarios acted out by representatives from Customer Service. Some scenarios included:
 - A customer concerned about the GoPass® Tap card
 - People selling items and panhandling on DART property
- Operators were scored on how they responded according to Customer Service's standard operating procedures.

By the Numbers:

- 14 Customer Service representatives participated:
 - Roderick Bivins
 - TaShonda Dye
 - Sharon Felton
 - Sharon Harris
 - Celia Hernandez
 - Ebone Kincade
 - Shajuana Moore
 - Araceli Nino
 - Angelica Palmer
 - Deborah Reeves
 - Graciela Rubio
 - Lakendra Simmons
 - Janice Walker
 - Lorea Young
- 3 Customer Service supervisors participated:
 - Valerie Hlubik
 - Trinidad Moreno
 - Monica Patterson

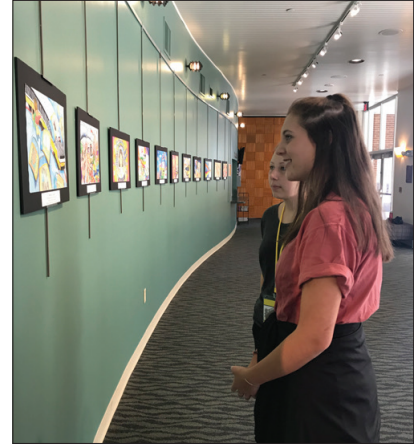
Transit Education

Project Overview:

Transit Education staff participated in the following activities in Q4:

- Silver Line briefings to school principals and leadership staff at impacted school districts and presentations to stakeholders.
- Exhibit booths for varied back-to-school, new teacher, and community events in DART's service-area cities.

Total stakeholder outreach included the following service area and non-service area cities: Arlington Carrollton, Coppell, Dallas, Garland, Irving, Lancaster, Plano, Richardson and Rowlett.



Project Elements:

- Silver Line safety flyers and display boards
- DART.org/transiteducation
- General DART brochures (e.g., system map, rail schedule, Go Pass, See Something Say Something, Safe Place)
- Other collateral: On the Go! Coloring and Activity Book, DART Safely bookmarker/ruler, pencils, pens, neck wallets



Highlights

- Briefed school principals and district leadership at schools identified in the Final Environmental Impact Study for the Silver Line Regional Rail project.
- Hosted UTA Temper Academy at DART Headquarters.
- Placed artwork of DART Student Art Contest winners on exhibit at the Courtyard Theater in Plano.
- Hosted exhibit booths at back-to-school, new teacher and community events, including:
 - Dallas Mayor's Back to School Fair
 - Garland NAACP Back to School Fair
 - Dallas Police Department South Central Back to School Fair



Transit Education (continued)

Highlights: (continued)

- Metrocrest Services' Back to School Fair
- Carrollton-Farmers Branch ISD Pep Rally and Carnival
- West Dallas Multipurpose Center Back to School Fair
- Larry Johnson; Eloise Lundy; Thurgood Marshall; Exline; Cummings; and Beckley-Saner recreation centers' back-to-school fairs
- Irving Back to School Fair
- Garland ISD New Teacher Orientation
- Dallas ISD New Teacher Academy
- Irving ISD New Teacher Academy
- SMU International Student Resource Fair



By the Numbers:

- 19 Silver Line briefings were held for Carrollton-Farmers Branch ISD, Richardson ISD, Plano ISD, Coppell ISD, and four private schools (all identified in the FEIS)
- 2,384-page views on DART.org/transiteducation
- 85 programs/activities in Q4:
 - 35 community events (exhibition booths)
 - 29 safety/how-to-ride presentations
 - 19 Silver Line school principal briefings
 - 2 career presentations
- 64,041 face-to-face interactions in Q4:
 - 45,204 students
 - 17,197 adults
 - 1,640 senior citizens

Silver Line Public Involvement – DART Betterments Program

July – September 2019

Program Overview:

Betterments are elements above and beyond the established mitigation efforts identified in the Final Environmental Impact Statement (FEIS). Staff has begun working with five neighborhood groups throughout North Dallas. To date, three rounds of meetings have been conducted.

Project Elements:

- Betterments workshops with Resident Adjacent Property owners (RAPOs)
- Mailouts to RAPOs inviting them to workshops
- Emails to RAPOs and previous meeting attendees
- Pre-meetings and/or site visits with residents requesting additional information
- Ballots from residents requesting betterments

Highlights

- 11 Betterments workshops conducted during fourth quarter.
 - Third and final round of North Dallas Betterments Workshops completed
 - Input obtained during workshops
 - Balloting and methods to report requests forwarded

By the Numbers:

- More than 100 residents attended meetings (Groups 1-5)



Silver Line Public Involvement – DART Art & Design Program

July – September 2019

Program Overview:

Work has begun on Art & Design for the Knoll Trail, Addison, Carrollton, Cypress Waters, and DFW Airport North stations. A site-specific committee was convened to provide input on various design elements for each station. Several rounds of workshops were planned after an initial site visit.

Project Elements:

- Site visits
- Workshops

Highlights

- Site visits were completed at Knoll Trail, Carrollton, and Addison in August.
- Art & Design workshops were completed at Addison, Carrollton, Cypress Waters, DFW Airport North, and Knoll Trail in August.
- An Art & Design orientation meeting, group 3, was completed Sept. 25.

By the Numbers:

- Approximately 50 stakeholders participated in Art & Design site visits and workshops

Silver Line Public Involvement – Quarterly Community Update Meetings

July – September 2019

Program Overview:

Four meetings were scheduled to showcase updated project drawings; highlight status of track grade separations; share station Art & Design progress; outline the design-builders early design and construction schedule; provide a general summary of project information, and identify contacts for FAQs and community concerns.



Project Elements:

- Brochure emailed and placed systemwide on DART vehicles
- Display ads in newspapers and other publications
- Notices on DART.org. and/DART.gov
- Windshield distribution at selected transit centers
- Updates on social media

Highlights

- Meetings held in 4 DART Service Area cities:
 - July 22 – Courtyard Theater in Plano
 - July 31 – Crosby Recreation Center in Carrollton
 - Aug. 6 – The Sound at Cypress Waters in Dallas
 - Aug. 15 – The Shelton School in North Dallas

By the Numbers:

- Over 400 residents, stakeholders, and interested parties attended the 4 community meetings
 - More than 200 of the 400 participants attended the meeting at the Shelton School in North Dallas.

Media Relations – Earned Media

DART-issued press releases:

- DART Police Invite Community to Celebrate National Night Out (9/27)
- Bus Stop Consolidation Planned for Routes 84, 475, 593 and 597 (9/27)
- Parking Reduced as Construction Begins on Illinois Station Platforms, Effective October 1, 2019 (9/24)
- DART Breaks Ground on Silver Line (9/24)
- GoLink Advanced Booking Changes, Replaces Paper Pass with 1-Ride Cash Fare, Effective October 1, 2019 (9/20)
- DART Amends Access Agreement with STAR Transit (9/18)
- DART Approves Street Repair Agreement with Farmers Branch (/18)
- Bus Routes 29, 39, 183 and 749 on Temporary Detour for Global Energy Race at Klyde Warren Park, Sunday, September 22, 2019 (9/18)
- Addison Transit Center and Downtown Carrollton Station Parking to be Reduced for the Next Two Days, Effective September 18-19, 2019 (9/17)
- Bus Routes 29, 31, 36, 39, 52, 59, 183 and 749 Detoured in Downtown Dallas for St. Jude Walk/Run, Effective Saturday, September 21, 2019 (9/17)
- Ceremonies Planned for Start of DART’s Silver Line (9/16)
- Going to the State Fair of Texas®: Make DART your First Ride (9/16)
- DART and Uber Expanding Transit Options in North Texas (9/13)
- Route 870 on Detour Due to Construction at Collin Creek Mall, Effective September 2019 (9/12)
- DART Mockingbird Station Renamed SMU/Mockingbird Station (9/11)
- DART and TRE American Airlines Center Service Update (9/11)
- Temporary Parking Restrictions at Westmoreland Station, Effective September 13-14, 2019 (9/9)
- Bus Stop Consolidation Planned for Routes 27, 506, 515, 521, 527 and 538 (9/9)
- Additional DART Rail Service for the State Fair of Texas® begins Monday, September 23, 2019 (9/9)
- Wickersham Rd. Closure Means Temporary Detour for DART Bus Route 374, Effective September 11-18, 2019 (9/3)
- Costello Named CFO at DART (8/29)
- DART Approves New Bus Purchase for UTD Campus Area (8/28)
- DART Extends Shuttle Agreement with Amazon for Southern Dallas (9/28)

Media Relations – Earned Media (continued)

DART-issued press releases: (continued)

- Bus Route 39 on Detour during Klyde Warren Park's Labor Day Food Truck Rally on Sunday, September 1, 2019 (9/27)
- Revised: DART Announces Labor Day Schedule, Downtown Dallas Rail Replacement Work Resumes After State Fair of Texas®: TEST (9/26)
- Bus Routes 11 and 60 Detoured for Invasion Car Show, Effective Saturday, August 31, 2019 (9/26)
- Cityplace/Uptown Station West Inclinor Out of Service for 30 Days, Effective Monday, August 26, 2019 (8/21)
- DART Announces Labor Day Schedule (8/19)
- Kick Off Back-to-School Season with DART's Safety Review (8/13)
- DART Rail Operates Normal Weekend Service August 17-18 and August 24-25; Downtown Dallas Rail Replacement Work Resumes August 31-September 1, 2019 (8/13)
- Dallas Area Rapid Transit Releases IBM Maximo and Interloc Mobile Informer Solution (8/6)
- Collaboration is the Name of the Game (8/5)
- Route 210 Departures from Jack Hatchell Transit Center Moved Ahead 5 Minutes, Effective Monday, August 12, 2019 (8/5)
- Send us your questions for our #SilverlineQandA – follow-up (8/1)
- DART Selects Gamez as General Counsel (7/31)
- DART to promote August bus service changes (7/31)
- Buses to Replace Blue Line Segment During Track Repair between Kiest and VA Medical Center Stations, Effective August 2-3, 2019 (7/29)
- DART Service Changes Coming August 12 (7/24)
- GoLink To Require Reservations for All Trips, Effective August 1, 2019 (7/23)
- DART Receives APTA Innovation Award (7/19)
- DART Customer Information Center Closed through Noon, Friday, July 19, 2019 (7/18)
- DART Board Member Michele Wong Krause Appointed to APTA Executive Committee (7/18)
- Detours for Downtown Bus Routes 31 and 39, Effective Saturday, July 20 and Sunday, July 21, 2019 (7/17)
- Bus Routes 21 and 42 on Detour during the Rebuild Our Community Festival, Effective Saturday, July 20, 2019 (7/17)

Media Relations – Earned Media (continued)

DART-issued press releases: (continued)

- Salvation Army Cooling Centers (7/16)
- DART Names Koloc as VP of Internal Audit (7/15)
- Walnut Hill Station Elevator Access to be Limited During Construction, Effective July 2019 (7/11)
- Bus Route 26 on Detour during the Gaurav Yatra Parade at the Kay Bailey Hutchison Convention Center Dallas, Effective Saturday, July 13, 2019 (7/11)
- DART Transit System Plan Update (7/10)
- DART Agrees to Continue UTSW Medical Center Shuttle (7/10)
- DART Renews Four-Year Agreement with Parkland Hospital (7/10)
- DART and Dallas Keeping Streetcar Roles on Track (7/10)
- Notice of DART Community Meetings – Cotton Belt Regional Rail Corridor (7/9)
- DART Police Presented with Fallen Officer ‘Honor Chair’ (7/9)
- Gregory Elsborg Joins DART as First Chief Innovation Officer (7/9)
- Next ADA Meeting Set for July 20, 2019 at the Irving Heritage Senior Center (7/9)
- July Capital Planning Projects Periodical (7/8)
- Bus Route 26 on Detour near Cedars Station on Monday, July 8, 2019 (7/5)
- Bus Route 405 on Temporary Detour during the Run for the Blue Dallas 5K and 1 Mile Run/Walk on Saturday, July 6, 2019 (7/5)
- Detours for Downtown Bus Routes, Effective Saturday, July 6 and Sunday, July 7, 2019 (7/3)
- Detours for Bus Routes 408 and 549 for the City of Irving Independence Day Parade, Thursday, July 4, 2019 (7/3)
- Bus Route 513 on Detour During Star Spangled Spectacular at Firewheel Town Center, Effective Thursday, July 4, 2019 (7/3)
- Bus Routes 52 and 59 on Detour for Red, White & Boom on The Bridge, effective Wednesday, July 3, 2019 (7/2)
- Detours for Bus Routes 183, 362, 402, 488, 534 and 536 for Addison Kaboom Town, Wednesday, July 3, 2019 (7/2)
- Downtown Dallas Rail Replacement Work Resumes July 6-7, 2019 (7/1)

Media Relations – Earned Media (continued)

Earned media coverage:

- An off-duty Dallas police officer was hurt when he was hit by a DART light rail train in Downtown Dallas in August. It happened west of the Pearl/Arts District station. He was transferred to Baylor University Medical Center with cuts and bruises. Witnesses reported that he was wearing earbuds and jaywalking at the time. (Impressions: 300 million)
- DART has expanded its partnership with Uber, providing North Texas riders even more options for their transportation needs. Customers can now book an UberPool shared ride in any of DART's 13 GoLink zones through the DART GoPass® app. With the choice of a GoLink shuttle or an UberPool vehicle, DART is reaching more people and providing more flexibility than ever. It's perfect for running errands, heading to the office or connecting to DART trains and buses. (Impressions: 230 million)
- Dallas Area Rapid Transit (DART) started construction of the new 26-mile Silver Line Regional Rail service from Plano to DFW International Airport. Opening in December 2022, the \$1.1 billion project will provide passenger rail connections and service that will improve mobility, accessibility, and system linkages to major employment, population, and activity centers in the northern part of the DART Service Area. The Silver Line will traverse a total of seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano. (Impressions: 120 million)
- Taoyuan Mayor Cheng Wen-tsan led a Taiwanese delegation to visit the United States. They met with Dallas County leaders and DART executives. Taoyuan City and Dallas County are sister cities since 2007. The two airports are sister airports, and the two transit agencies are also sister agencies. Mr. Wen-tsan visited DART, noting that they signed sister agreements with DART and Gary Thomas back in 2011. They acknowledged that Mr. Thomas has met with his counterpart in Taiwan three times already. (Impressions: 120 million)
- Officials unveiled a sculpture honoring five police officers killed in a sniper attack in downtown Dallas on July 7, 2016. Sunday marked three years since a sniper opened fire on a peaceful protest killing four Dallas police officers and one transit officer. A sculpture honoring Dallas officers Lorne Ahrens, Michael Krol, Michael Smith, and Patrick Zamarripa, and Dallas Area Rapid Transit Officer Brent Thompson was unveiled in front of Dallas police headquarters. (Impressions: 100 million)

Media Relations – Earned Media (continued)

By the Numbers:

- July Impressions - Print/Online
 - 181,624,482 Positive
 - 189,603,150 Neutral
 - 107,307,437 Negative

478,535,069 **Total Viewers/Impressions**

- July Impressions - Broadcast
 - 1,825,013 Positive
 - 3,760,771 Neutral
 - 1,696,909 Negative

7,282,693 **Total Viewers/Impressions**

- August Impressions - Print/Online
 - 338,592,160 Positive
 - 299,789,392 Neutral
 - 141,065,189 Negative

779,446,741 **Total Viewers/Impressions**

- August Impressions - Broadcast
 - 1,174,303 Positive
 - 1,018,956 Neutral
 - 1,675,853 Negative

3,869,112 **Total Viewers/Impressions**

- September Impressions - Print/Online
 - 175,231,549 Positive
 - 2,955,400 Neutral
 - 4,674,820 Negative

182,861,769 **Total Viewers/Impressions**

- September Impressions - Broadcast
 - 2,143,584 Positive
 - 472,801 Neutral
 - 445,487 Negative

3,061,872 **Total Viewers/Impressions**

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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 mid-range bus service planning, scheduling, and innovative services like vanpools and shuttles*
- ✓ *The Mobility Programs Development Division performs planning, design and development of Capital Projects, ITS projects (ICM) and passenger facilities and amenities*

Highlights This Quarter

Service Planning & Scheduling

- Employer Services Program: Site-specific shuttles or employer shuttle services incorporate bus services targeted at employers for services designed specifically for the employees of the employer. These services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson Galatyn 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, and UTD ridership increased and continues to be strong. On February 12, 2019, the DART Board approved funding to increase the contract value to add three additional buses for the service demand. In May 2019, DART solicited and received bids for purchasing three additional buses to support the UTD shuttle service. The contract award will be completed in 4Q19 and bus delivery is scheduled for May 2020.
- Shuttle Service & Ridership:
 - ✓ STAR Transit - Mesquite: Average weekly ridership during 4Q19 was 83 passengers in July; 93 in August; and 100 in September. This showed a decrease over the same three months in FY 2018 (111, 114, 120). Mesquite has decided to move away from the three-party interlocal agreement with DART at the end of September 2019. Mesquite will

Executive Summary

contract with STAR Transit exclusively starting FY 2020. The Board approved a STAR Access Agreement on September 17, 2019 for access to the following DART facilities: Lawnview Station, Buckner Station, Rowlett Station and Lake Ray Hubbard Park & Ride, in addition to the facilities in the existing access agreement including UNT Station, Camp Wisdom Station, and Glenn Heights Park & Ride.

- ✓ Parkland Shuttles: Route 704's average weekday ridership was 1,123 in July; 972 in August, and 857 in September 2019. Route 705 average weekday ridership was 507 in July; 456 in August, and 457 in September. DART developed a plan for a new shuttle route (706) which will connect Parkland Station to the new Parkland administrative offices located near Mockingbird Lane. A new three-year ILA was approved by the Board on July 9, 2019. Route 706 began service on August 12, 2019. Route 706 average weekday ridership was 114 in August, and 197 in September 2019.
 - ✓ Park Cities: Average weekday ridership during 4Q19 was 9 passenger trips per day during July; 6 passenger trips during August; and 8 passenger trips during September. This showed a slight decrease over the same three months in FY 2018 (11, 8, 10).
 - ✓ Amazon Shuttle: GoLink ridership for Amazon showed a decrease during 4Q19 compared to the third quarter (35, 39, 36). Average daily ridership during 4Q19 was 31 passengers in July; 38 in August; and 38 in September. The Board of Directors approved the FY20 GoLink On-Demand Site Specific Shuttle Agreement on August 27, 2019.
- 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 27 routes received adjustments in 4Q19. With the 4Q19 adjustments, work on the Plan will be complete. Bus OTP for FY19 ended up at 82.35%, which was below the FY19 goal of 84.77%. We would note that over 1/3 of DART routes are currently on detours due to construction and/or development issues, and these detours are adversely impacting on time performance. Staff will continue to work to use new tools to improve on time performance.
 - ✓ Legacy: The Legacy TMA was formed in the 1Q19. DART agreed to provide funding to the TMA and one DART staff person serves on the TMA Board.
 - ✓ Microtransit Pilot Project: This project was implemented October 2018 (1Q19). Other pilot tests of the service were implemented in Plano. Results in 2019 showed increased ridership. A survey for customer satisfaction 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 and it was extended to Rowlett in 3Q19. With the addition of Uber Pool, average wait time and subsidy improved in the seven zones. UberPool accounted for 20% of all GoLink ridership in June 2019.
 - ✓ UberPool Service: On September 9, 2019, the remaining six zones were implemented, bringing the UberPool service to all 13 zones in 4Q19, which was consistent with the Board goals.

Executive Summary

- Special Events:
 - ✓ July 4: Several 4th of July related events were held in the service area, with the largest being Fair Park Fourth held at the Fair Park.
 - ✓ State Fair of Texas: The State Fair started on Friday, September 27 and will continue until October 20. Over 300 DART staff volunteers filled slots and assisted customers during the Fair. DART is providing extra service on LRT and TRE. Additional supplemental buses and trains were added to provide extra capacity and serve as backup for overflow situations. The operational plan was similar to previous years.
 - ✓ Other Special Events: Other events held during 4Q19 that were served by DART included SportsCon in Fair Park (July 12) and Cotton Belt (Silver Line) Groundbreaking Events on September 19, 2019.
- Enhanced Bus Corridor: Four Enhanced Bus Shelters will be installed in FY20. A special advertisement shelter was planned to be installed in downtown Dallas in FY19. AT&T has incorporated a DART rider waiting area into their design. Specifically, riders have the option of waiting/sitting in their retail area. As a result, an advertisement shelter is not required at this time.
- Vanpool Program: The Vanpool Program lost three vans due to low ridership this quarter. The fleet included 175 vanpool groups at the end of Q419. Economy, fuel prices and marketing outreach continue to play a key role.
- Service Improvement Activities: DART completed work on a significant service change that was implemented August 12, 2019. 11 routes had route and/or schedule improvements, including five routes that moved to core frequent status with frequencies and service hours matching what DART provides on light rail lines. Six Express routes had route and schedule changes aimed to improve on time performance and expanded Uptown coverage.
- Bus Service Plan: In 4Q19, DART was in the final stages of procuring consultant services for development of a new Bus 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. The contract for the Plan has been awarded to Jarret Walker + Associates. Plan development starts 1Q20, with the goal of having a draft plan complete 1Q21 and all work on the project completed by 2Q21.
- Service Standards: The Board of Directors adopted the new revised Service Standards Policy 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 occurred, and quarterly reports under the new system are now included with financial reports. A new point-based System for placement of amenities

Executive Summary

was also revised. The new standards will form the support for a number of other service planning efforts in FY19 and beyond.

- **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 ended on September 30, 2019. Mesquite completed its Transit System and Financial Plan and informed DART that it will not continue its contract with DART in FY20, instead they elected to contract exclusively with STAR Transit. Allen, Wylie and Fairview renewed their contract with the DART LGC for an additional three years. DART's executed the agreements with all three cities in 4Q19.
- **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. In 3Q19, DART began negotiations with Frisco on a possible expansion of the TAP program. NCTCOG expressed a willingness to provide some funding to supplement the Toyota grant funding. DART also began negotiations with the City of Dallas to use the TAP program to meet the City's obligation to provide medical transportation for seniors and disabled persons. The project ILA was being negotiated this quarter.

Mobility Program Development

- **511DFW:** The 511DFW website had 2,804,204 hits between July 1, 2019 through September 30, 2019. The Phone system received 19,017 calls during the same time. 11,910 incidents were reported citing road closures, detour information and additional traveler assistance information from TxDOT center-to-center (C2C), and 511DFW's EcoTrafrix were posted on the 511DFW website. 337,605 Waze events were also posted on the 511DFW website during this quarter. Special event information updates on the 511DFW system are also an on-going effort. North Central Texas Council of Governments (NCTCOG) 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 the system. 511DFW has also introduced the following data elements to the website and Mobile App: additional Park and Ride facility locations, and EV Charging locations during 3Q19.
- **Integrated Corridor Management Project:** The integrated Corridor Management Project on US 75 has ended. The Rowlett Parking Lot Camera Occupancy lots testing and accuracy of the system was completed in 4Q19 and system is operating and reporting parking availability via two LED signs and the Parker App. "Parker is a free mobile guidance app for consumers that provides access to accurate real-time, parking availability with dynamic routing, real-time parking rates, hours, policies and restrictions". The system upgrade is underway, under a new maintenance contract with Streetline. NCTCOG is in the planning process to get access to the Parker App on integrating Rowlett parking lot data into 511DFW.
- **Rowlett Parking:** The Rowlett reserved parking program is managed by the Rowlett Volunteers-On-Patrol. The program continues to work well with no complaints from riders or Rowlett staff. The program is working well in 4Q19.

Executive Summary

- Transportation System Management (TSM): The Street Repair Program for repair of member city streets heavily used by DART buses is an ongoing effort. An ILA was executed in June 2019 with the City of Dallas for street repair projects for which DART is paying monthly installments (10) totaling \$9,619,105 to the city, who has agreed to take the lead in procuring, constructing and completing the projects. An ILA was executed in May 2019 with the City of Garland to whom DART is paying \$3,202,833 for eligible street repair projects. In 3Q19, letters were sent to all cities with remaining Street Repair, PASS, and LAP funding to request that projects be identified and completed by December 31, 2020. During 3Q19, the Transit Signal Priority (TSP) ILA for the City of Dallas was approved by the City of Dallas. The ILA has been signed by both DART and the City of Dallas. In Q419, DART received communication from Plano, Richardson and Farmer's Branch for the use of their remaining Street Repair funding.
- TRIP Programs: Invoices from the four participating cities of University Park, Highland Park, Glenn Heights and Cockrell Hill continue to be accepted, reviewed and processed for reimbursement for the TRIP Program agreements. In 4Q19, DART received the NCTCOG allocation of CMAQ funding to allow the TRIP program to be expanded for the four eligible cities.
- 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 in FY18. At the end of 4Q19, DART has constructed 10 crewrooms at the following locations: Dallas Convention Center Station, Parkland Hospital, Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, 8th & Corinth, Glenn Heights and Forest Lane. Certificates of Occupancy (CO) have been issued for the 9 locations by member cities. The Board approved Wastewater backflow release agreement for the Dallas Convention Center Station and Park Lane and forwarded to Dallas for the issuance of utility permits. Carrollton approved the required Water Meter Easement and issued a construction permit. A change order request by the contractor to resume work on the remaining tasks is underway. This Project will be completed by 3Q20.
- Standard Shelter Installation: The 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. In FY 19, 70 shelters, 70 benches and 70 free standing lights were installed in the DART service area. The YMCA project located in Oak Cliff includes a sidewalk with four ADA ramps, two shelters, and a crosswalk with pedestrian flashing beacon, initiated in 1Q19 and completed in 3Q19. Total project cost was \$150,000 and DART partnered with the City of Dallas and the YMCA for successful and safe access to their facility and public transit.
- Collin County Rides: Ridership continued to trend up overall for Collin County Rides (CCR) during 4Q19. The LGC and Board having approved ILAs to continue CCR until Sept 30, 2022, in Allen Fairview, and Wylie, these agreements were adopted by council action in the three cities in Q419.
- 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

Executive Summary

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 in 2Q19. Overall GoLink and UberPool ridership trended up. The remaining On Call Zones were also converted to GoLink microtransit zones in late 2Q19. In 3Q19, the draft FTA Sandbox Evaluation was submitted. After the integration of Uber into six zones in Plano and the Southern Sector of Dallas, on-board surveys were administered to assess riders' opinions and experiences with GoLink. A sizeable majority of riders rated each aspect of GoLink "Good" or "Excellent", with over 90% saying they "would recommend GoLink service to a friend." Ridership trended upward and cost per passenger trended downward during this quarter. In 4Q19, the pilot project was set to end, but was continued pending receipt of FTA comments on the Evaluation Report, invoicing and grant submissions.

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

- 4Q19: The Site-Specific Shuttle Agreement with UT Southwestern Medical Center approved by the board.
- 4Q19: Schedules were completed for an additional Parkland Shuttle (Route 706) put into operation in August (4Q19).
- 1Q19: Additional weekend services were added for Inland Port. GoLink is funded 50% by Amazon.

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

- 1Q20: Site Specific Shuttle Funding Agreements for Texas Instruments and City of Richardson is scheduled for board approval.
- Discussions with Paul Quinn College to extend the GoLink boundaries to support the campus. The Inland Port GoLink zone now includes Paul Quinn College effective August 12, 2019. A similar extension was made to the North Central Plano / Chase Oaks zone to serve Collin College Spring Creek Campus. 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

- 4Q19: Held an internal meeting to discuss revised standard procedures to address bike lid mis-use concerns.
- 4Q19: Continue to develop an updated draft Bike Program SOP for board review.
- 4Q19: Approved 65% design Trinity Forest Spine Trail at Longview Station.
- 4Q19: Currently at 80% near completion of the dockless bicycle/scooter RFP.
- 3Q19: A solicitation for RFP's has been posted to gather research for DART regarding the development of strategies for placement of dockless bicycles and/or scooters at multiple transit centers and light rail station controlled by DART with an end goal to issue a license agreement to conduct such business as specified DART locations.
- 1Q19: Halff Associates and NCTCOG continued preliminary planning and design work on Red Line, Blue Line Station Pedestrian areas.
- 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

- 2Q20: Complete draft of standard operating procedures for responding and resolving bike lid mis-use concerns.
- 2Q20: Complete assessment of the need for additional bike lids at stations and transit centers where there are currently no lids.
- 2Q20: Bike to work event
- 3Q19: Anticipate posting an RFI and RFP for Dockless Bike and Scooter Station License Agreements in 3Q19.
- 3Q19: Trinity Forest 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 Trial Project which will impact Lawnview Station is set to go into the design phase. Internal kickoff meeting is slated for February 22, 2019.
- 4Q18: Initiate Bike Lid electronic procurement request
- 4Q18: Finalize bikeshare rack locations for rail stations and transit centers.

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">• 4Q19: DART and AT&T resolved the shelter concerns at the Commerce and Field Bus Stop. Service at the bus stop was initiated on August 12, 2019. AT&T will complete its retail located on Commerce and Field on January 2020. DART riders have the option of waiting/sitting in their retail area. As a result, an advertisement shelter is not required at this time.• 4Q19: FY 19 amenity goal of installing 70 shelters, 70 free standing lights and 70 benches was met.• 3Q19: A total of 15 bus shelter, 40 free standing lights, and 21 benches were installed.• 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.
Issues	None at this time.

Construction & Installation of Standard Shelters

Service Planning
and Scheduling

-
- 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">• 4Q19: Three proposals for a Vanpool provider have been submitted and are currently under evaluation and scoring. Current contract expires March 2020• 4Q19: The vanpool's in operation ended the year at 175 which was five below the goal for the year.• 3Q19: The vanpool fleet is currently at 181 vanpools but still at goal (180).• 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: DART's vanpool fleet has dropped from 183 groups to 177 groups. Highland Park construction projects were completed, and those formations terminated their vans.
- 1Q18: DART Legal has advised this office and Contracting that ENTERPRISE still has not shown evidence that Enterprise has totally acquired VRIDE. As a result, DART Legal is not advising that DART sign the novation agreement at this time. Contracting has scheduled a meeting with ENTERPRISE and Legal for in February 2018 to continue discussion.

Schedule

- 4Q19: The vanpool contract will expire in 2Q20, DART will post a solicitation for RFP's in 4Q19.
- 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 FY13. Rapid Ride service along the Forest Lane corridor and better bus service along the Westmoreland corridor were implemented this phase. Phase II will be the implementation of Enhanced Bus Shelter in FY15. These will be the first shelters in North America that will be completely solar powered. The Enhanced Shelters will include next bus arrival information, security cameras and lighting.

Accomplishments

- 4Q19: IPX security cameras were installed in the Enhanced Bus Shelter. These cameras did not perform well in outdoor conditions and need to be replaced. It has been decided to use Cisco cameras instead of the IPX cameras.
- 3Q19: Please see schedule
- 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**
- 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

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>Major service changes were implemented on August 12, 2019 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. West Dallas changes include more frequent service on Route 52 and expanded hours on Route 59. 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>The Board of Directors approved changes in 3Q19, and the changes became effective August 12, 2019.</p>
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Passenger Support Facilities	<p>Enhanced Bus Shelters installation is a part of the new amenities contract that was awarded in December 2018 - 2020. FY 19 amenity goal of installing 70 shelters, 70 free standing lights and 70 benches was met.</p>

FY 2019 Score Card

Five-Year Action Plan

Service Planning and Scheduling

IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 	DART On-Call Non-Traditional service	During 2Q19 the transition from On Call service to GoLink service was completed, with 13 zones offering GoLink service by the end of March. UberPool service was in operation in 7 of the 13 zones to supplement dedicated vehicles, with expansion to all 13 zones in 4Q19. Ridership continues to grow for this group of services.
	Site-Specific Shuttles	A new Parkland Shuttle service – the third route offered – was developed and began operation in 4Q19.
	Non-Traditional Vanpool	The vanpool fleet has dropped from 184 vans to 181 due to low ridership, however, operation of the vanpool is still above the 180 goal. In 4Q19, the program dropped again to 175 by the end of the year.

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Dallas Area Rapid Transit
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PDPR--061

TO: Distribution

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

This document is the Fourth 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 September 30, 2019, including Systems Integration and Real Estate.

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

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

THM/ta

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ACRONYMS

APT - (Las Colinas) Area Personal Transit
AWP - Annual Work Plan/Program
BNSF - Burlington Northern Santa Fe Railway
CBD - Central Business District
CCTV - Closed-Circuit Television
CM/GC - Construction Manager/General Contractor
CROF - Central Rail Operating Facility
D2 - Dallas Central Business District Second Alignment
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. Application for the Full Funding Grant Agreement (FFGA) was achieved August 17, 2018. The FFGA was executed on May 28, 2019. This project is in the construction phase.

Dallas Streetcar Central Link

The Dallas Streetcar Central Link is a 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 (Silver Line) 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 United States Congressional mandate to prevent train-to-train collisions, overspeed derailments, movement of a train through a switch left in the wrong position, and incursion into an established work zone.

TRE Noble Branch Bridge

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

Inwood Bridge

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

- Three (3) ballast deck timber pile trestle spans, 13', 14', and 10' in length respectively. Three (3) timber bents are located at the west approach. The timber pile trestle spans were built in 1953.
- Two (2) ballast deck steel beam spans, approximately 44' in length each, which rest on concrete piers and a concrete abutment. These steel beam spans were built in 1953.

Medical District Drive Bridge

Approx. 1300 LF of roadway improvement from 4-lane divided to 6-lane divided with provisions of bicycle lane in each direction and enhanced sidewalk. Further, scope included ground water, waste water, and storm drainage improvements including additional drainage behind CMC building. Due to the widening of the road, TRE bridges will have to be reconstructed. Dallas County will coordinate all construction on this project.

TRE Locomotive Purchase

This project is the result of receiving an FTA grant in the amount of \$4,600,000 with a total eligible cost of \$5,750,000 for the purchase of a new locomotive. TRE's small fleet consists of older model locomotives. New generation locomotives are not compatible with the existing fleet; therefore, TRE purchased two (2) remanufactured locomotives. Progress Rail was awarded the contract in May 2019 and will provide two (2) remanufactured F40PH locomotives.

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 AND SECURITY PROJECTS**CCTV on LRVs**

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

Other Safety & Security

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

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

STREETCAR PROJECTS**Streetcar Extension Projects**

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III

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

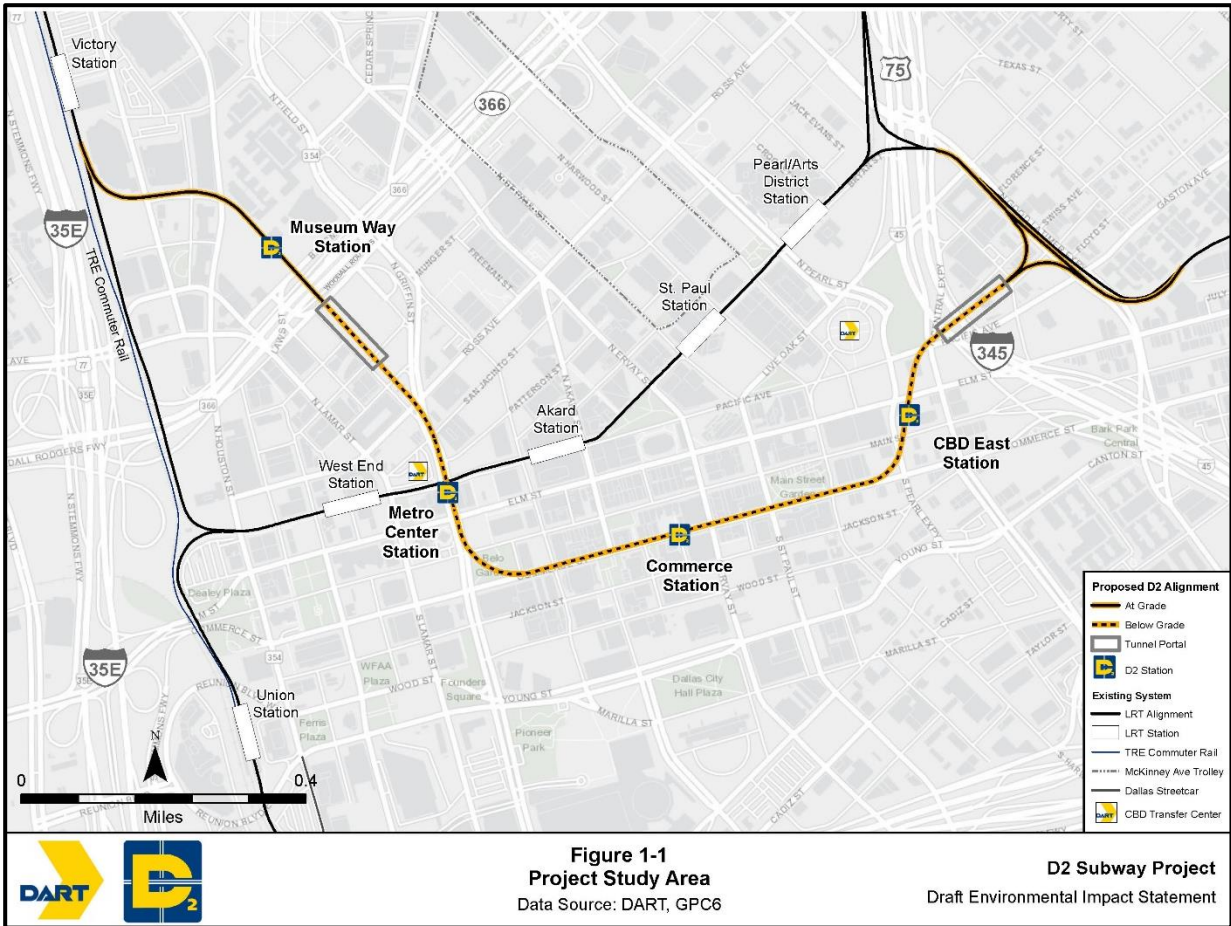


Dallas Central Business District (CBD)

D2 Alignment

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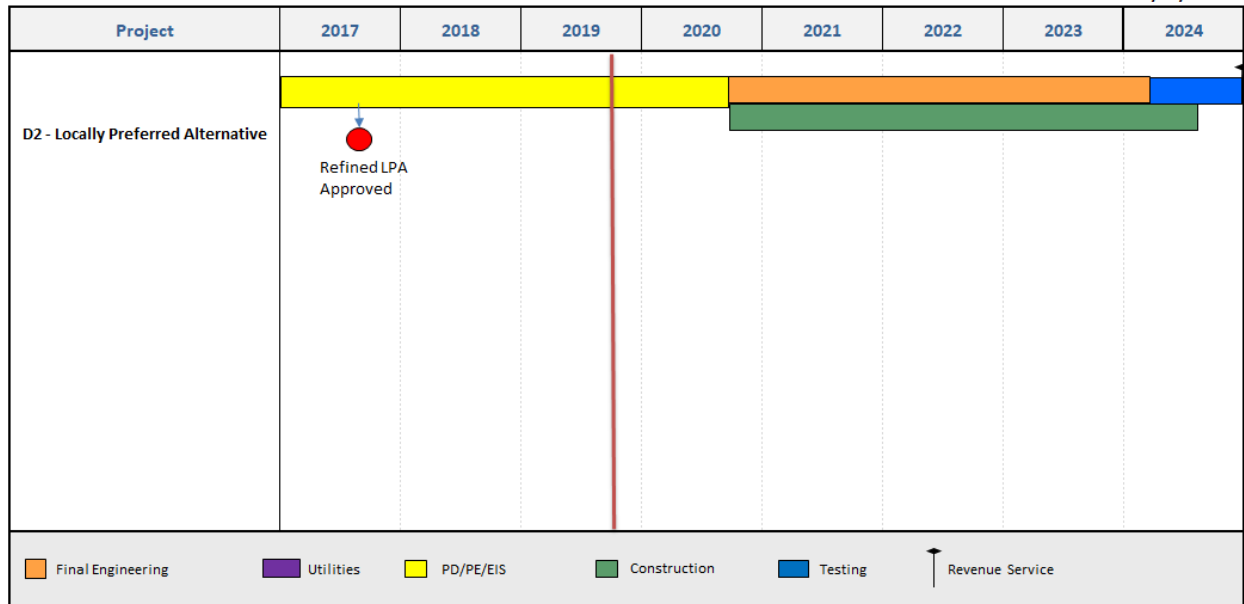
Summary Control Schedule



Summary Control Schedule

Dallas Central Business District (CBD) D2 Summary Control Schedule

9/30/2019



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	\$ 11.3

- 1) Committed values reflect activity through 09/30/19 prior to close of fiscal year by DART Finance.
- 2) Expended to Date values reflect activity in DART's General Ledger through 09/30/19 prior to close of fiscal year by DART Finance.
- 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.
- 6) Expended to Date (Prior to Removal from CIG 3/20/18) – \$4,733,460;
Expended to Date (3/20/18 to 09/30/19 after removal from CIG) - \$6,521,254.

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. The 10% design package was submitted to DART on March 8, 2019. The individual environmental, existing conditions technical memos were also completed. Current and upcoming work includes: completing the impact analysis technical memos in Fall 2019 and completing 20% design level and the DRAFT SDEIS by March 2020.

On March 20, 2018, FTA denied DART's request to extend Project Development to November 2019. At the same time, it withdrew the project from the CIG program. FTA recommended that DART reapply to enter Engineering phase after all required activities are completed. Discussions and the work effort to accomplish this have begun.


The project team held the following meetings: Briefings with City of Dallas Park and Recreation Board and staff on September 5, 19, and 30, 2019. The Team has held several project coordination meetings with TxDOT/City of Dallas/NCTCOG; standing, bi-weekly project briefings with the City of Dallas and bi-weekly, monthly and quarterly meetings with 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	2019/2020					
	October	November	December	January	February	March
CBD - D2	<ul style="list-style-type: none"> Public and Agency Involvement: <ul style="list-style-type: none"> Public Meetings - November 13, 2019 Stakeholder Meeting - November 07, 2019 Urban Design Peer Review Panel - November 22, 2019 Commerce Station Workshop - Fall 2019 CBD East Station Workshop - Fall 2019 SDEIS - related <ul style="list-style-type: none"> Impact Analysis: October 2019 Mitigation Options: December 2019 Develop strategy and schedule with FTA for Entry into Engineering 					
	<p> Project Development (Preliminary Engineering/EIS, Public Outreach Activities)</p> <p>1: Notation of "A" adjacent to a date represents "Actual" date of occurrence of the event</p>					



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

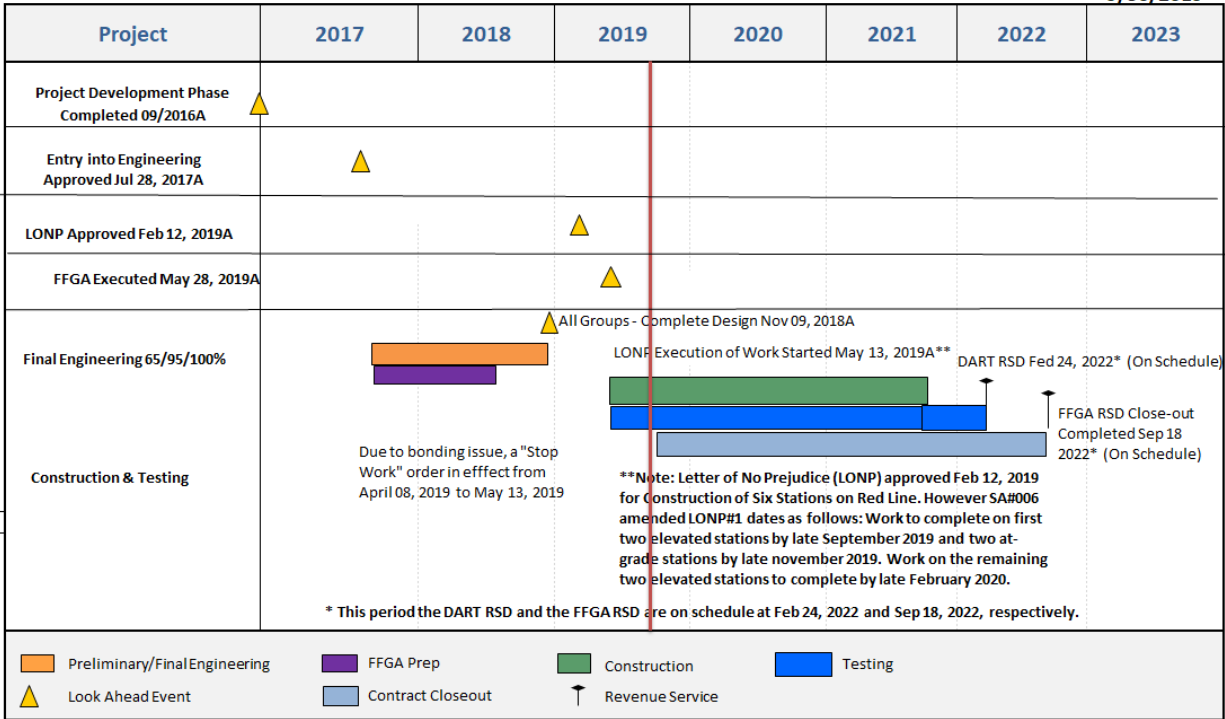
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Summary Control Schedule

Interrelated Projects Platform Extensions

Red and Blue Line Platform Extensions Summary Control Schedule

9/30/2019



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	\$ 97.3	\$ 27.3

- 1) Committed values reflect activity through 09/30/19 prior to close of fiscal year by DART Finance.
- 2) Expended to Date values reflect activity in DART's General Ledger through 09/30/19 prior to close of fiscal year by DART Finance.
- 3) Control Budget reflects Baseline Budget and Full Funding Grant Agreement (FFGA) executed May 28, 2019.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) CBD Second Alignment (D2) was removed from the Capital Investment Grant (CIG) Program on 03/20/18 and deleted from this slide.
- 6) Control Budget for Red and Blue Line Platform Extensions Project reflects an increase of ≈\$4.2M for Unallocated Contingency identified in DART's Capital Reserves.

Board Strategic Priority 1: 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 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.

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.

On October 30, 2018, the Board authorized award of construction contracts pending FFGA execution.

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 May 1, 2019, due to contractor mobilization. In April, a stop work order was issued for site activities only pending resolution of mobilization issues.

Status (Continued) On May 13, 2019, an NTP was issued to CMGC Group B and work commenced at Downtown Plano and Galatyn Park Stations on May 28, 2019.

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

On May 28, 2019, the FFGA was executed.

On July 1, 2019, an NTP letter was issued to CMGC Group B for work at aerial stations at Walnut Hill and Spring Valley. NTP letter for Group E is anticipated in October 2019.

Issues **Schedule Mitigation**

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

Six-Month Look Ahead

Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS Six-Month Look Ahead						
Project	2019/2020					
	October	November	December	January	February	March
Red and Blue Line Platform Extensions - Pre-Construction/Construction Related Activities	<p>Group B Construction commenced May 13, 2019 and continues under LONP #1 Until Feb 28, 2020</p> <p>Issue NTP Group B under FFGA Sep 30, 2019A</p> <p>Issue NTP for Construction Group E CMGC Aug 20, 2019A</p> <p>*Stop Work Order in effect from Apr 08, 2019 thru May 13, 2019 due to Performance Bond issue (LONP)</p>	<p>Continue Group B Construction under FFGA</p> <p>Commence Group E Construction</p> <p>Long Lead Equipment (LLE) arrive at site</p>				<p>NTP Group A RLS Stations</p>
Red and Blue Line Platform Extensions - Design Related Activities	<p>Begin DSDC Services Mar 25, 2019A</p> <p>Texas State Fair Sep 27, 2019. Finish Oct 20, 2019</p>	<p>Continue DSDC Services</p> <p>No construction work is scheduled on RBPE project during the Texas State Fair Window</p>				
Red and Blue Line Platform Extensions - OCIP Procurement Process						<p>OCIP Coverage Continues through-out Project until Dec 2021</p>
Red and Blue Line Platform Extensions - Federal Process	<p>RBPE-FFGA May 28, 2019A</p>					
<p>▲ Look Ahead Event</p> <p>■ Texas State Fair Window 2019</p>						

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 (September 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	\$9,397,204	\$491,456	\$9,888,660	0	\$9,397,204	\$491,456	0%	10%	
Signal Equipment and Supplies	C-2049534-01	Simba Industries	\$86,037	\$0	\$86,037	0	\$86,037	\$0	0%	0%	
Signal Equipment and Supplies	C-2049534-02	TKC Enterprises, Inc.	\$110,969	\$0	\$110,969	0	\$110,969	\$0	0%	0%	
TOTALS:			\$66,165,445	\$3,320,019	\$69,485,464	\$0	\$66,165,445	\$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 09/30/19 prior to close of fiscal year by DART Finance.
- 3) Expended to Date values reflect activity in DART's General Ledger through 09/30/19 prior to close of fiscal year by DART Finance.

- 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 in the process of final negotiation of 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, anticipated in October 2019; and
- Timely approval of request to enter Project Development once submitted to FTA, anticipated late summer 2019.

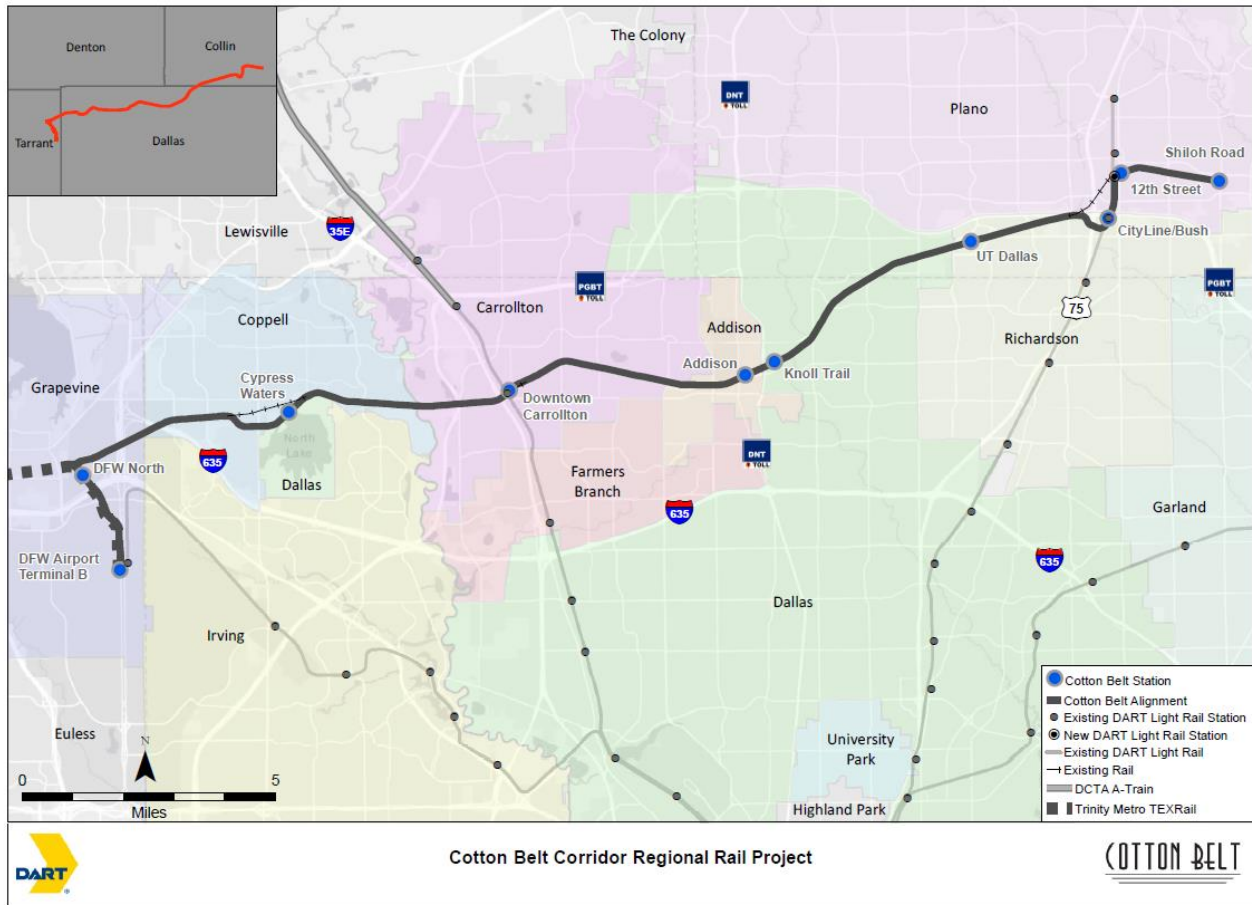


Commuter Rail

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Cotton Belt (Silver Line) Map

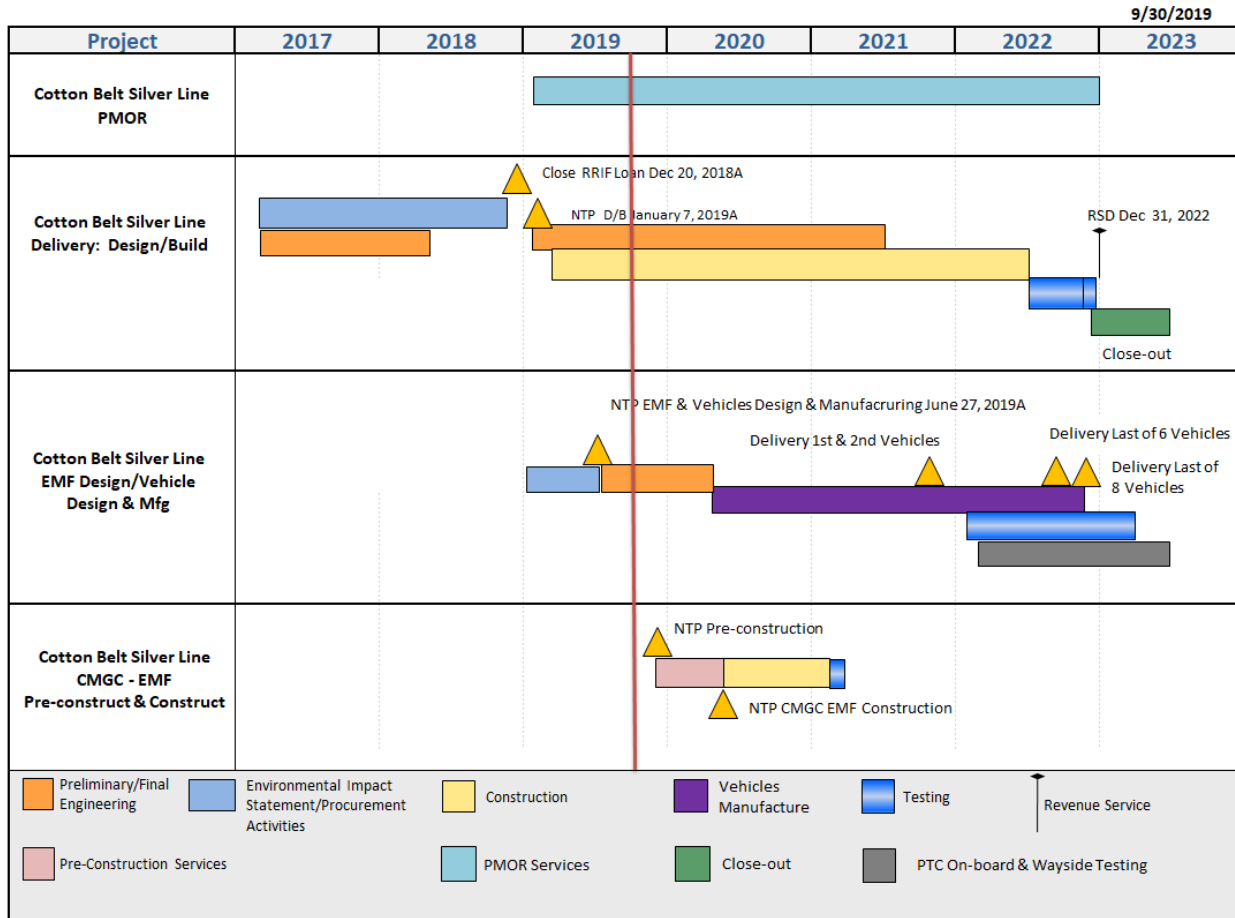
**Commuter
Rail**



Summary Control Schedule

Commuter Rail

Cotton Belt Silver Line Summary Control Schedule



COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Cotton Belt Corridor General	\$ 1,099.0	\$ 924.7	\$ 78.5
OPS/ Maintenance Facility	50.0	5.0	0.2
Commuter Rail Cars	94.0	115.9	9.7
Cotton Belt Program	\$1,243.0	\$1,045.6	\$ 88.4

- 1) Expended to date values reflect activity through 09/30/19 prior to close of fiscal year by DART Finance, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 09/30/19 prior to close of fiscal year by DART Finance.
- 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.
- 6) Proposed DART FY20 Financial Plan to increase control budget by \$108M to \$1,243M as per DART Finance.
- 7) Cotton Belt Expended to Date (Prior to approval of RRIF Loan 12/19/18) - \$ 8,265,211
Cotton Belt Expended to Date (After approval of RRIF Loan 12/19/18-09/30/19) -80,097,092

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 Acquisition of property required for construction of the Cotton Belt Project

Status DART is identifying full and partial takes for the Cotton Belt Regional Rail Project (based on current design efforts).

Preliminary list includes:

- 48 partial acquisitions
- 14 whole acquisitions
- 1 residential location
- 17 non-residential relocations

ROW Acquisition Team mobilized in April 2019.

Issues None

- 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 (Silver Line) 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 provided through the FRA-administered Railroad Rehabilitation and Improvement Financing (RRIF) program. FAA has jurisdiction over DFW Airport and Addison Airport.

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

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 and April 2019, DART conducted coordination meetings with city representatives and provided updates on design and construction activities to the community. In May 2019, coordination with city representatives continued and community workshops for the betterments program were initiated in Dallas neighborhoods. On May 29, 2019, the DART Station Art and Design Orientation Meeting was conducted for the DFW North, Cypress Waters, and Knoll Trail Stations. On July 24, 2019, the DART Station Art and Design Orientation Meeting was conducted for the Addison Station. A series of four quarterly design and construction update meetings with the community were initiated in July and will conclude on August 15, 2019.

The design-builder is working to progress design development from the 10% level to 30% and 60% levels of design. As of September 30, 2019, the design-builder has submitted 63 design packages, including street improvements and bridge layouts.

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

Negotiations for vehicle procurement were completed in April and on May 28, 2019, the DART Board authorized award of the contract for procurement of the base vehicle design and EMF design. Negotiations for the vehicle options are ongoing.

On April 30, 2019, an RFP was issued for the EMF Construction Manager/General Contractor (CMGC) Pre-Construction and Construction Services Contract. Proposals were received on June 26, 2019 and evaluations are in progress.

Anticipated date for project completion is December 2022.

Issues Contractor Right of Entry (CROE) at DFW Airport Property

Although the contractor has been provided access to other areas of the ROW for site information gathering, the access to DFW Airport has not been provided. CROE is anticipated in November 2019.

Agreements with Freight Railroads

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

Pending Change Issue – Surveys for Real Estate Acquisition

DART is negotiating a modification to the design-build contract for professional services to conduct metes and bounds surveys for new property acquisition and easements.

Pending Change Issue – Silver Line Hike and Bike Trail

DART is working with the North Central Texas Council of Governments (NCTCOG) and respective cities to prepare funding agreements for implementation of the corridor-wide hike and bike trail. Cost proposal received from the design-builder for final design based on the 10% design under development by the NCTCOG is in excess of the NCTCOG's budget. DART is evaluating cost drivers in an attempt to narrow down the budgetary gap.

City of Dallas Design Review Issue-

City of Dallas refuses to review design plans and issue utility relocation permits for the Silver Line Project.

Six-Month Look Ahead

Cotton Belt Silver Line Six-Month Look Ahead

Project	2019/2020					
	October	November	December	January	February	March
Cotton Belt Silver Line - Preliminary Engineering Activities and Environmental Impact Documentation	Mitigation and Monitoring of Project Development					
Cotton Belt Silver Line - PMOR	NTP PMOR Contract to WSP/AZB Jan 08, 19A Continue Project Management Oversight Activities - Mobilization of Staff, Set Up Field Office, Review and Disposition of Contractors Submittals, Coordination Meetings, Community Meetings,					
Cotton Belt Silver Line - D/B	NTP Cotton Belt Design/Build Contract to AWH Jan 07, 19A Continue Mobilization of Personnel and Contractors, Set Up Field Offices, Continue Design Activities, Continue Utility Verifications, ROW Coordination and GeoTech Investigations					
Cotton Belt Silver Line - Vehicles Design & Mfg	Vehicle Design /Manufacturing by Stadler Continues NTP EMF Design & Vehicle Design/Manufacturing to Stadler June 27, 2019A					
Cotton Belt Silver Line EMF Design	<div style="display: flex; justify-content: space-between;"> ▲ EMF 10% Design Complete by Urban Eng. EMF 30% Design Complete by Urban Eng. ▲ </div>					
Cotton Belt Silver Line -EMF	<div style="display: flex; justify-content: space-between;"> ▲ EMF CM/GC- Issue RFP Apr 30, 2019A NTP EMF Pre Construction Services ▲ </div> <div style="display: flex; justify-content: space-between;"> Complete Tech & Cost EMF CM/GC RFP Reviews Received EMF CM/GC RFP Submissions July 2019A </div>					
▲ Look Ahead Event						

Change Control Summary



Commuter Rail 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 (September 2019)	Contract Issues (Page numbers reference the Project Development Progress Report)	Issue Status (September 2019)
		(A)	(B)	(C)=(A+B)	(D)	(E)=(A+D)	(F)=(B-D)	(G)=(D/B)	Note (a)			
Cotton Belt Regional Rail - Design Build	C-2013270-01	Archer Western Herzog 4 JV	892,486,819	31,349,039	923,835,858	0	892,486,819	31,349,039	0%	0%		
Cotton Belt Regional Rail - PMOR	C-2014482-01	WSP/AZAB Joint Venture	6,331,938	1,434,025	7,765,963	0	6,331,938	1,434,025	0%	0%		
Cotton Belt Regional Rail - Vehicles and EMF	C-2017370-01	Stadler US, Inc.	119,070,729	4,458,000	123,528,729	0	119,070,729	4,458,000	0%	0%		
Positive Train Control	C-1019272-01	Stantec Consulting Services, Inc.										
Positive Train Control (Regional PTC)	FWTA Contract	Waltec										
Positive Train Control (Regional PTC)	C-2012159-01	Metrocomm										
Noble Branch Bridge	Pending	Pending	0	0	0	0	0	0	0%	0%		
Legend:		TOTALS:		898,818,757	32,783,064	931,601,821	0	898,818,757	32,783,064			

Note: 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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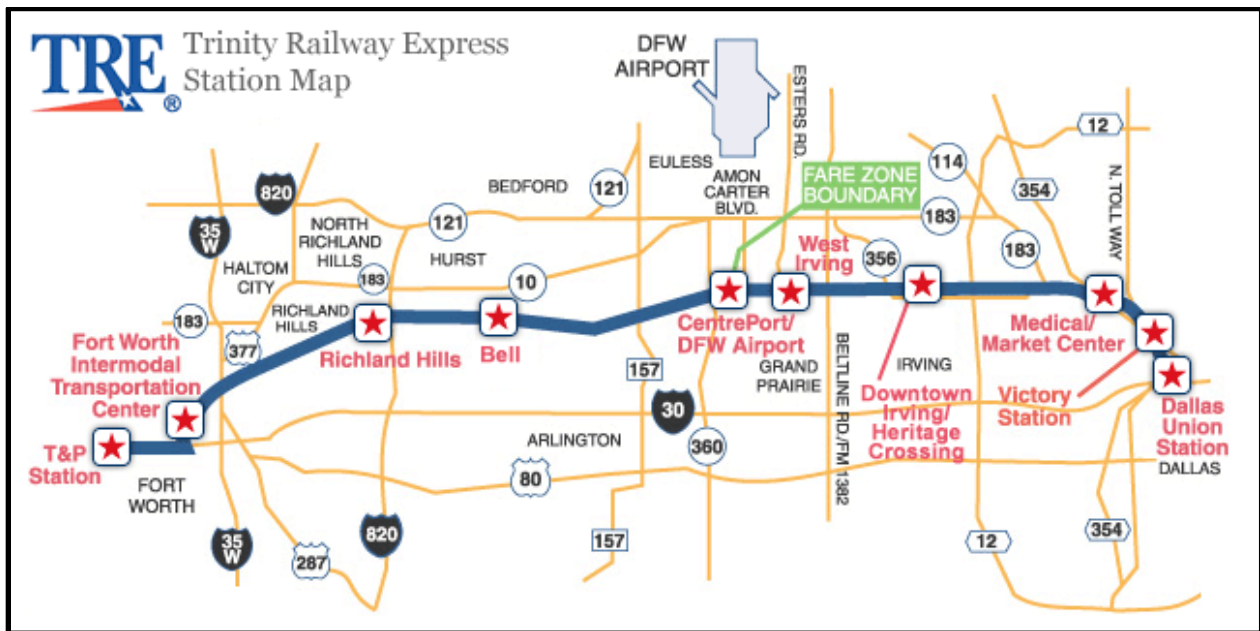


Trinity Railway Express (TRE) Projects

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Map

TRE Projects

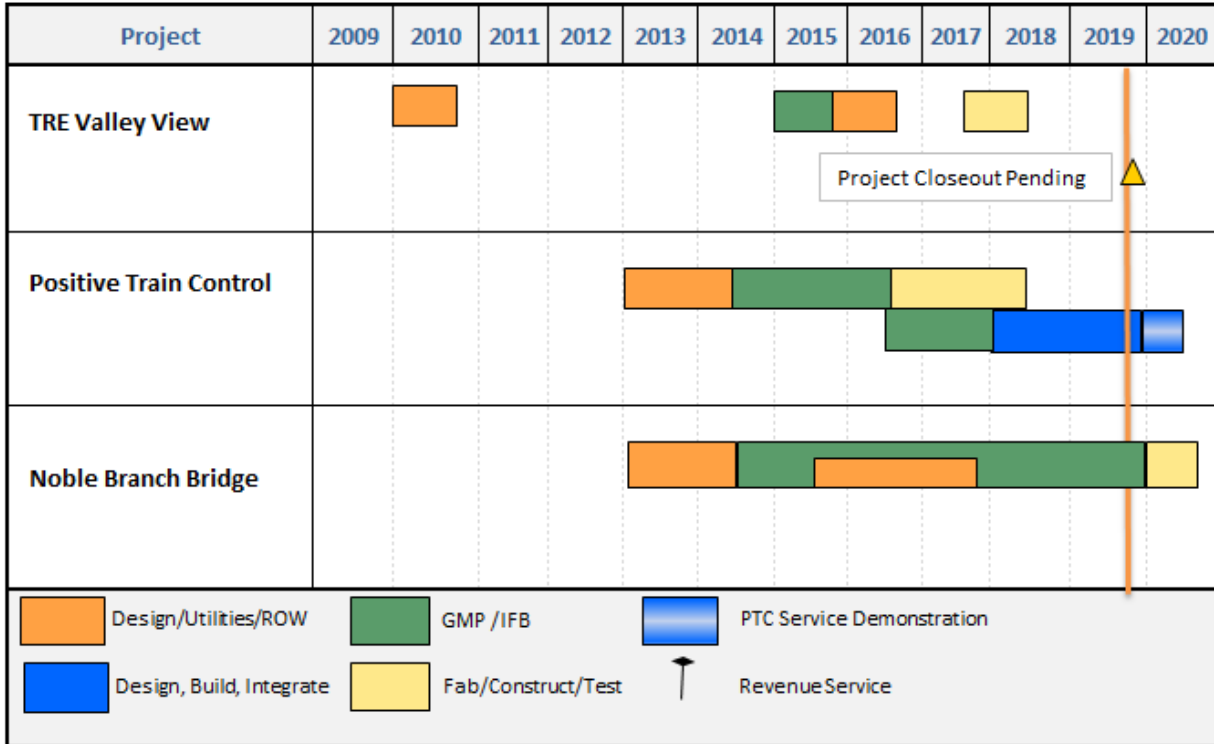


Summary Control Schedule

TRE Projects

TRE Projects Summary Control Schedules

9/30/2019



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	\$ 23.6	\$ 23.3
Positive Train Control (PTC)	34.8	40.6	29.5
Noble Branch Bridge	9.6	0.6	0.5
MP 640.41 Inwood Bridge	1.6	0.3	0.2
Medical District Drive	2.1	0.2	0.1
Locomotive Purchase	5.8	0.0	0.0

- 1) Expended to date values reflect activity through Expended to Date provided by DART Finance/Accounting through 09/30/19 prior to close of fiscal year, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 09/30/19 prior to close of fiscal year.
- 3) Control Budget value reflects DART's FY2011 approved Financial Plan value for this project.
- 4) Control Budget increased \$6.3M due to the scope of work of Bear Creek Bridge Rehabilitation being included in this project.
- 5) Control Budget increased \$2.0M (2015) for TRE Valley View.
- 6) Control Budget decreased by \$823,075 for Inwood Bridge (2019)

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 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 were 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. In April 2019, the DART Board authorized a contract modification for change requests. Contract closeout is in progress with anticipated close-out in December 2019.

Valley View to West Irving Double Tracking

**TRE
Projects**

DART is awaiting final as-built drawing revisions prior to retainage and final payment release, scheduled for December 2019.

Issues **Project Budget**

An FY 2019 Capital Project Request has been submitted for additional funding. Following resolution of change requests in April 2019, a final budget reconciliation will be conducted to close this issue.

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

Status After numerous reports to Congress regarding ongoing challenges in implementing PTC, Congress passed the Surface Transportation Extension Act of 2015, which revised the Positive Train Control requirements including the extension of the substantial implementation deadline from December 31, 2015, to December 31, 2018; permits carriers to provide for an alternative schedule and sequence for implementing a PTC system, subject to 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. The installation of the new Penta radio and CAD merged database was completed on April 27, 2019, and RSD was initiated on May 2, 2019. TRE completed the requirements stated

Status (Continued) in the FRA Conditional Approval and entered Extended RSD on May 23, 2019.

Wabtec has reported the following status as of September 30, 2019:

- System Engineering 75% complete
- Test Procedure Development 100% complete
- Engineering Functional Requirements 89% complete
- Track Data Services (GIS) 100% complete
- Communication Implementation 97% complete
- Wayside Implementation 100% complete
- Onboard Installation 100% complete
- Interoperable Train Control
 Message (ITCM) Hosting 99% complete
- Back Office System 100% complete
- System Integration 54% complete
- Training 95% complete

Issues None

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

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

Status During the inspection and load rating of the Noble Branch Bridge in 2011, it was determined the truss in its current condition could no longer adequately support the required railroad loadings of the heavier cars being used by the railroads. The structure currently has a speed restriction of 10 mph for any train with 286,000-pound cars. Because of the age of the structure, reinforcement is not a reasonable solution due to the fatigue issues of the structure that would require complete replacement of all primary tension members and connections (over half of the bridge components), as well as repairing all of the members that have been damaged by impacts and years of service.

Replacing the bridge would allow freight traffic to travel at maximum authorized speed across the bridge, thus improving system throughput. A new bridge structure would also have a higher bridge rating.

The proposed replacement includes a new double-track ballasted steel superstructure on concrete piers/columns, concrete abutments, and composite ties.

The statement of work and cost estimate for the proposed replacement was finalized with the design firm, with Notice to Proceed for design issued in the second quarter of FY16. One-hundred percent design was approved in October 2016, allowing for the preparation of the solicitation documents. DART received the executed Memorandum of Agreement from the Texas Historical Commission and U.S. Army Corps of Engineers (USACE) Permit on July 12, 2017.

A Request for Proposal for the bridge construction will be let by the end of the fourth quarter FY 2020.

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.

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

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

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

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

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

The proposed new bridge begins at Station 104+77.88 and extends to Station 106+02.52, with an elevation variance of 0.18.

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

A Request for Proposal for the bridge construction will be let by the end of the fourth quarter FY 2020.

Issues **Construction Recommendation**
Excavation and construction of the drilled shafts should be observed by a qualified geotechnical engineer or a technician under the supervision of a geotechnical engineer. The following items must be verified: shaft dimensions and proper reinforcement, placement of concrete and use of tremie or pumps, cleanness, and amount of water in shaft excavations.

Vibration/movement monitoring of the existing bridge, especially Pile Bent No. 5, should be conducted during installation of the drilled shaft. An appropriate action plan should be developed if movements are detected during construction.

Medical District Drive Bridge



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

Description This project consists of approximately 1300 linear feet of roadway improvement from a four-lane divided roadway to six-lane divided roadway, with provisions for a bicycle lane in each direction and an enhanced sidewalk. Further, scope includes ground water, waste water, and storm drainage improvements, including additional drainage behind the Children’s Medical Center building. Due to the widening of the road, TRE bridges will have to be reconstructed. Dallas County will coordinate all construction on this project.

The TRE is working with Southwestern Medical District, City of Dallas, and Dallas County on the Medical District Drive project that encompasses the removal and replacement of the Main 1 and Main 2 existing bridges at MP 641.23, track approaches, and the temporary crossovers, along with associated signal work to allow for the work to be completed.

The existing bridges are single span Through Plate Girders (TPG) approximately 81' long, with a ballast deck. The proposed plans will remove and replace the existing bridges with two new TPG bridges, as well as to raise the elevation of the bridge by approximately 3.5' and accommodate the runoff back to existing track structure elevations.

The County Contractor will be responsible for the replacement of the two bridges. The TRE will be responsible for the track across both bridges including ballast, composite ties, 136 lb. rail and PTC implementation.

Status The project is currently under construction. The 100% plan, specification and estimate were submitted in May 2017. The notice to proceed for construction was in April 2018. The main two existing bridges and abutments have been removed. Plan to switch TRE to Track #2 is on schedule for March 2020. The project is anticipated to be complete in summer 2021.

Issues Construction Activities

During installation of temporary special shoring, several incidents occurred along the track and caused the TRE to put the slow order on the track. DART/TRE recently met with Dallas County to discuss those subsidence issues and resulting track deflection. Dallas County will set up a track monitoring program. The construction team is taking survey shots along the track every four hours to review for deflections. Data collected for the past two weeks indicates that all the track movement is within the allowable limits. DART/TRE recommend that any crucial activities that could impact the track, should be scheduled when TRE is not in operation. Also freight tracks can be stopped for 12 hours to facilitate the contractor to perform any critical tasks near the track. This issued is resolved.

West Side Abutment

West Side abutment's drilled shaft failed the concrete integrity test causing the drilled shafts being redesigned. Redesign has been received and is under review.

PTC Coordination

The contractor is to stake out all the switches/switch points, signals, and mark the track centerline to coordinate with Wabtec in order to perform manual survey and collect geo points for the new track alignment. Anticipated completion date is early November 2019.

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

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

The project is funded with an FTA grant of \$4,600,000 and local matching funds of \$1,150,000. The contract was awarded with a total authorized amount not to exceed of \$4,881,700.

Expected delivery dates are anticipated late 2020/early 2021.

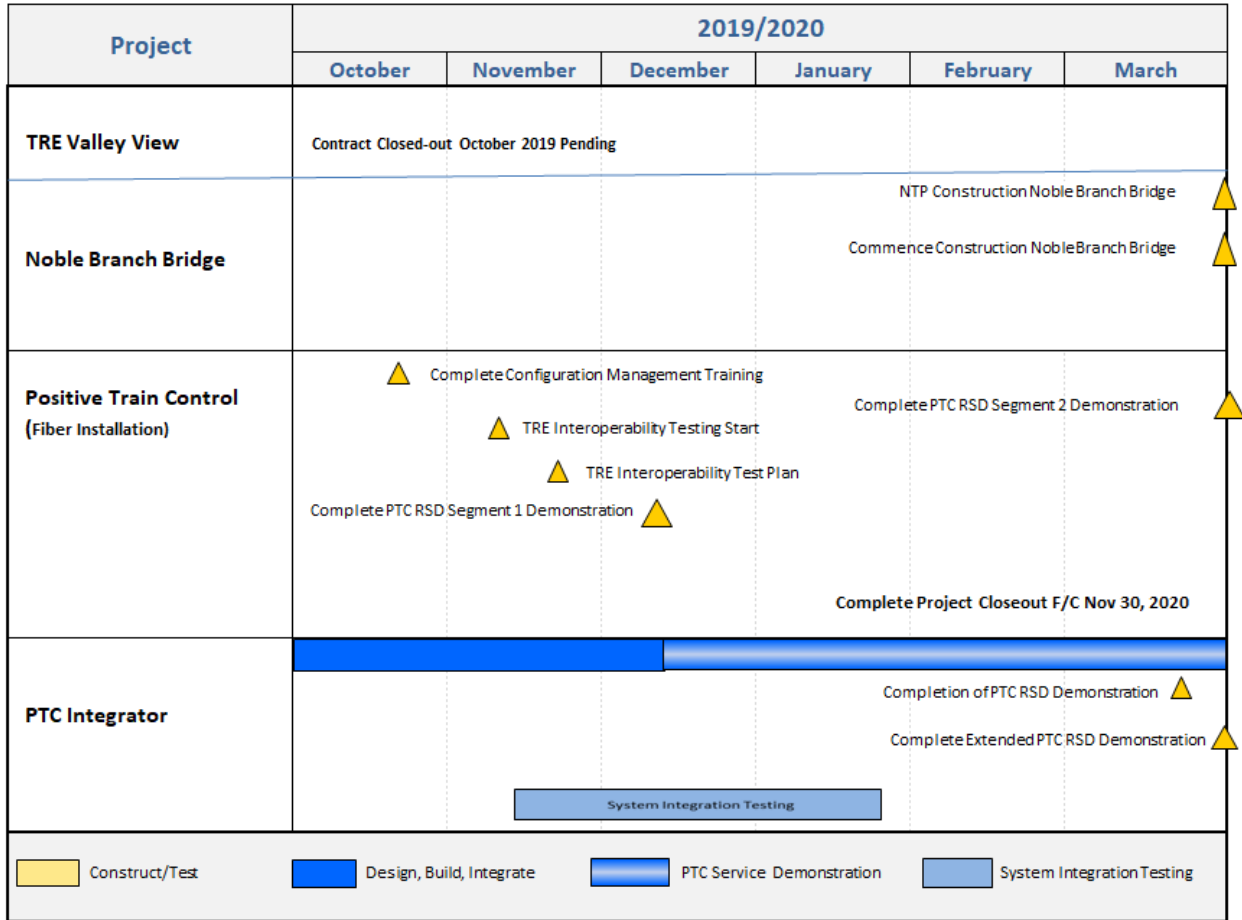
Issues Delays
The proposed schedule assumed a start date of January 2019. The space available at the Patterson, Georgia facility has been filled with other contracts, initially moving TRE’s remanufacture start date to July 2019. The contractor is working through final engineering and design for HEP engine and plate C compliance. Core locomotives are on hand in Patterson, GA. Remanufacturing is scheduled to start on December 26, 2019.

The FRA strongly recommends that railroads refrain from making alterations to their current service until after PTC certification; therefore, the two remanufactured locomotives will not be available for revenue service until after PTC certification.

Six-Month Look Ahead

**TRE
Projects**

TRE Projects Six-Month Look Ahead



TRE Projects - Change Control Summary

Facility/ Contract Package	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)	(September 2019)	
TRE Valley View Bridge & Double Tracking Construction	C-2022481-01	Kiewit Infrastructure South Co.	\$14,634,242	\$741,000	\$15,375,242	\$348,185	\$14,982,427	\$392,815	47%	100%	
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%	100%	
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%	
Noble Branch Bridge	Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
		TOTALS:	\$28,770,828	\$1,160,312	\$29,931,140	\$547,822	\$29,318,650	\$612,490			

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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Additional Capital Development

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Summary Control Schedule

Additional Capital Development

Additional Capital Development Projects Summary Control Schedules

9/30/2019

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 Rail and Intersection Mods and 3C Rail Only																	
CBD Rail Replacement Phase 3C (Intersections/Street Mods - Six Intersections)								3C Six Intersections/Street Mods									
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"> Design/Utilities/ROW</td> <td style="width: 33%;"> GMP / IFB</td> <td style="width: 33%;"> Fab / Construct / Test</td> </tr> <tr> <td> Look Ahead Event</td> <td> Revenue Service</td> <td> Acceptance/Closeout</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	26.5	24.1
Hidden Ridge Station	12.0	1.4	0.5

- 1) Expended to Date values reflect activity through 09/30/19 prior to close of fiscal year by DART Finance, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 09/30/19 prior to close of fiscal year by DART Finance.
- 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. 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

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) feature to the new Advanced Traffic Signal Controller (ATC) from external devices.

DART and City officials met at City Manager's office and discussed on TSP project outstanding items. Per the meeting, CBD P2P wireless network will be upgraded by DART to support City of Dallas ATC controller communication. DART will assist City of Dallas in replacing the Modbus functionalities. In addition, DART will fund \$150,000 for detection system expansion into City arterial streets.

City of Dallas will add existing Modbus features inside the ATC controller to replace Modbus functionalities, and fine tune the ATC controller to at least meet 2009 baseline capabilities for Rail Operation. City of Dallas will use P2P network communication input from DART. City will manage the contract to add arterial street detection and countdown timers for pedestrians at LRT mall intersections.

DART vendor has ordered P2P wireless equipment. The estimated completion of P2P network upgrade is the end of December 2019. DART is in the process of hiring a consultant to support P2P efforts and to provide training to City of Dallas staff on Advanced Traffic Signal Controller.

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.

The contractor's NTP was issued on February 14, 2019. On-site construction was initiated on March 30, 2019. In July 2019, the contractor completed 16 of 20 anticipated work weekends, plus 2 of 3 weather weekends, for a total anticipated duration of 23 weekends.

Contractor completed all rail related work during the month of August 2019.

The Phase IIIB street header work was completed in August 2019 as well.

Status (Continued) Remaining work is placement of the OCS poles and wire for the newly installed crossover at St. Paul.

Issues **Noise Complaints**

DART's contractor performed rail replacement work during weekend shutdown near Ervay St. in accordance with work plan approved by the City of Dallas. As a result of noise complaints from nearby residents received in July 2019, DART has directed contractor to restrict use of noise generating equipment to hours between 7:00 AM and 7:00 PM. This issue is resolved.

OCS Delay

DART needs permission to secure the OCS terminations on the traffic poles from the City of Dallas prior to continuing work.

- 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.

Three proposals were submitted in June 2019. DART successfully negotiated with the highest qualified and responsive proposer. Board action to award a construction contract will be requested in January 2020. NTP for the construction contract is trending January 2020.

Revenue Service is anticipated in December 2020.

Issues **Status of Project Schedule**

The project completion date is trending December 2020 and is later than the date identified in the Interlocal Agreement with the City of Irving. Per the Interlocal Agreement, DART issued a letter to the City of Irving regarding revised schedule and project cost. City of Irving and DART to revise the Interlocal Agreement as requested by the City of Irving.

A Letter of No Prejudice (LONP) request has been submitted to FTA.

Six-Month Look Ahead

**Additional Capital
Development**

Additional Capital Development Projects Six-Month Look Ahead

Project	2019/2020					
	October	November	December	January	February	March
DART Police Facilities Monroe Shops - Completed NE Substation & K9 Holding Area @ LBJ Sta. - On Hold NW Substation - On Hold	Texas State Fair No CBD Rail Work Schedules during this window -Sep 27, 2019 thru Oct 20, 2019					
CBD Rail Replacement Phase 3A & 3B Rail and Intersection Mods and 3C Rail Only Construction	<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-bottom: 10px;"> Milestone A - 3A Complete Rail replacement and Catenary </div> Milestone B - 3B Complete Street Intersections July 21, 2019A Milestone C - 3C -Rail Replacement Complete July 28, 2019 Continue work on intersection improvements					
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="display: flex; align-items: center;"> <div style="width: 15px; height: 10px; background-color: #f4a460; margin-right: 5px;"></div> Design/Utilities/ROW </div> <div style="display: flex; align-items: center;"> <div style="width: 15px; height: 10px; background-color: #66c29a; margin-right: 5px;"></div> GMP /IFB </div> <div style="display: flex; align-items: center;"> <div style="width: 15px; height: 10px; background-color: #fff9c4; margin-right: 5px;"></div> Construct/Test </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 5px;"> <div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></div> Look Ahead Event </div> </div>						

Change Control Summary

Additional Capital Development

Additional Capital Development Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Note (b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (September 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%	90%	
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.



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Safety & Security Projects

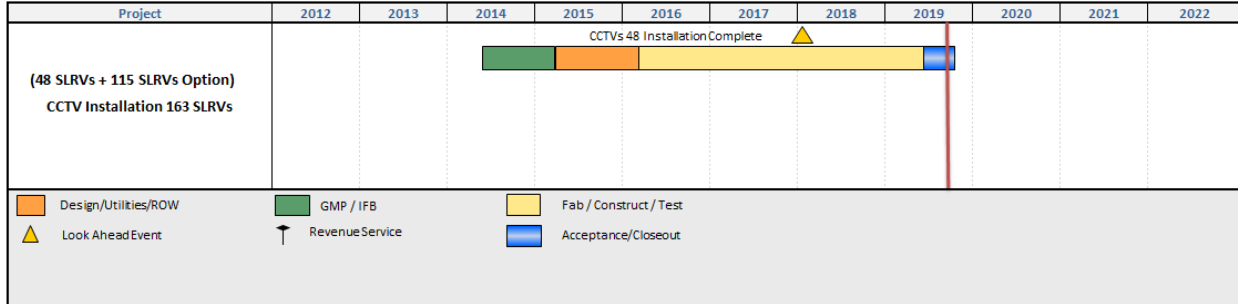
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Summary Control Schedule

Safety & Security Projects

Safety & Security Projects Summary Control Schedule

9/30/2019



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	\$ 0.3	\$ 0.1
Safety & Security Improvements Downtown Dallas	3.0	0.8	0.8
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	10.3
Fare Barrier West End Station	3.0	0.4	0.4
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
Total Safety & Security Projects	\$ 25.5	\$ 12.6	\$ 11.7

- 1) Committed values reflect activity through 09/30/19 prior to close of fiscal year by DART Finance.
- 2) Expended to Date values reflect general ledger activity posted through 09/30/19 prior to close of fiscal year by DART Finance.

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

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 was completed in June 2019.

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. Monitor No. 2 at West End Station is scheduled for installation in November 2019.

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. On April 19, 2019, NTP was issued to the construction contractor.








Issues None

Six-Month Look Ahead

Safety & Security Projects

Safety & Security Projects Six-Month Look Ahead

9/30/2019

Project	2019/2020					
	October	November	December	January	February	March
CCTV For 163 SLRVs (48 + 115)	  CCTV Project Complete - October 22, 2019					
<div style="display: flex; justify-content: space-between;"> <div style="display: flex; gap: 10px;"> <div style="display: flex; align-items: center; gap: 5px;">  Design/Utilities/ROW </div> <div style="display: flex; align-items: center; gap: 5px;">  GMP /IFB </div> <div style="display: flex; align-items: center; gap: 5px;">  Material Delivery/Install/Construct/Test </div> </div> <div style="display: flex; gap: 10px; margin-top: 5px;"> <div style="display: flex; align-items: center; gap: 5px;">  Look Ahead Event </div> <div style="display: flex; align-items: center; gap: 5px;">  Acceptance/Closeout </div> </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 (September 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	9,597,403	334,000	9,931,403	\$492	9,597,896	333,508	0%	99%	
TOTALS:		\$9,597,403	\$334,000	\$9,931,403	\$492	\$9,597,896	\$333,508			

Legend:
Notes:

% Contingency \geq 70%

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



Streetcar Projects

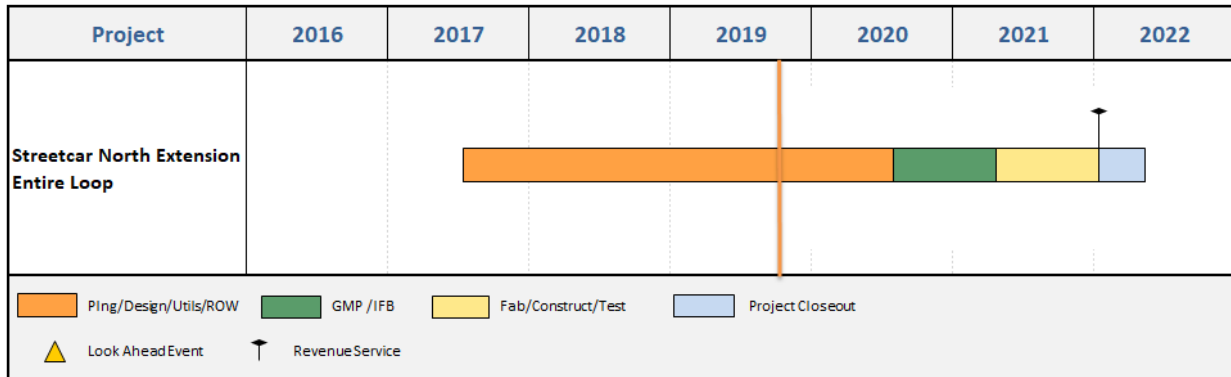
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Summary Control Schedule

Streetcar Projects

Dallas Streetcar Projects
Summary Control Schedules

9/30/2019



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	\$ 0.6
Streetcar Extension Vehicles	8.7	8.8	8.6
Streetcar Vehicles	10.4	10.4	10.5
Streetcar Projects Total	\$ 27.0	\$ 20.3	\$ 19.7

- 1) Committed values reflect activity through 09/30/19 prior to close of fiscal year by DART Finance.
- 2) Expended to Date provided by DART Finance/Accounting through 09/30/19 prior to close of fiscal year
- 3) Expended to Date values exclude City of Dallas reimbursements.
- 4) Northern Streetcar Extension control budget reflects value of City of Dallas TMF Grant.

Northern Streetcar Extension Project

Streetcar
Projects

- Board Strategic Priority**
- 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.

In March 2019, a design services contract was awarded to Hayden Consultants, Inc. NTP for a 30% level of design was given on March 5, 2019.

As of April 2019, design is progressing with field surveys, geotechnical and other design activities.

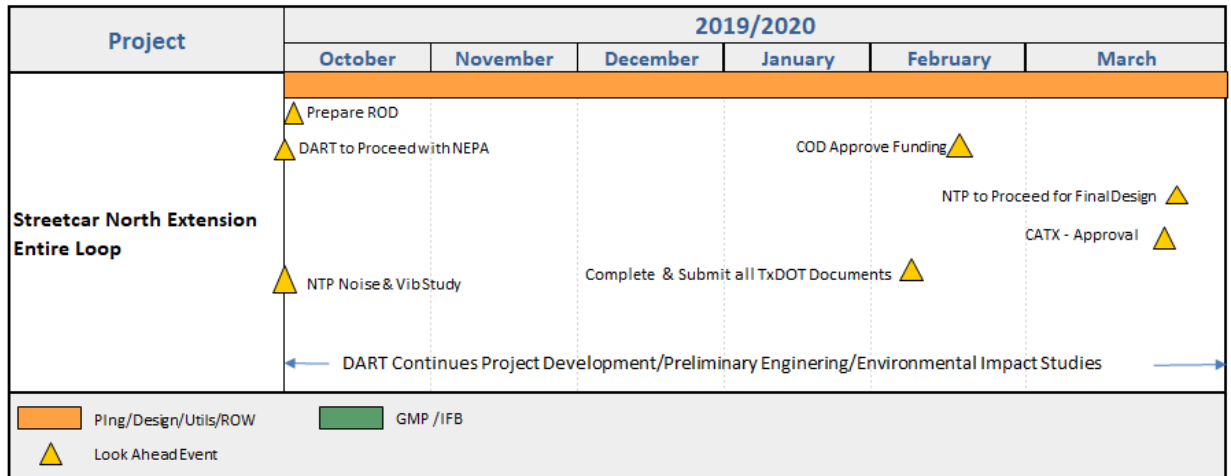
The 30% deliverables were received in July 2019 and are under review before submitting to the City of Dallas.

Issues None

Six-Month Look Ahead

Streetcar Projects

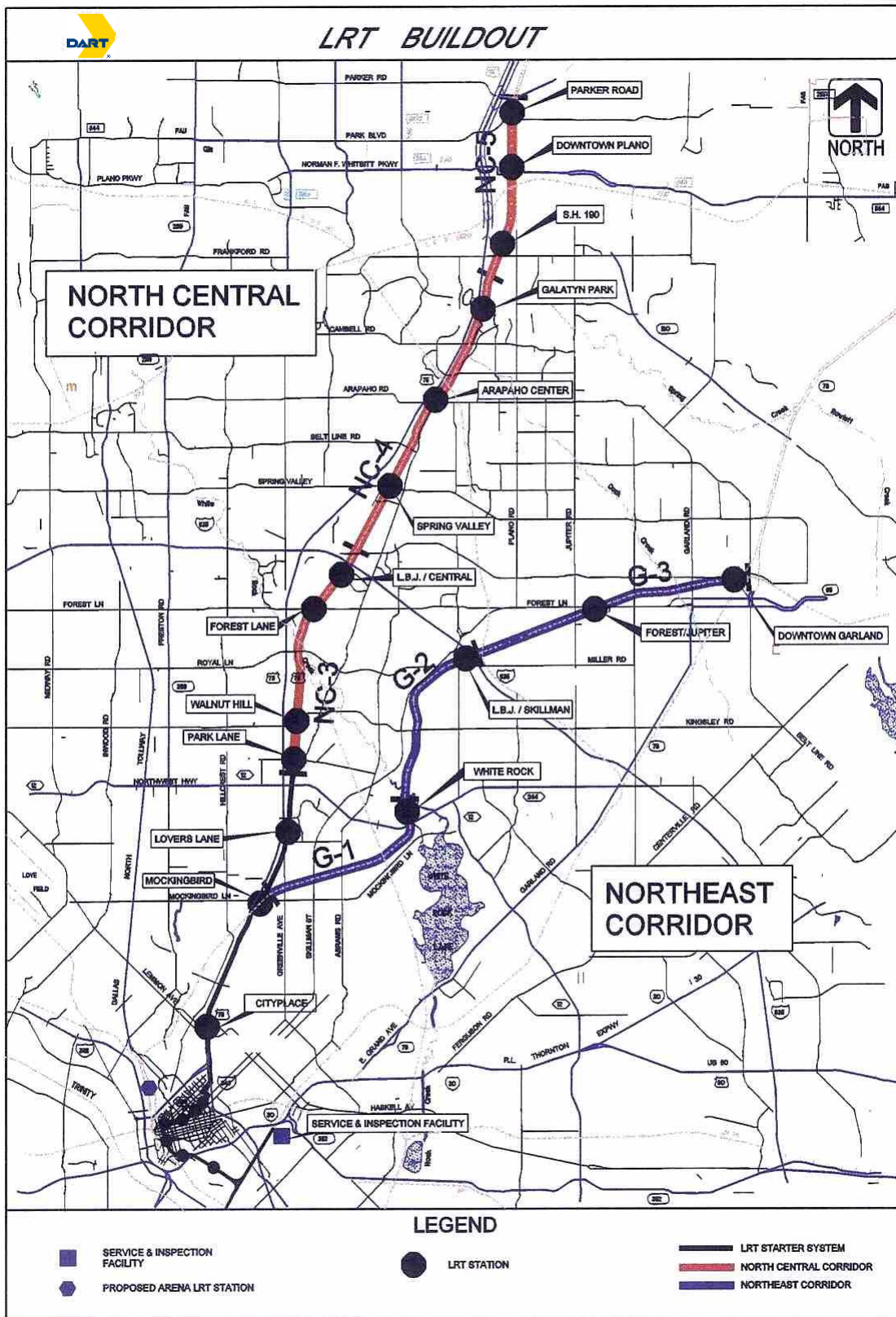
Dallas Streetcar Projects Six-Month Look Ahead





LRT Buildout Phase I

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North Central Corridor Facilities

Line Section NC-3

LRT Buildout
Phase I

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

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

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

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

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

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

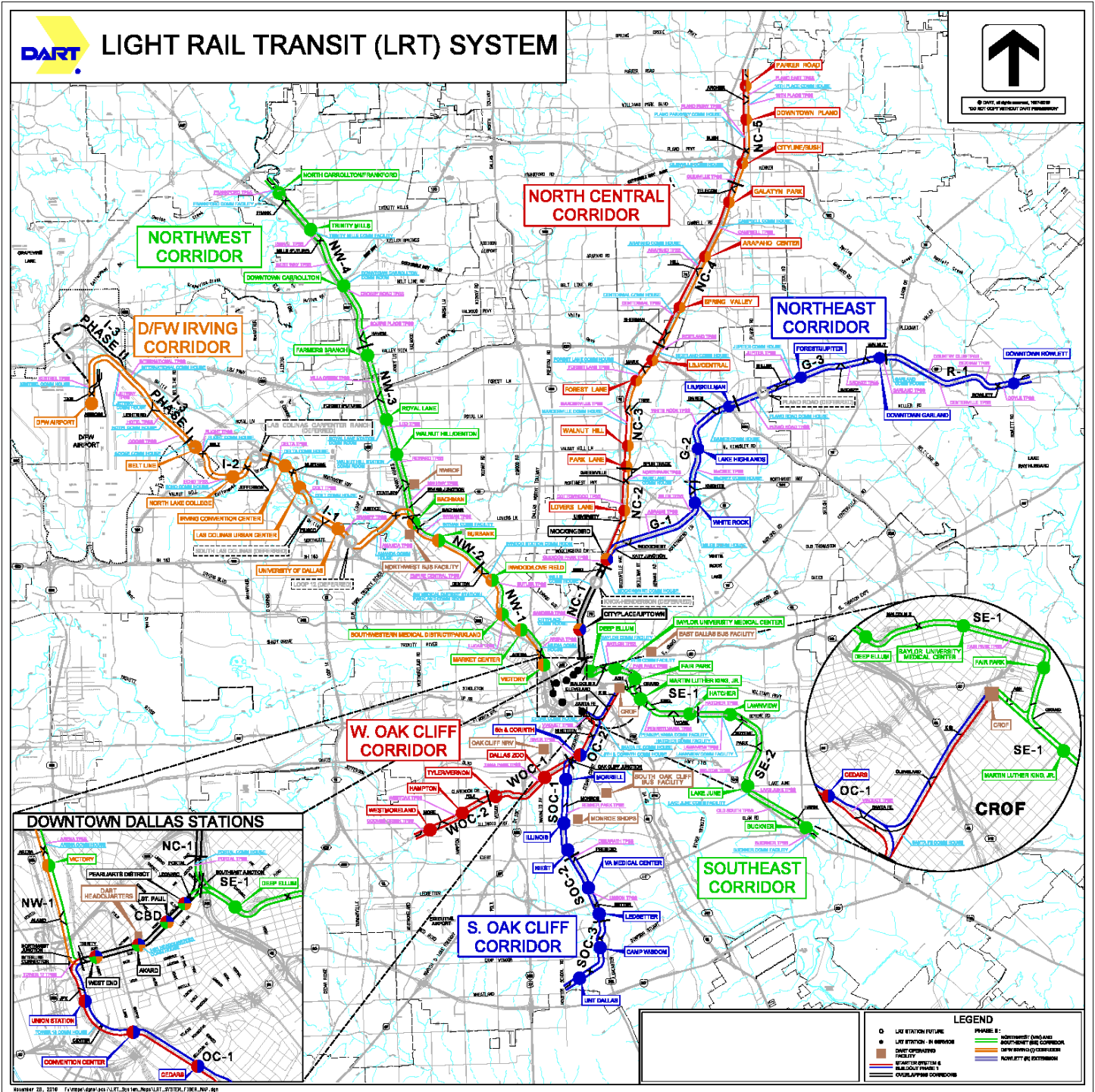
Quantum Hearing

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



LRT Buildout Phases II & III

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LRT Buildout

Phase IIB

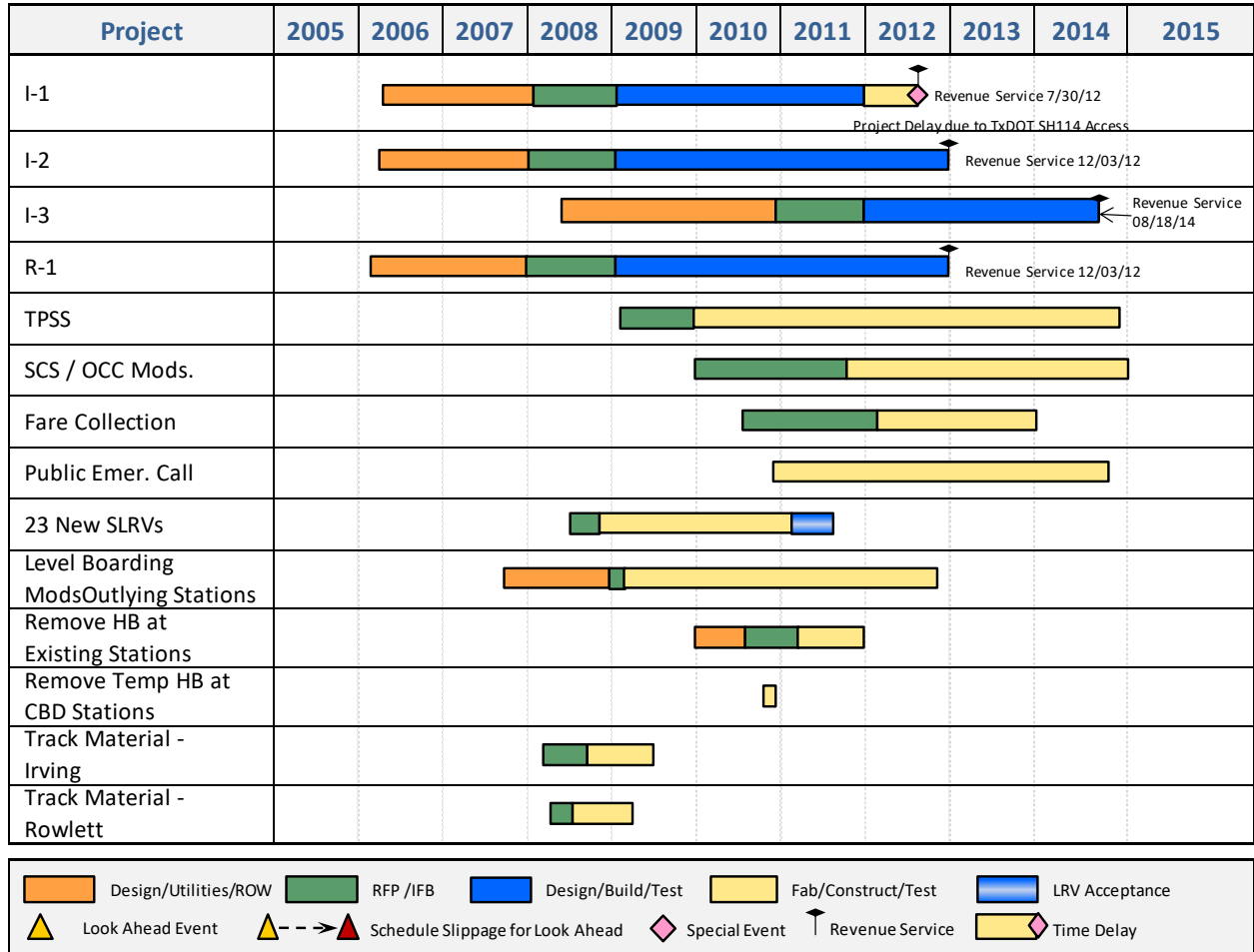
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Summary Control Schedule

**LRT Buildout
Phase IIB**

LRT Buildout Phase IIB Summary Control Schedule

12/31/2017



Cost Summary

LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB			
Cost Summary			
(in millions of dollars)			
	Control Budget <small>(3,4,5,6,7,8,9,10,11,12)</small>	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIB	\$ 86.9	\$ 68.8	\$ 68.8
Irving-1	329.0	329.0	316.2
Irving-2	211.1	211.1	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 09/30/19 prior to close of fiscal year by DART Finance.
- 2) Expended to date values reflect activity through 09/30/19 prior to close of fiscal year by DART Finances 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	\$ 20.7	\$ 20.7
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	\$ 192.2	\$ 192.0

- 1) Committed values reflect activity through 09/30/19 prior to close of fiscal year by DART Finance.
- 2) Expended to date values reflect activity through 09/30/19 prior to close of fiscal year by DART Finance, 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 09/25/12, 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 – September 2019

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DALLAS AREA RAPID TRANSIT
QUARTERLY INVESTMENT REPORT

As Of

September 30, 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.*

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

Joe Costello, Chief Financial Officer

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

Dwight Burns, Treasurer

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

Beverly Adler, Assistant Treasurer

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

Wallace Waits, Senior Manager Cash and Debt Administration

Quarterly Investment Report - Summary

4th 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 1-3/4 to 2 percent on September 19th. Economic indicators released since September's Committee meeting pointed to a continued tight U.S. labor market with the unemployment rate near historic lows (3.8%). The long-term inflation expectations decreased to one point seven percent (1.7%) on a 12-month basis, and real gross domestic product (GDP) was projected to remain steady in 2019.

Yield to Maturity Managed Funds

FY19	12/31	1.937
	3/31	2.083
	6/30	2.073
	9/30	2.011

Ending Amortized Book Value as of September 30, 2019									
Portfolio	Agencies	Treasuries	CP	Pools	MMF's	Fund Totals	YTM	Compliant	
Managed Funds									
Operating	\$ 170,774,903	\$ -	\$ -	\$ 96,911,306	\$ -	\$ 267,686,209	1.885%	Yes	
Financial Reserve	48,455,000	-	-	1,545,003	-	50,000,003	2.110%	Yes	
MAIF	-	-	-	10,956,846	-	10,956,846	2.246%	Yes	
Platform Extensions	-	-	-	63,730,452	-	63,730,452	2.246%	Yes	
Silver Line	10,000,000	-	-	10,100,015	-	20,100,015	2.183%	Yes	
Insurance	8,600,000	-	-	3,656,926	-	12,256,926	1.818%	Yes	
SEAF	-	-	-	66,923,880	-	66,923,880	2.166%	Yes	
	\$ 237,829,903	\$ -	\$ -	\$ 253,824,430	\$ -	\$ 491,654,333	2.011%		
Constrained Funds									
Debt Service	\$ -	\$ -	\$ -	\$ 119,356,854	\$ 246,332	\$ 119,603,186	2.260%	Yes	
Regional Toll Road	-	-	-	-	1,535,278	1,535,278	1.575%	Yes	
City of Irving ILA	-	-	-	3,296,381	-	3,296,381	2.246%	Yes	
COD Streetcar	-	-	-	-	11,762	11,762	1.575%	Yes	
Toyota	-	-	-	866,606	-	866,606	2.246%	Yes	
	\$ -	\$ -	\$ -	\$ 123,519,840	\$ 1,793,373	\$ 125,313,213	2.251%		
All Funds	\$ 237,829,903	\$ -	\$ -	\$ 377,344,270	\$ 1,793,373	\$ 616,967,546	2.060%		

The investment rating of each investment was reviewed on 9/30/19 and found to be in compliance with PFIA.

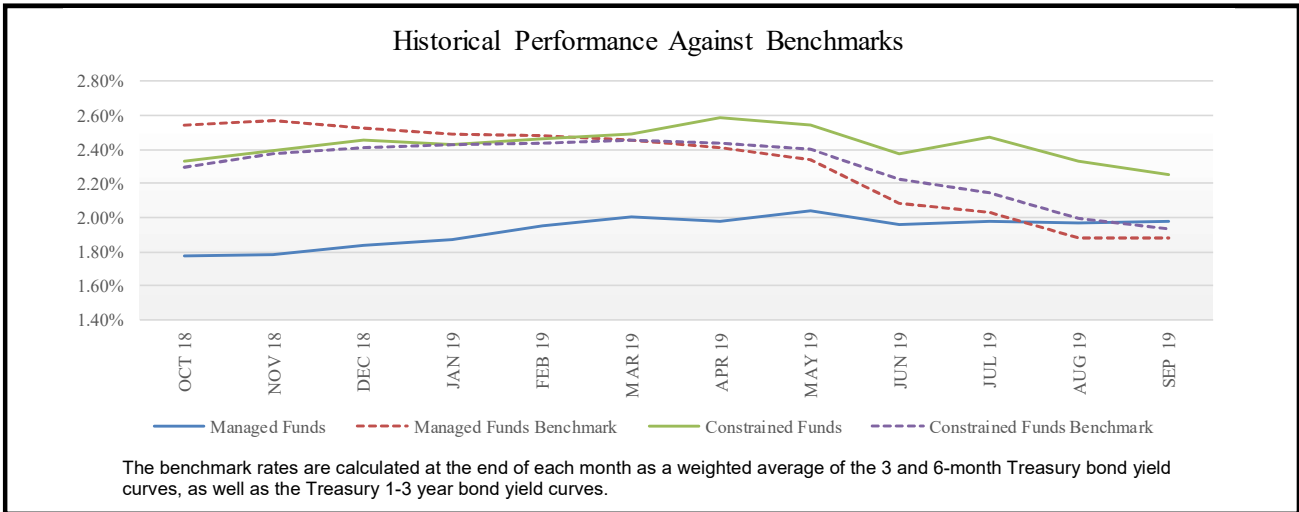
The investment strategy for the **Operating Fund** is to seek higher yielding liquid investments in the 1 day to 5 years range while increasing the coverage to shorter term investments. Strategies for the other funds are:

Debt Service	100% money-market funds and local government investment pools (LGIP)
Financial Reserve	LGIPs and laddered maturities
Insurance	LGIPs and laddered maturities
Mobility Assist. & Innovation Fnd (MAIF)	LGIPs, 1-6 months (10%), 6-12 months (10%), laddered 2-5 years (80%)
Platform	LGIPs and investment maturities tied to expected project expenditures
Regional Toll Road	100% money-market funds
Silver Line	LGIPs and laddered maturities
Streetcar	100% money-market funds
System Expansion Acquisition Fnd (SEAF)	100% LGIPs
Toyota	100% LGIPs



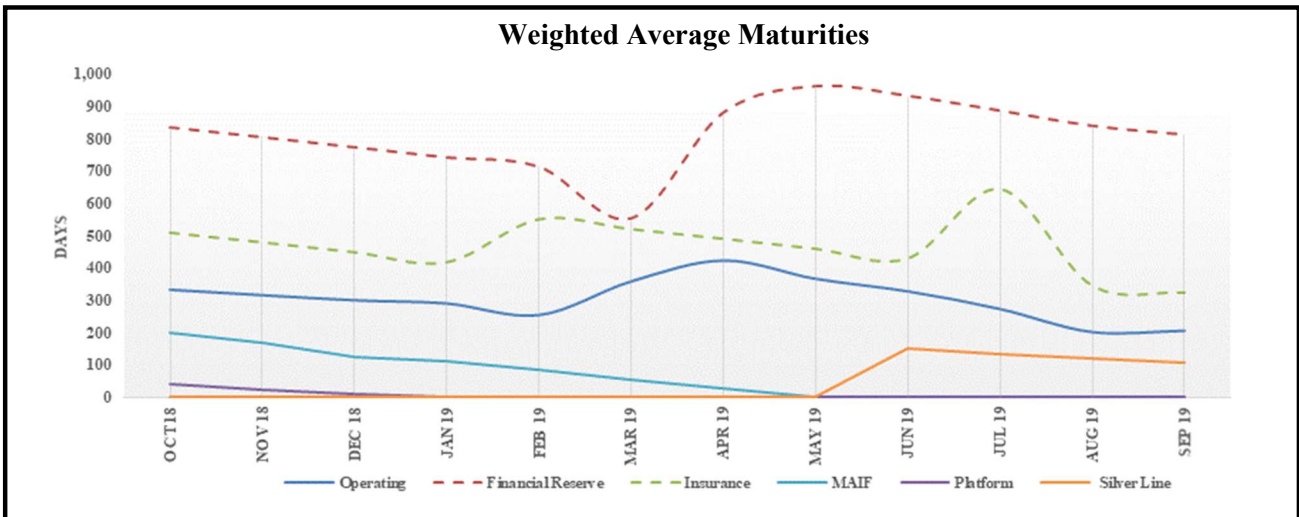
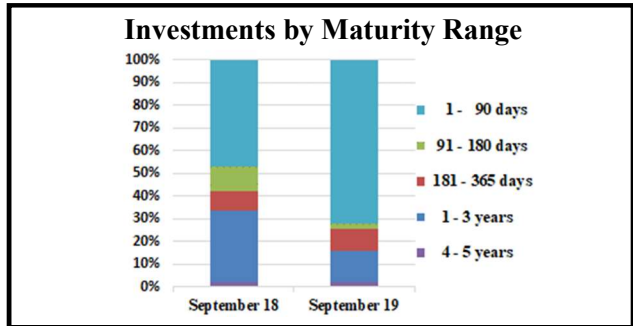
Quarterly Investment Report - Summary

4th Qtr **FY19**



Average Yield to Worst All Funds

	--- 12 months ending ---		12 months	
	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>
Actual	0.78%	1.04%	1.46%	2.02%
Benchmark	0.55%	1.02%	1.95%	2.30%



Security Transactions - Purchases

4th Qtr **FY19**

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<u>OPERATING FUND</u>								
7/29/19	3130AGT54	FHLB 2.1 4/29/2021-20	\$ 5,000,000	04/29/21	01/29/20	2.100	\$ 5,000,000	19-0017
9/24/19	3130AH5K5	FHLB 2 9/23/2020-19	\$ 10,000,000	09/23/20	12/23/19	2.000	\$ 10,000,556	19-0018
9/27/19	3134GUEJ5	FHLMC 2 9/27/2021-19	\$ 10,000,000	09/27/21	12/27/19	2.000	\$ 10,000,000	19-0019
TOTAL			\$ 25,000,000			2.020	\$ 25,000,556	
<u>FINANCIAL RESERVE</u>								
7/15/19	3134GTA29	FHLMC 2.35 7/15/2022-19	\$ 2,795,000	07/15/22	10/15/19	2.350	\$ 2,795,000	19-0015
TOTAL			\$ 2,795,000			2.350	\$ 2,795,000	
<u>SILVER LINE</u>								
TOTAL			\$ -			0.000	\$ -	
<u>PLATFORM EXTENSION</u>								
TOTAL			\$ -			0.000	\$ -	
<u>INSURANCE RESERVE</u>								
7/29/19	3134GTK51	FHLMC 2 7/29/2021-20	\$ 4,100,000	07/29/21	04/29/20	1.998	\$ 4,100,000	19-0016
TOTAL			\$ 4,100,000			1.998	\$ 4,100,000	
<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			\$ 31,895,000				\$ 31,895,556	



Security Transactions - Maturities, Calls & Sales

4th 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>								
7/11/19	Matured	07/11/19	3135G0L76	FNMA 1.075 7/11/2019-17	\$ 5,002,870	\$ 26,875	\$ 3,550	\$ 3,550
7/26/19	Called	10/26/20	3130ABPN0	FHLB Step 10/26/2020-18	5,650,000	56,500.00	-	-
7/1/19	Called	04/01/21	3134GTBJ1	FHLMC 2.6 4/1/2021-19	10,000,000	-	-	-
7/10/19	Called	01/10/22	3134GTBK8	FHLMC 2.6 1/10/2022-19	10,000,000	65,000.00	-	-
8/23/19	Matured	08/23/19	3136G3V69	FNMA 1.15 8/23/2019	5,000,000	28,750.00	-	-
8/28/19	Called	08/28/20	3130AC4R2	FHLB Step 8/28/2020-17	10,000,000	87,500.00	-	-
8/27/19	Called	11/27/20	3130ACWR1	FHLB Step 11/27/2020-18	5,000,000	-	-	-
8/1/19	Called	02/01/21	3130ABV60	FHLB Step 2/1/2021-18	10,000,000	100,000.00	-	-
8/13/19	Called	08/13/21	3134GSTT2	FHLMC Step 8/13/2021-19	10,000,000	-	-	-
9/8/19	Called	09/08/20	31422BDH0	FAMC 2.6 9/8/2020-19	5,000,000	65,000.00	-	-
9/26/19	Called	03/26/21	3130AFZ67	FHLB 2.65 3/26/2021-19	10,000,000	132,500.00	-	-
9/30/19	Matured	43738	3136G3WV3	FNMA 1.1 9/30/2019-16	8,300,000	45,650	-	-
9/12/19	Matured	09/12/19	3133EGTT2	FFCB 1.2 9/12/2019-17	10,000,000	60,000	-	-
TOTAL \$					103,952,870	\$ 667,775	\$ 3,550	\$ 3,550
<u>FINANCIAL RESERVE FUND</u>								
7/10/19	Called	04/03/23	3133EKFL5	FFCB 2.69 4/3/2023-19	\$ 2,795,000	\$ -	\$ -	\$ -
8/27/19	Called	11/27/20	3130ACWR1	FHLB Step 11/27/2020-18	1,545,000	-	-	-
TOTAL \$					4,340,000	\$ -	\$ -	\$ -
<u>DEBT SERVICE FUND</u>								
TOTAL \$					-	\$ -	\$ -	\$ -
<u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u>								
TOTAL \$					-	\$ -	\$ -	\$ -
<u>PLATFORM EXTENSION FUND</u>								
TOTAL \$					-	\$ -	\$ -	\$ -
<u>INSURANCE</u>								
7/26/19	Matured	07/26/19	3136G3Q73	FNMA 1.15 7/26/2019	\$ 4,103,929.17	\$ 23,575.00	\$ -	\$ -
8/28/19	Called	02/28/22	3134GSZ81	FHLMC 2.75 2/28/2022-19	3,600,000	49,500	-	-
TOTAL \$					7,703,929.17	\$ 73,075.00	\$ -	\$ -
GRAND TOTAL \$					115,996,799	\$ 740,850	\$ 3,550	\$ 3,550



Current Portfolio - Total

4TH Qtr **FY19**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Settle Date	Invest #
FNMA 1.075 7/11/2019-17	3135G0L76	5,000,000	1.08	7/11/2019	1.08	1.08	\$ 5,000,000	-	-	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	-	-	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	-	-	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	-	-	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	-	-	6/30/2016	16-0101
FFCB 1.12 10/11/2019-17	3133EGXK6	1,500,000	1.12	10/11/2019	1.19	1.19	1,500,000	1,500,000	1,499,700	10/31/2016	17-0006
FFCB 1.12 10/11/2019-17	3133EGXK6	10,000,000	1.12	10/11/2019	1.15	1.15	10,000,000	10,000,000	9,998,000	10/20/2016	17-0003
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	9,995,000	10/25/2016	17-0004
FHLB 1.375 11/15/2019	3130AA3R7	10,000,000	1.38	11/15/2019	1.38	1.38	9,999,710	9,999,903	9,993,000	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	4,896,570	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	9,491,450	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	9,993,000	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	9,996,000	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	9,990,000	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	2,996,700	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	9,960,000	10/25/2016	17-0005
FAMC 2.12 4/30/2020	31422BGZ7	10,000,000	2.12	4/30/2020	2.12	2.12	10,000,000	10,000,000	10,008,000	6/24/2019	19-0014
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	3,267,468	12/15/2016	17-0017
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	3,977,600	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	9,976,000	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	4,979,500	8/30/2016	16-0119
FHLB Step 8/28/2020-17	3130AC4R2	10,000,000	1.75	8/28/2020	1.75	1.75	10,000,000	-	-	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	-	-	3/8/2019	19-0002
FHLB 2 9/23/2020-19	3130AH5K5	10,000,000	2.00	9/23/2020	2.00	2.00	-	10,000,000	10,000,000	9/24/2019	19-0018
FHLB Step 9/29/2020-18	3130ACFY5	10,000,000	1.75	9/29/2020	1.89	1.59	10,000,000	10,000,000	10,006,000	9/29/2017	17-0044
FHLB Step 10/26/2020-18	3130ABPN0	5,650,000	2.00	10/26/2020	2.00	2.00	5,650,000	-	-	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	2,985,900	11/9/2016	17-0008
FHLB Step 11/27/2020-18	3130ACWR1	1,545,000	2.25	11/27/2020	2.25	2.25	1,545,000	-	-	11/27/2017	18-0002
FHLB Step 11/27/2020-18	3130ACWR1	5,000,000	2.25	11/27/2020	2.25	2.25	5,000,000	-	-	11/27/2017	18-0001
FHLB Step 12/29/2020-18	3130ACDS0	10,000,000	1.75	12/29/2020	1.88	1.56	10,000,000	10,000,000	10,005,000	9/29/2017	17-0043
FHLB 2.5 1/8/2021-19	3130AG7L3	5,000,000	2.50	1/8/2021	2.50	2.50	5,000,000	5,000,000	5,000,500	4/8/2019	19-0012
FHLB Step 2/1/2021-18	3130ABV60	10,000,000	2.00	2/1/2021	2.00	2.00	10,000,000	-	-	8/1/2017	17-0037
FHLB 2.65 3/26/2021-19	3130AFZ67	10,000,000	2.65	3/26/2021	2.65	2.65	10,000,000	-	-	3/26/2019	19-0005
FHLMC 2.6 4/1/2021-19	3134GTBJ1	10,000,000	2.60	4/1/2021	2.60	2.60	10,000,000	-	-	4/1/2019	19-0008
FHLB 2.1 4/29/2021-20	3130AGT54	5,000,000	2.10	4/29/2021	2.10	2.10	-	5,000,000	5,000,500	7/29/2019	19-0017
FHLB Step 7/26/2021-18	3130ABWA0	10,000,000	1.75	7/26/2021	2.17	1.67	10,000,000	10,000,000	10,003,000	7/27/2017	17-0036
FHLB Step 7/26/2021-18	3130ABV94	10,000,000	1.50	7/26/2021	1.91	1.62	10,000,000	10,000,000	10,002,000	7/26/2017	17-0035
FHLMC 2 7/29/2021-20	3134GTK51	4,100,000	2.00	7/29/2021	2.00	2.00	-	4,100,000	4,100,820	7/29/2019	19-0016
FHLMC Step 8/13/2021-19	3134GSTT2	5,898,000	2.50	8/13/2021	2.50	2.50	5,898,000	-	-	8/13/2018	18-0017
FHLMC 2 9/27/2021-19	3134GUEJ5	10,000,000	2.00	9/27/2021	2.00	2.00	-	10,000,000	10,001,000	9/27/2019	19-0019
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	4,031,209	11/30/2016	17-0013
FHLMC 2.6 1/10/2022-19	3134GTBK8	10,000,000	2.60	1/10/2022	2.60	2.60	10,000,000	-	-	4/10/2019	19-0011
FHLB Step 2/9/2022-18	3130ABVZ6	5,000,000	1.85	2/9/2022	2.06	1.80	5,000,000	5,000,000	5,002,000	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	-	-	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	10,000,000	10,028,000	3/25/2019	19-0004
FHLMC 2.35 7/15/2022-19	3134GTA29	2,795,000	2.35	7/15/2022	2.35	2.35	-	2,795,000	2,795,280	7/15/2019	19-0015
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	5,246,049	8/28/2017	17-0040
FFCB 2.69 4/3/2023-19	3133EKFL5	2,795,000	2.69	4/3/2023	2.69	2.69	2,795,000	-	-	4/3/2019	19-0010
FHLMC 2.625 5/22/2023-20	3134GTMV2	3,835,000	2.63	5/22/2023	2.63	2.63	3,835,000	3,835,000	3,851,491	5/22/2019	19-0013
FHLMC 2.75 4/1/2024-19	3134GTCJ0	8,650,000	2.75	4/1/2024	2.75	2.75	8,650,000	8,650,000	8,650,000	4/1/2019	19-0009
Amegy Debt Serv MM	MM0002	246,332	N/A	N/A	2.05	2.05	432,683	246,332	246,332	9/30/2011	MM-0002
LOGIC - (T) Bond Prin LGIP	MM0071	52,984,701	N/A	N/A	2.25	2.25	37,977,610	52,984,701	52,984,701	2/7/2017	MM-0071
LOGIC -MAIF LGIP	MM0043	10,956,846	N/A	N/A	2.25	2.25	10,531,138	10,956,846	10,956,846	9/7/2016	MM-0043
LOGIC - Silver Line LGIP	MM0047	10,100,015	N/A	N/A	2.25	2.25	10,175,710	10,100,015	10,100,015	7/2/2018	MM-0047
LOGIC - Fin Res LGIP	MM0042	1,545,003	N/A	N/A	2.25	2.25	329	1,545,003	1,545,003	9/7/2016	MM-0042
LOGIC - Irving ILA LGIP	MM0046	3,296,381	N/A	N/A	2.25	2.25	3,276,970	3,296,381	3,296,381	7/10/2018	MM-0046
LOGIC - Op LGIP	MM0041	38,722,283	N/A	N/A	2.17	2.17	\$ 28,521,711	38,722,283	38,722,283	9/2/2016	MM-0041

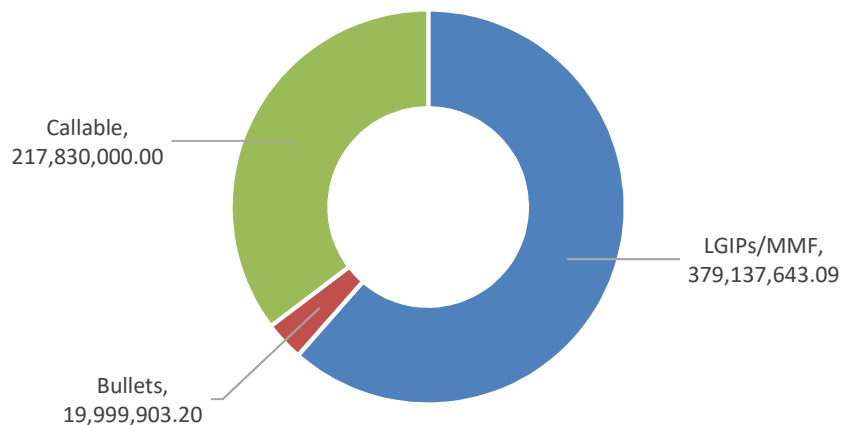


Current Portfolio - Total

4th Qtr **FY19**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
LOGIC - Platform LGIP	MM0044	63,730,452	N/A	N/A	2.25	2.25	63,355,172	63,730,452	63,730,452	9/7/2016	MM-0044
LOGIC - SEAF LGIP	MM0049	66,923,880	N/A	N/A	2.17	2.17	2,118,885	66,923,880	66,923,880	5/7/2019	MM-0049
LOGIC - Toyota LGIP	MM0045	866,606	N/A	N/A	2.25	2.25	861,503	866,606	866,606	9/29/2016	MM-0045
LOGIC - Insurance LGIP	MM0040	3,656,926	N/A	N/A	2.25	2.25	-	3,656,926	3,656,926	8/29/2019	MM-0040
TexasCLASS OP- LGIP	MM0050	26,072,414	N/A	N/A	2.21	2.21	-	26,072,414	26,072,414	8/6/2019	MM-0050
TexasDaily OP - LGIP	MM0052	5,015,776	N/A	N/A	2.15	2.15	-	5,015,776	5,015,776	8/9/2019	MM-0052
TexPool - (T) Bond Int LGIP	MM0072	66,372,153	N/A	N/A	2.27	2.27	26,215,338	66,372,153	66,372,153	1/26/2017	MM-0072
TexPool - Op LGIP	MM0051	27,100,834	N/A	N/A	2.27	2.27	32,172,205	27,100,834	27,100,834	9/6/2016	MM-0051
Wells RTR Plano MM	MM0019	1,535,278	N/A	N/A	1.58	1.58	1,528,850	1,535,278	1,535,278	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	11,762	N/A	N/A	1.58	1.58	11,713	11,762	11,762	9/30/2011	MM-0022

GRAND TOTALS 2.060 2.030 \$ 535,002,529 \$ 616,967,546 \$ 616,864,379



Portfolio Analysis by Fund

4th Qtr FY19

(\$ = 000s)	Oper	Fin Res	MAIF	Ins.	Platform	Silver Line	SEAF	Irving ILA	RTR	Streetcar	Toyota	Debt Srv	TOTAL
Face Value	\$ 267,686	\$ 50,000	\$ 10,957	\$ 12,257	\$ 63,730	\$ 20,100	\$ 66,924	\$ 3,296	\$ 1,535	\$ 12	\$ 867	\$ 119,603	\$ 616,968
Market Value	267,613	49,976	10,957	12,243	63,730	20,108	66,924	3,296	1,535	12	867	119,603	616,864
Unrealized Gain (Loss)	(73)	(24)	-	(14)	-	8	-	-	-	-	-	-	(103)
Ending Amort. Book Value	<u>267,686</u>	<u>50,000</u>	<u>10,957</u>	<u>12,257</u>	<u>63,730</u>	<u>20,100</u>	<u>66,924</u>	<u>3,296</u>	<u>1,535</u>	<u>12</u>	<u>867</u>	<u>119,603</u>	<u>616,968</u>
Cash Balance in dda accounts	657	-	-	-	-	-	-	-	-	-	-	-	657
Amortized Value Plus Cash	<u>268,343</u>	<u>50,000</u>	<u>10,957</u>	<u>12,257</u>	<u>63,730</u>	<u>20,100</u>	<u>66,924</u>	<u>3,296</u>	<u>1,535</u>	<u>12</u>	<u>867</u>	<u>119,603</u>	<u>617,624</u>
Accrued Interest	488	283	-	38	-	57	-	-	-	-	-	-	866
TOTAL FUND VALUE	<u>\$ 268,831</u>	<u>\$ 50,283</u>	<u>\$ 10,957</u>	<u>\$ 12,295</u>	<u>\$ 63,730</u>	<u>\$ 76,633</u>	<u>\$ 66,924</u>	<u>\$ 3,296</u>	<u>\$ 1,535</u>	<u>\$ 12</u>	<u>\$ 867</u>	<u>\$ 119,603</u>	<u>\$ 618,490</u>
KEY COMPLIANCE TARGETS													
Minimum Fund Requirement ¹	\$ 137,600			\$ 12,068									
Excess / (Shortfall) in Fund	\$ 131,231			\$ 227									
Max. Avg. Fund Maturity (days)	730	1,460	1,460	1,460	912	1,095	90	1	1	1	1	365	
Actual Avg. Fund Maturity (days)	205	813	1	324	1	106	1	1	1	1	1	1	165
Max. Individual Maturity (days)	1,825	3,650	3,650	3,650	1,095	1,095	180	1	1	1	1	365	
Actual Max. Invest. Maturity (days)	907	1,645	1	668	1	213	1	1	1	1	1	1	
Are Funds TX PFI Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Are Funds Board Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Is Fund CPSL Compliant? ²	Yes												
INVESTMENT COMPARISON													
Yield to Worst	1.847%	1.945%	2.246%	1.817%	2.246%	2.183%	2.166%	2.246%	1.575%	1.575%	2.246%	2.261%	2.030%
6-Month T-Bill	1.894%	1.894%	1.894%	1.894%	1.894%	1.894%	1.894%	1.894%	1.894%	1.894%	1.894%	1.894%	1.894%
Wgt. Average Fund Variance	-0.047%	0.051%	0.353%	-0.077%	0.353%	0.290%	0.273%	0.353%	-0.319%	-0.319%	0.353%	0.368%	0.137%

Notes:

- ¹ Minimum requirement for the Operating Fund = net cash flow projection for the next 2 months.
Minimum requirement for the Insurance Fund = accrued G/L liability plus D & O liability coverage for the current month.
- ² Requirement is 2 times the outstanding commercial paper balance, plus interest @12% for 90 days on the actual outstanding amount.

Change in Market Value of Investments

4th Qtr FY19

Fund	Security Description	Rate	Maturity	Call Date	Face Value	6/30/19 Market Value	09/30/19 Market Value	Change from Prior Quarter
Operating	FNMA 1.075 7/11/2019-17	1.08	07/11/19		\$ 5,000,000	\$ 4,998,320	\$ -	\$ (4,998,320)
Insurance	FNMA 1.15 7/26/2019	1.15	07/26/19		4,100,000	4,096,560	-	(4,096,560)
Operating	FNMA 1.15 8/23/2019	1.15	08/23/19		5,000,000	4,992,035	-	(4,992,035)
Operating	FFCB 1.2 9/12/2019-17	1.20	09/12/19		10,000,000	9,984,250	-	(9,984,250)
Operating	FNMA 1.1 9/30/2019-16	1.10	09/30/19		8,300,000	8,280,312	-	(8,280,312)
Operating	FFCB 1.12 10/11/2019-17	1.12	10/11/19		10,000,000	9,969,760	9,998,000	28,240
Insurance	FFCB 1.12 10/11/2019-17	1.12	10/11/19		1,500,000	1,495,464	1,499,700	4,236
Operating	FHLB 1.14 10/25/2019-17	1.14	10/25/19		10,000,000	9,969,570	9,995,000	25,430
Operating	FHLB 1.375 11/15/2019	1.38	11/15/19		10,000,000	9,972,600	9,993,000	20,400
Financial Reserve	FNMA 1.5 11/26/2019-17	1.50	11/26/19		4,900,000	4,888,211	4,896,570	8,359
Operating	FNMA 1.35 11/29/2019-17	1.35	11/29/19		9,500,000	9,468,726	9,491,450	22,724
Operating	FFCB 1.5 12/19/2019-17	1.50	12/19/19		10,000,000	9,976,010	9,993,000	16,990
Operating	FFCB 1.7 12/27/2019-17	1.70	12/27/19		10,000,000	9,986,050	9,996,000	9,950
Operating	FHLMC 1.5 12/30/2019-17	1.50	12/30/19		10,000,000	9,962,680	9,990,000	27,320
Operating	FNMA 1.625 3/27/2020-17	1.63	03/27/20	12/27/2019	3,000,000	2,991,405	2,996,700	5,295
Operating	FNMA 1.3 3/30/2020-17	1.30	03/30/20	12/30/2019	10,000,000	9,943,110	9,960,000	16,890
Silver Line	FAMC 2.12 4/30/2020	2.12	04/30/20		10,000,000	9,997,140	10,008,000	10,860
Operating	FHLB 1.5 6/15/2020-17	1.50	06/15/20		3,275,000	3,259,005	3,267,468	8,463
Financial Reserve	FHLB 1.23 7/14/2020-17	1.23	07/14/20		4,000,000	3,968,864	3,977,600	8,736
Operating	FNMA 1.5 8/25/2020-17	1.50	08/25/20	11/25/2019	10,000,000	9,962,850	9,976,000	13,150
Operating	FHLB Step 8/28/2020-17	1.75	08/28/20	8/28/2019	10,000,000	9,997,460	-	(9,997,460)
Financial Reserve	FNMA 1.4 8/28/2020-17	1.40	08/28/20	11/30/2019	5,000,000	4,970,100	4,979,500	9,400
Operating	FAMC 2.6 9/8/2020-19	2.60	09/08/20	9/8/2019	5,000,000	5,005,615	-	(5,005,615)
Operating	FHLB 2 9/23/2020-19	2.00	09/23/20	12/23/2019	10,000,000	-	10,000,000	10,000,000
Operating	FHLB Step 9/29/2020-18	2.00	09/29/20	12/29/2019	10,000,000	9,995,880	10,006,000	10,120
Operating	FHLB Step 10/26/2020-18	2.00	10/26/20	7/26/2019	5,650,000	5,649,814	-	(5,649,814)
Insurance	FFCB 1.36 11/9/2020-17	1.36	11/09/20		3,000,000	2,980,782	2,985,900	5,118
Financial Reserve	FHLB Step 11/27/2020-18	2.25	11/27/20	8/27/2019	1,545,000	1,546,012	-	(1,546,012)
Operating	FHLB Step 11/27/2020-18	2.25	11/27/20	8/27/2019	5,000,000	5,003,275	-	(5,003,275)
Operating	FHLB Step 12/29/2020-18	2.00	12/29/20	12/29/2019	10,000,000	9,997,150	10,005,000	7,850
Operating	FHLB 2.5 1/8/2021-19	2.50	01/08/21	10/8/2019	5,000,000	5,007,640	5,000,500	(7,140)
Operating	FHLB Step 2/1/2021-18	2.00	02/01/21	8/1/2019	10,000,000	10,005,660	-	(10,005,660)
Operating	FHLB 2.65 3/26/2021-19	2.65	03/26/21	9/26/2019	10,000,000	10,014,530	-	(10,014,530)
Operating	FHLMC 2.6 4/1/2021-19	2.60	04/01/21	7/1/2019	10,000,000	10,000,000	-	(10,000,000)
Financial Reserve	FHLB 2.1 4/29/2021-20	2.10	04/29/21	7/26/2019	10,000,000	-	5,000,500	5,000,500
Operating	FHLB Step 7/26/2021-18	2.10	07/26/21	1/29/2020	5,000,000	9,998,220	10,002,000	3,780
Financial Reserve	FHLB Step 7/26/2021-18	2.00	07/26/21	10/26/2019	10,000,000	-	-	-
Operating	FHLB Step 7/26/2021-18	2.00	07/26/21	10/26/2019	10,000,000	10,000,720	10,003,000	2,280
Operating	FHLMC 2 7/29/2021-20	2.00	07/29/21	8/13/2019	5,898,000	-	4,100,820	4,100,820
Insurance	FHLMC Step 8/13/2021-19	2.00	08/13/21	4/29/2020	4,100,000	5,904,435	-	(5,904,435)
Operating	FHLMC 2 9/27/2021-19	2.00	09/27/21	12/27/2019	10,000,000	-	10,001,000	10,001,000
Financial Reserve	FHLMC 2 11/24/2021-17	2.00	11/24/21	11/24/2019	4,030,000	4,030,770	4,031,209	439
Operating	FHLMC 2.6 1/10/2022-19	2.60	01/10/22	7/10/2019	10,000,000	10,001,140	-	(10,001,140)
Operating	FHLB Step 2/9/2022-18	2.00	02/09/22	11/9/2019	5,000,000	5,000,730	5,002,000	1,270
Insurance	FHLMC 2.75 2/28/2022-19	2.75	02/28/22	8/28/2019	3,600,000	3,604,100	-	(3,604,100)
Operating	FAMC 2.63 3/25/2022-20	2.63	03/25/22	3/25/2020	10,000,000	10,033,410	10,028,000	(5,410)
Financial Reserve	FHLMC 2.35 7/15/2022-19	2.35	07/15/22	8/22/2019	5,245,000	-	2,795,280	2,795,280
Financial Reserve	FHLB Step 8/22/2022-17	2.69	08/22/22	7/3/2019	2,795,000	-	-	-
Financial Reserve	FHLB Step 8/22/2022-17	2.35	08/22/22	10/15/2019	2,795,000	5,244,365	5,246,049	1,684
Financial Reserve	FFCB 2.69 4/3/2023-19	2.69	04/03/23	11/22/2019	5,245,000	2,795,095	-	(2,795,095)
Financial Reserve	FHLMC 2.625 5/22/2023-20	2.63	05/22/23	5/22/2020	3,835,000	3,851,379	3,851,491	111
Financial Reserve	FHLMC 2.75 4/1/2024-19	2.75	04/01/24	10/1/2019	8,650,000	8,660,986	8,650,000	(10,986)
Debt Service	Amegy Debt Serv MM	2.59	N/A	N/A	246,332	432,683	246,332	(186,351)
RTR Funding	Wells RTR Plano MM	2.60	N/A	N/A	1,535,278	1,528,850	1,535,278	6,428
Streetcar	Wells Streetcar MM	1.96	N/A	N/A	11,762	11,713	11,762	49
Insurance	LOGIC-Insurance LGIP	2.49	N/A	N/A	3,656,926	-	3,656,926	3,656,926



Change in Market Value of Investments

4th Qtr FY19

Fund	Security Description	Rate	Maturity	Call Date	Face Value	6/30/19 Market Value	9/30/19 Market Value	Change from Prior Quarter
Operating	LOGIC - Op LGIP	2.17	N/A	N/A	\$ 38,722,283	\$ 28,521,711	\$ 38,722,283	\$ 10,200,571
Financial Reserve	LOGIC - Fin Res LGIP	2.25	N/A	N/A	1,545,003	329	1,545,003	1,544,674
MAIF	LOGIC - MAIF LGIP	2.25	N/A	N/A	10,956,846	10,531,138	10,956,846	425,708
Platform	LOGIC - Platform LGIP	2.25	N/A	N/A	63,730,452	63,355,172	63,730,452	375,280
Toyota	LOGIC - Toyota LGIP	2.25	N/A	N/A	866,606	861,503	866,606	5,103
Irving ILA	LOGIC - Irving ILA LGIP	2.25	N/A	N/A	3,296,381	3,276,970	3,296,381	19,411
Silver Line	LOGIC - Silver Line LGIP	2.25	N/A	N/A	10,100,015	10,175,710	10,100,015	(75,695)
SEAF	LOGIC - SEAF LGIP	2.17	N/A	N/A	66,923,880	2,118,885	66,923,880	64,804,995
Operating	TexasCLASS LGIP	2.21	N/A	N/A	26,072,414	-	26,072,414	26,072,414
Operating	TexPool - Op LGIP	2.27	N/A	N/A	27,100,834	32,172,205	27,100,834	(5,071,372)
Operating	TexasDaily LGIP	2.15	N/A	N/A	5,015,776	-	5,015,776	5,015,776
Debt Service	LOGIC - (T) Bond Prin LGIP	2.25	N/A	N/A	52,984,701	37,977,610	52,984,701	15,007,091
Debt Service	TexPool - (T) Bond Int LGIP	2.27	N/A	N/A	66,372,153	26,215,338	66,372,153	40,156,815
Sub-total for Securities held at the end of both periods						\$ 235,895,536.27	\$ 205,831,735.50	\$ (30,063,801)
% Change as a result of market movement								-12.74%
Holdings at 6/30/19 maturing during Q4, FY19						30,201,799		(30,201,799)
Holdings at 6/30/19 called during Q4, FY19						40,650,000		(40,650,000)
Holdings at 6/30/19 sold during Q4, FY19						-		-
Values of Money Market Mutual Funds (All)						217,179,819	379,137,643	161,957,824
Holdings purchased during Q4, FY19							31,895,000	31,895,000
Securities and/or cash held in DDA						10,714,854	656,705	(10,058,149)
TOTAL PORTFOLIO VALUE						\$ 534,642,009	\$ 617,521,084	\$ 82,879,075

Callable Securities Analysis

4th Qtr FY19

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
17-0003	Operating	10/11/19	FFCB 1.12 10/11/2019-17	3133EGXK6	Continuous	\$10,000,000	1.12	1.93	Low
17-0006	Insurance	10/11/19	FFCB 1.12 10/11/2019-17	3133EGXK6	Continuous	1,500,000	1.12	1.92	Low
17-0004	Operating	10/25/19	FHLB 1.14 10/25/2019-17	3130A9U82	Continuous	10,000,000	1.14	1.91	Low
17-0012	Financial Reserve	11/26/19	FNMA 1.5 11/26/2019-17	3136G4JA2	Quarterly	4,900,000	1.50	1.89	Low
17-0011	Operating	11/29/19	FNMA 1.35 11/29/2019-17	3136G4HF3	One Time	9,500,000	1.35	1.88	Low
17-0018	Operating	12/19/19	FFCB 1.5 12/19/2019-17	3133EGU86	Continuous	10,000,000	1.50	1.87	Low
17-0020	Operating	12/27/19	FFCB 1.7 12/27/2019-17	3133EG2M6	One Time	10,000,000	1.70	1.85	Low
17-0022	Operating	12/30/19	FHLMC 1.5 12/30/2019-17	3134GAYY4	Quarterly	10,000,000	1.50	1.84	Low
17-0019	Operating	3/27/20	FNMA 1.625 3/27/2020-17	3136G4JR5	12/27/19	3,000,000	1.63	1.82	Low
17-0005	Operating	3/30/20	FNMA 1.3 3/30/2020-17	3135G0Q63	12/30/19	10,000,000	1.30	1.81	Low
17-0017	Operating	6/15/20	FHLB 1.5 6/15/2020-17	3130AA3Z9	One Time	3,275,000	1.50	1.80	Low
17-0007	Financial Reserve	7/14/20	FHLB 1.23 7/14/2020-17	3130A8QD8	Continuous	4,000,000	1.23	1.78	Low
17-0010	Operating	8/25/20	FNMA 1.5 8/25/2020-17	3136G4GW7	11/25/19	10,000,000	1.50	1.77	Low
16-0119	Financial Reserve	8/28/20	FNMA 1.4 8/28/2020-17	3136G35C5	11/30/19	5,000,000	1.40	1.76	Low
19-0018	Operating	9/23/20	FHLB 2 9/23/2020-19	3130AH5K5	12/23/19	10,000,000	2.00	1.75	High
17-0044	Operating	9/29/20	FHLB Step 9/29/2020-18	3130ACFY5	12/29/19	10,000,000	2.00	1.73	High
17-0008	Insurance	11/9/20	FFCB 1.36 11/9/2020-17	3133EGF42	Continuous	3,000,000	1.36	1.72	Low
17-0043	Operating	12/29/20	FHLB Step 12/29/2020-18	3130ACDS0	12/29/19	10,000,000	2.00	1.71	High
19-0012	Operating	1/8/21	FHLB 2.5 1/8/2021-19	3130AG7L3	10/8/19	5,000,000	2.50	1.70	High
19-0017	Operating	4/29/21	FHLB 2.1 4/29/2021-20	3130AGT54	1/29/20	5,000,000	2.10	1.69	High
17-0036	Financial Reserve	7/26/21	FHLB Step 7/26/2021-18	3130ABWA0	10/26/19	10,000,000	2.00	1.67	High
17-0035	Operating	7/26/21	FHLB Step 7/26/2021-18	3130ABV94	10/26/19	10,000,000	2.00	1.66	High
19-0016	Insurance	7/29/21	FHLMC 2 7/29/2021-20	3134GTK51	4/29/20	4,100,000	2.00	1.65	High
19-0019	Operating	9/27/21	FHLMC 2 9/27/2021-19	3134GUEJ5	12/27/19	10,000,000	2.00	1.64	High
17-0013	Financial Reserve	11/24/21	FHLMC 2 11/24/2021-17	3134GAZE7	11/24/19	4,030,000	2.00	1.64	High
17-0038	Operating	2/9/22	FHLB Step 2/9/2022-18	3130ABVZ6	11/9/19	5,000,000	2.00	1.63	High
19-0004	Operating	3/25/22	FAMC 2.63 3/25/2022-20	31422BDU1	3/25/20	10,000,000	2.63	1.63	High
19-0015	Financial Reserve	7/15/22	FHLMC 2.35 7/15/2022-19	3134GTA29	10/15/19	2,795,000	2.35	1.62	High
17-0040	Financial Reserve	8/22/22	FHLB Step 8/22/2022-17	3130AC2B9	11/22/19	5,245,000	1.75	1.62	High
19-0013	Financial Reserve	5/22/23	FHLMC 2.625 5/22/2023-20	3134GTMV2	5/22/20	3,835,000	2.63	1.61	High
19-0009	Financial Reserve	4/1/24	FHLMC 2.75 4/1/2024-19	3134GTCJ0	10/1/19	8,650,000	2.75	1.61	High

Debt Obligations

4th Qtr **FY19**

Issue Date	Maturity Date	Face Value	Coupon %	Issue Term (Days)	Dealer
Commercial Paper Programs		9/30/2019			
* 8/7/2019	11/5/2019	15,000,000	1.36%	90	Loop Capital
* 9/12/2019	12/11/2019	20,000,000	1.34%	90	Loop Capital
* 9/19/2019	12/2/2019	21,500,000	1.37%	90	JPMorgan Chase
* 9/19/2019	12/5/2019	10,000,000	1.40%	74	Loop Capital
* 9/26/2019	1/7/2020	13,500,000	1.33%	61	JPMorgan Chase
** 9/10/2019	12/5/2019	5,000,000	1.32%	86	JPMorgan Chase
** 9/19/2019	12/12/2019	40,000,000	1.40%	84	Loop Capital
** 9/27/2019	1/9/2020	34,000,000	1.43%	104	JPMorgan Chase
Total/Average:		\$159,000,000	1.37%	85	
*Commercial Paper Self-Liquidity Program, Series I					
**Commercial Paper Bank-Backed Program, Series IIA					

Series	All-In Rate At Issue	Remaining Principal	Final Payment Date
Bond Principal Outstanding & Rates		9/30/2019	
2007	4.49%	\$118,395,000	12/1/2032
2009B*	4.01%	466,970,000	12/1/2044
2010A	2.74%	55,695,000	12/1/2023
2010B*	3.26%	729,390,000	12/1/2048
2012	3.51%	113,995,000	12/1/2042
2012A	2.91%	98,726,372	12/1/2047
2014A	3.22%	354,435,000	12/1/2036
2014B	3.92%	46,555,000	12/1/2043
2015	2.09%	94,395,000	12/1/2027
2016A	3.78%	482,530,000	12/1/2048
2016B	2.91%	228,900,000	12/1/2038
2018	2.98%	11,706,343	12/1/2057
2019	2.69%	301,095,000	12/1/2035
Combined Weighted Average		3.38%	\$3,102,787,715
*Build America Bonds subject to federal subsidy changes.			

Glossary

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

Glossary

Face Value	The full value of a security at issuance or maturity. Also known as par value.
FAMCA	Federal Agriculture Mortgage Corporation, a government agency which purchases mortgages of ranches, farms and rural homeowners.
FFCB	Federal Farm Credit Bank, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
FHLB	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
FHLMC	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
Financial Reserve Fund	Highly restricted (as to use) funds derived primarily from the accumulated excess of actual sales tax over budgeted receipts of sales tax from prior years.
Fixed Rate Bond	The interest rate is constant for the life of the investment.
FNMA	Federal National Mortgage Administration, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
Insurance Fund	Holds assets for DART's self-insurance program covering liability and workers' compensation claims to ensure funding capability.
Market Value	The price at which an asset would trade in a competitive auction setting.
Mobility Assistance and Innovation Fund (MAIF)	Funds reserved to meet mobility assistance and innovation.
Money Market Fund (MMF)	An investment instrument comprised of short-term (less than one year) securities representing high-quality, liquid debt and monetary instruments.
Platform Fund	Funds designated for platform extensions on the Red and Blue lines to accommodate three car trains.
Step-up Bond	A bond in which subsequent future coupon payments are received at a predetermined higher interest rate(s) on one or more future specific dates.
Treasury Bill (T-Bill)	A marketable debt obligation backed by the U.S. government with a maturity of less than one year.

Glossary

Texas Public Funds Investment Act (PFIA)	Legislation enacted to provide investment controls and guidelines to government / municipal entities in Texas.
Treasury Note (T-Note)	A marketable U.S. government debt security with a fixed rate and a maturity between one and ten years.
Average Dollar-Weighted Maturity	The average time a maturity of all securities in a fund taking into account the dollar amount maturing at each specific date.
Yield to Maturity (YTM)	The yield a investor can expect if the security is held to its stated end, and all coupon payments are made. This value is highly dependent on what price was paid for the security.
Yield to Worst (YTW)	The lowest potential yield that can be received on a bond without the issuer actually defaulting.
Zero Coupon Bond	A zero coupon bond is a bond that makes no periodic interest payments and is sold at a deep discount from face value.

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Section 7 – D/M/WBE Quarterly Report

Page 1 – Quarterly Report Cover Page


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



INTEROFFICE MEMORANDUM

DATE: October 9, 2019

TO: DART Board

THROUGH: Gary C. Thomas 

FROM: Marcus Moore, Jr.

SUBJECT: Fourth Quarter 2019 D/M/WBE Participation

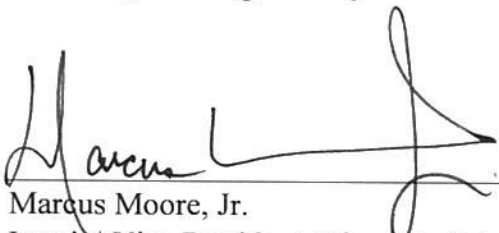
This memorandum provides a summary of contracts, Board approved contract modifications and small purchases awarded during the fourth quarter of Fiscal Year 2019. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 33 new contracts (eligible for goal setting) were awarded in the fourth quarter FY 2019. These contract awards have a total dollar value of \$73,185,618 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 fourth quarter of FY 2019. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the fourth quarter of 2019. The total amount awarded was \$83,673,257. Of the foregoing amount, \$29,609,225 was committed to D/M/WBEs during the fourth quarter (35%).

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

**PROCUREMENT DOLLARS BY AGREEMENT TYPE
FOURTH 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	\$73,185,618	33	87%	\$23,824,256	33%
Contract Mods/Options	\$5,374,224	2	6%	\$4,728,452	88%
Small Purchases	\$5,113,415	806	6%	\$1,056,517	21%
Total Awards	\$83,673,257	841	100%	\$29,609,225	35%
*New State Contract Awards	\$913,770	7	1.1%	State Monitored	State Monitored

**Monitored by State*

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$29,609,225	35%
Non D/M/WBE Procurement Dollars	\$54,064,032	65%
TOTAL PROCUREMENT DOLLARS AWARDED	\$83,673,257	100%



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Section 8 - Quarterly Procurement Report

P2	Introduction
P3	Summary Report
P4	Contracts Awarded
P9	Board Approved Contract Modifications
P10	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
P17	Active Requirements Contracts Expiring Within 12 Months
P20	Upcoming Procurements



INTEROFFICE MEMORANDUM

DATE: November 11, 2019

TO: Board of Directors

THROUGH: Gary C. Thomas
Nicole Fontayne-Bardowell

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

SUBJECT: **Quarterly Procurement Report - Fourth Quarter Fiscal Year 2019**

The following is a report of DART'S procurement activities for the Fourth 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 - Fourth Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	41	\$75,755,517.10
Approved Modifications	2	\$5,374,224.00
Purchase Orders*	744	\$3,232,320.12
Blanket Purchase Orders (BPOs)*	62	\$1,881,095.00
Totals	849	\$86,243,156.22

(*) Details provided upon request.

Contracts Awarded

Fiscal Year 2019 - Fourth Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2047569-01	(1589)	Supreme Food Service Inc.	07/01/2019	\$202,061.60
		Contract Name: Coffee & Supplies		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2046258-02	(1627)	KNORR BRAKE CORP	07/05/2019	\$160,000.00
		Contract Name: Three (3) Year Rebuild Friction Brake Overhaul		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES	
2050365-01	(1620)	Centre Technologies	07/10/2019	\$88,000.00
		Contract Name: Microsoft Identity Manager Installation		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2045855-01	(1621)	CAPITAL ELECTRIC MOTOR SERVICE	07/15/2019	\$112,800.00
		Contract Name: Rebuilt Motor Condenser		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER VEHICLES-REV	
2047355-01	(1624)	BLAGG TIRE & SVC INC	07/23/2019	\$194,261.00
		Contract Name: Tires for DART's Non-Revenue Fleet		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2051411-02	(1687)	ARCHER WESTERN CONSTRUCTION LL	07/26/2019	\$2,172,948.00
		Contract Name: TRE Madill Bridge Repair Emergency Procurement		
		Classification: CONSTRUCTION	Sub-Classification: CONST-MINOR CONSTRUCTION	
2049534-01	(1643)	SIMBA INDUSTRIES	08/02/2019	\$86,037.00
		Contract Name: SIGNAL EQUIPMENT & SUPPLIES		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER	
2049534-02	(1642)	BATTERIES PLUS-150	08/02/2019	\$110,969.00
		Contract Name: SIGNAL EQUIPMENT & SUPPLIES		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER	
2048495-01	(1640)	INDUSTRIAL MILLWRIGHT SERVICE	08/05/2019	\$59,294.00
		Contract Name: Portable Bus Lifts		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2043407-01	(1626)	Western Marketing	08/06/2019	\$229,154.00
		Contract Name: Transynd Transmission Fluid for DART's Bus Fleets		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-FUEL/OIL/GAS/FLUIDS	
2044244-01	(1613)	INQUIRIES ACQUISITION LLC	08/09/2019	\$281,774.00
		Contract Name: Background Investigations		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2050676-01	(1628)	GTS Technology Solutions	08/09/2019	\$81,802.00
		Contract Name: TSP Detection Equipment 2019		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded

Fiscal Year 2019 - Fourth Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2049747-01	(1633)	SMALL POND VIDEO PRODUCTIONS	08/12/2019	\$15,165.00
		Contract Name: Video Production Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2048072-02	(1652)	Vescorp Construction, LLC	08/15/2019	\$25,000.00
		Contract Name: On Call Construction Services		
		Classification: CONSTRUCTION	Sub-Classification: CONST-MINOR CONSTRUCTION	
2048072-03	(1653)	GILBERT MAY, INC	08/15/2019	\$25,000.00
		Contract Name: On Call Construction Services		
		Classification: CONSTRUCTION	Sub-Classification: CONST-MINOR CONSTRUCTION	
2048072-04	(1655)	ALVAND CONSTRUCTION INC	08/15/2019	\$25,000.00
		Contract Name: On Call Construction Services		
		Classification: CONSTRUCTION	Sub-Classification: CONST-MINOR CONSTRUCTION	
2048072-05	(1656)	3i Contracting LLC	08/15/2019	\$25,000.00
		Contract Name: On Call Construction Services		
		Classification: CONSTRUCTION	Sub-Classification: CONST-MINOR CONSTRUCTION	
2048072-06	(1657)	FS 360, LLC	08/15/2019	\$25,000.00
		Contract Name: On Call Construction Services		
		Classification: CONSTRUCTION	Sub-Classification: CONST-MINOR CONSTRUCTION	
2050086-01	(1636)	ESRI INC	08/15/2019	\$97,460.00
		Contract Name: Annual Software Maintenance FY 20		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2046091-01	(1629)	VAPOR STONE RAIL SYSTEMS	08/20/2019	\$600,215.00
		Contract Name: Pneumatic Door Components Five Year Overhaul Kits		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2049618-01	(1646)	Cynet Systems Inc	08/21/2019	\$116,000.00
		Contract Name: Tech Writer 2- Document Control Specialist		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2050930-01	(1641)	MICROSOFT TECHNET	08/21/2019	\$74,346.16
		Contract Name: Microsoft Surface Devices		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2047617-01	(1631)	CREATIVE BUS SALES	08/26/2019	\$1,389,432.00
		Contract Name: Miscellaneous ARBOC Parts for DART's Smart Bus		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2047617-02	(1632)	KIRKS AUTOMOTIVE INC	08/26/2019	\$387,400.00
		Contract Name: Miscellaneous ARBOC Parts for DART's Smart Bus		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	



Contracts Awarded

Fiscal Year 2019 - Fourth Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2047452-01	(1644)	BATTERIES PLUS-150	08/28/2019	\$834,210.00
		Contract Name: 12 Volt Maintenance Free Batteries DART Bus Fleets		
		Classification: SERVICES	Sub-Classification: SVSC-BUS OPERATION	
2046256-01	(1658)	CAD RAILWAY SERVICES	08/30/2019	\$15,891,020.00
		Contract Name: TRE Locomotive Vehicle Overhaul		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2048666-01	(1645)	GILLIG LLC	08/30/2019	\$1,517,529.00
		Contract Name: 40-Foot Low Floor Diesel Buses		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUSES	
2046626-01	(1604)	York Risk Service Group, Inc.	09/01/2019	\$1,520,022.00
		Contract Name: Workers' Compensation TPA Services		
		Classification: SERVICES	Sub-Classification: SVSC-INSURANCE/RICK MGT	
2049037-01	(1637)	Hitachi Rail STS USA, Inc	09/03/2019	\$150,240.00
		Contract Name: ATP Speed Code Modification		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2050337-01	(1651)	URBAN TRANSPORTATION ASSOC	09/05/2019	\$159,437.45
		Contract Name: APC Software and Data Support		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2051555-01	(1654)	T-MOBILE USA, INC.	09/10/2019	\$249,887.00
		Contract Name: T-Mobile Cellular		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2049635-01	(1635)	Diane M. Fabian	09/11/2019	\$195,000.00
		Contract Name: Transportation Grants Consultant		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2051855-01	(1659)	COMPUCOM SYSTEMS INC	09/12/2019	\$54,855.09
		Contract Name: AMS Hardware		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2049557-01	(1660)	SmartDrive Systems Inc.	09/17/2019	\$237,320.00
		Contract Name: Camera Monitoring Subscription		
		Classification: SERVICES	Sub-Classification: SVSC-BUS OPERATION	
2050888-01	(1739)	IMPACT RECOVERY SYSTEMS	09/18/2019	\$87,360.00
		Contract Name: Between Car Barrier System		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2051872-01	(1705)	NF Consulting Services	09/18/2019	\$248,880.00
		Contract Name: Maximo Administrator		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded

Fiscal Year 2019 - Fourth Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2051669-01	(1713)	CESCO INC	09/19/2019	\$246,346.20
		Contract Name: Lexmark Toner		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2048956-01	(1623)	Mart-Caudle Corp	09/23/2019	\$148,050.00
		Contract Name: Bus Towing Services		
		Classification: SERVICES	Sub-Classification: SVSC-BUS OPERATION	
2047867-01	(1731)	DART RPD PSP Master Contract	09/24/2019	\$43,747,200.00
		Contract Name: Professional Services Pool (PSP)		
		Classification: PROFESSIONAL SERVICES	Sub-Classification: PROF-SVCS-ARCHITECT/ENGINEER	
2046257-01	(1734)	WABCO PTD CORP	09/26/2019	\$3,635,000.00
		Contract Name: Three Year Friction Brake Overhaul		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2052055-01	(1740)	Presidio Networked Sol Grp LLC	09/26/2019	\$249,041.60
		Contract Name: Pure Storage Flash Blades		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
Report Totals: 41 Contracts Awarded				\$75,755,517.10



Contracts Awarded

Fiscal Year 2019 - Fourth 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	\$1,776,832.00
	SUP/EQUIP-BUSES	\$1,517,529.00
	SUP/EQUIP-FUEL/OIL/GAS/FLUIDS	\$229,154.00
	SUP/EQUIP-OTHER	\$197,006.00
	SUP/EQUIP-OTHER VEHICLES-REV	\$112,800.00
	SUP/EQUIP-RAIL VEHICLES	\$160,000.00
	SUP/EQUIP-RAILPARTS	\$4,235,215.00
	SUP/EQUIP-VEHICLES NON REV	\$194,261.00
	Total	\$8,422,797.00
CONSTRUCTION	CONST-MINOR CONSTRUCTION	\$2,297,948.00
	Total	\$2,297,948.00
PROFESSIONAL SERVICES	PROF-SVCS-ARCHITECT/ENGINEER	\$43,747,200.00
	Total	\$43,747,200.00
SERVICES	SVSC-BUS OPERATION	\$1,219,580.00
	SVSC-INSURANCE/RISK MGT	\$1,520,022.00
	SVSC-OTHER	\$2,169,463.10
	SVSC-RAIL OPERATION	\$16,128,620.00
	SVSC-SOFT/HARDWARE MAINT	\$249,887.00
	Total	\$21,287,572.10
Grand Total		\$75,755,517.10

Board Approved Contract Modifications
Fiscal Year 2019 - Fourth Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Bridgestone Americas Tire Operations, LLC	\$890,352	Increase Funding for Tire Leasing and Support Service [Resolution No. 190094]	8/27/2019
Metropolitan Security Services (dba Walden Security)	\$4,483,872	Exercise Option for Armed Security Guard Services [Resolution No. 190117]	9/24/2019
TOTAL MODIFICATION AWARDED DOLLARS:	\$5,372,224	TOTAL MODIFICATIONS AWARDED: 2	

Special Procurements

Fiscal Year 2019 - Fourth Quarter

Includes a detailed listing of 5 special procurements

Purchase Order Type	Count	Amount
Emergency [a]	3	\$2,190,161.25
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	34	\$4,126,431.98
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	37	\$6,316,593.23

[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

Fiscal Year 2019 - Fourth Quarter

Emergency

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

There are 3 "Emergency" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1358758	08/08/2019 SWITCH, LIMIT	VAPOR STONE RAIL SYSTEMS	\$7,213.25
5005585	09/01/2019 HP Enterprises service support	Hewlett Packard Enterprise Co.	\$10,000.00
2051411-02	07/26/2019 TRE Madill Bridge Repair Emergency Procurement	ARCHER WESTERN CONSTRUCTION	\$2,172,948.00
PO Count = 2	Contract Count = 1		\$2,190,161.25



Special Procurements
Fiscal Year 2019 - Fourth Quarter

Unauthorized Procurement Actions (UPAs)

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

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

Special Procurements

Fiscal Year 2019 - Fourth Quarter

Sole Source (Noncompetitive)

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

There are 34 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1358418	07/02/2019 REBUILT,RELAY,MOTOR CONTROL ,	WESTERN-CULLEN-HAYES, INC	\$2,780.00
1358455	07/05/2019 KIT, LIGHT ASSY.,AMBER LED, IN	REMOTE CONTROL SYSTEMS INC	\$3,800.00
1358520	07/12/2019 KIT, SEAT FRAME	BALDWIN METALS CO INC	\$7,938.00
1358545	07/17/2019 REBUILT,VALVE, EGR ISC/L 07	CUMMINS SOUTHERN PLAINS LLC	\$5,892.40
1358570	07/19/2019 SIGN,BLANK 12"X24"CENTER MOUNT	PANNIER CORP GRAPHICS DIV	\$3,595.00
1358677	07/30/2019 KIT, RUBBER BLOCK	PENN MACHINE CO	\$4,264.60
1358736	08/06/2019 REBUILT,AXLE,ASSY.,WHEEL,W/GEA	PENN MACHINE CO	\$33,260.00
1358743	08/07/2019 LOCKING SUB ASSY, L.H. LOCKING SUB ASSY, R.H.	VAPOR STONE RAIL SYSTEMS	\$25,662.88 \$19,247.16
1358744	08/07/2019 CABLE,DOOR RLSE.ASSY,MAN,INT,3	VAPOR STONE RAIL SYSTEMS	\$7,893.00
1358759	08/08/2019 SLEEVE, INNER LOCKING	WABCO PTD CORP	\$4,644.00
1358770	08/09/2019 REBUILT,MODULE VDIO	WABTEC	\$3,600.00
1358788	08/12/2019 PCB,NON-VITAL,32 I/O,W/O LPC	Hitachi Rail STS USA, Inc	\$2,925.28
1358821	08/19/2019 REBUILT,INFOTAINMENT ELECTRONI	LUMINATOR HOLDING LP	\$3,360.00
1358826	08/19/2019 EMAIL SUBSCRIPTION SERVICE	GRANICUS LLC	\$49,580.47
1358857	08/22/2019 YOKE-ECCENTRIC,ASSY	VAPOR STONE RAIL SYSTEMS	\$6,038.40
1358881	08/27/2019 REBUILT,INFOTAINMENT ELECTRONI	LUMINATOR HOLDING LP	\$6,240.00
1358890	08/28/2019 SPACER, DURA-CORE DOUBLE DOOR SPACER, DURA-CORE SINGLE DOOR	PROFESSIONAL PLASTICS	\$13,200.00 \$13,200.00
1358892	08/28/2019 LOCKING SUB ASSY, R.H.	VAPOR STONE RAIL SYSTEMS	\$6,415.72
1358913	08/30/2019 REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$7,696.89
1358927	09/04/2019 SPRING,CHEVRON,"A",TRUCK,MOTOR	TRELLEBORG INDUSTRIAL AVS INC	\$2,813.60
1358928	09/04/2019 ASSEMBLY, DOOR, MAGNETIC INVE	KINKISHARYO INTERNATIONAL LLC	\$16,460.90
1358934	09/05/2019 BOX ALARM, S/A	SPX CORPORATION	\$13,491.00
1359016	09/13/2019 REBUILT,PCB,ASSY,MOTOR/DECODER	Trans-Lite Inc,	\$3,536.00
1359018	09/13/2019 LIGHT,ASSEMBLY,TAIL/STOP	LUMINATOR HOLDING LP	\$11,922.00



Special Procurements

Fiscal Year 2019 - Fourth Quarter

Sole Source (Noncompetitive)

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

There are 34 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1359018	09/13/2019 LIGHT,ASSEMBLY,TURN SIGNAL	LUMINATOR HOLDING LP	\$7,762.86
1359048	09/17/2019 THRESHOLD,SIDE DOOR,35",RH	LG Machine & Mfg Inc	\$40,572.00
1359049	09/17/2019 THRESHOLD,SIDE DOOR,35",LH	LG Machine & Mfg Inc	\$40,572.00
1359050	09/17/2019 DEFROST Y ADAPTER	LG Machine & Mfg Inc	\$20,773.00
1359066	09/19/2019 SIGN,INTERIOR MESSAGE,	LUMINATOR HOLDING LP	\$17,818.56
1359067	09/19/2019 SIGN,DESTINATION,FRONT SIGN,SIDE,DUAL SIDED	LUMINATOR HOLDING LP	\$16,811.60 \$19,273.16
1359069	09/19/2019 SWITCH,LOW PRESSURE,GREEN	VAPOR STONE RAIL SYSTEMS	\$7,026.50
1359101	09/24/2019 REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$2,575.00
1359111	09/25/2019 TELEPHONE SKILLS TRAINING	TELEPHONE DOCTOR	\$6,300.00
1359120	09/26/2019 SPACER,PLYMETAL	KINKISHARYO INTERNATIONAL LLC	\$32,490.00
2046257-01	09/26/2019 Three Year Friction Brake Overhaul	WABCO PTD CORP	\$3,635,000.00
PO Count = 33	BPO Count = 0	Contract Count = 1	\$4,126,431.98



Special Procurements

Fiscal Year 2019 - Fourth Quarter

Revenue Generating

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

There are no Revenue Generating procurements in this Quarter.

Special Procurements

Fiscal Year 2019 - Fourth Quarter

Deviations to the DART Procurement Regulations

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

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

Active Requirements Contracts

\$250,000+ Only and Expiring between 10/01/2019 and 09/30/2020

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Within 6 Months				
2025724-01	Irving Holdings, Inc	Subsidized Transportation Services	10/02/2019	\$959,400
2030714-01	Railroad Friction Products Cor	Disc Brake Shoe for DART Light Rail Vehicle	10/04/2019	\$400,014
2038659-01	Arcadia Roofing Co., LLC	SOCBOF Roof Replacement	10/09/2019	\$504,566
2020936-01	Swagit Productions LLC	Video Recording Board Meetings	10/10/2019	\$275,683
2045430-01	KPMG LLP	Consulting Engagement for UP3	10/10/2019	\$673,801
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	\$2,662,638
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	\$3,373,527
2025520-03	Gilbert May, Inc.	On Call Construction Services	11/28/2019	\$1,890,748
2040432-02	Infinity Contractor INT'L LTD	SOCBOF COOLING TOWER REP	11/30/2019	\$272,311
2007364-01	Swiger Coil Systems a WABTEC C	Rebuild Traction Motor for Light Rail Vehicle	12/09/2019	\$348,790
2013014-01	PENN MACHINE COMPANY LLC	Fifteen Year Rebuild Center Truck	12/18/2019	\$672,615
2033290-01	Wabtec	Three (3) Year Friction Brake Overhaul Kit	12/19/2019	\$1,484,736
2008851-02	Express Scripts	Self-Insured Medical Insurance	12/31/2019	\$300,000
2008809-02	Delta Dental Insurance Company	Employee Benefits Administrator - Dental	12/31/2019	\$535,560
2039324-01	Convergint Technologies	Access System Replacement	12/31/2019	\$258,497
2046125-01	CAD Railway Industries ltd	TRE Wreck Repair Cab Car 1008	12/31/2019	\$250,000
2051411-02	Archer Western Construction	TRE Madill Bridge Repair Emergency Procurement	12/31/2019	\$2,172,948
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	\$918,908
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
2045830-01	Genfare, a Div of SPX Corp	41 Additional Fareboxes for New Flyer Buses	03/13/2020	\$364,080
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



Active Requirements Contracts

\$250,000+ Only and Expiring between 10/01/2019 and 09/30/2020

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year				
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	\$7,255,349
2005220-03	IEA, Inc.	Comprehensive Professional Services	03/31/2020	\$1,847,257
2005220-04	CH2MHILL	Comprehensive Professional Services	03/31/2020	\$945,128
2005220-05	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2020	\$1,167,053
2005220-07	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2020	\$3,484,118
2005220-09	Jacobs Engineering Group	Comprehensive Professional Services	03/31/2020	\$6,660,965
2005220-11	VAIArchitects Incorporated	Comprehensive Professional Services	03/31/2020	\$3,424,240
2005220-17	Paragon Project Resources, Inc	Comprehensive Professional Services	03/31/2020	\$2,157,842
2005220-20	PSA Constructors, Inc	Comprehensive Professional Services	03/31/2020	\$632,741
2005220-23	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2020	\$5,378,194
2005220-25	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2020	\$2,929,715
2005220-26	DAL-TECH Engineering, Inc.	Comprehensive Professional Services	03/31/2020	\$7,551,431
2005220-33	CMTS	Comprehensive Professional Services	03/31/2020	\$528,030
2005220-36	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2020	\$4,495,401
2005220-38	WSP USA Inc.	Comprehensive Professional Services	03/31/2020	\$588,027
2005220-40	Urban Engineers, Inc.	Comprehensive Professional Services	03/31/2020	\$3,727,383
2005220-43	Bowman Engineering/Consulting	Comprehensive Professional Services	03/31/2020	\$577,735
2005220-44	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2020	\$929,483
2005220-48	Lockwood, Andrews & Newnam Inc	Comprehensive Professional Services	03/31/2020	\$1,657,822
2025815-02	EA Engineering, Science, and T	Environmental Response	03/31/2020	\$378,341
2032052-01	Alvand Construction Inc	Crew Rooms Construction	03/31/2020	\$2,610,945
2048671-01	CALDWELL COUNTRY CHEVROLET	NRV - Police Pursuit Vehicles	03/31/2020	\$719,640
2029795-03	Sprint Solutions, Inc.	Sprint Cellular Services and Equipment	04/05/2020	\$639,180
2029795-01	Cellco Partnership dba Verizon	Verizon-Cellular Services and Equipment	04/05/2020	\$2,581,412
2029795-02	AT&T	AT&T Cellular Services and Equipment	04/06/2020	\$1,174,916
2014010-01	Orgo-Thermit, Inc.	Rail Grinding	04/21/2020	\$855,675
2028608-01	Lusid Technologies Inc	Paint Products for Revenue Vehicles	04/29/2020	\$399,965
2031875-01	Knorr-BremsePowertechCorp.USA	Transtechnik Stock Parts	04/29/2020	\$1,495,807
2025415-01	Critical Start LLC	IT Managed Security Services Provider	05/01/2020	\$4,138,033
2012731-01	WSP USA Inc.	Asset & Project Management System Consulting Servs	05/14/2020	\$1,467,219
2012731-02	WSP USA Inc.	Asset Management Plan & Consulting Services	05/15/2020	\$1,047,781
2036211-01	SUTRAK Corporation	Rebuild Suttrak Generator for DART's Bus Fleet	05/15/2020	\$414,100
2012070-01	AC Printing	Customer Timetable Printing	05/18/2020	\$659,952
2012668-02	HDR Engineering, Inc.	General Planning Consultant Services (GPC VI)	05/18/2020	\$36,500,000
2039034-01	ASPEN Refrigerants, Inc.	Non Flammable Refrigerant Gases	05/30/2020	\$527,280
2031876-01	TransTech of SC, Inc.	Miscellaneous Transtech Light Rail Vehicle Stock	06/03/2020	\$730,683
2010806-01	The Jarvis Press, Inc.	Large to Medium Format Offset Printing	06/10/2020	\$900,801
2035566-01	KINKISHARYO International, LLC	Kinkisharyo Parts for DART's LRV	06/28/2020	\$542,950
2037234-01	Southern Coach Parts Company	Bike Rack Repair Components	06/28/2020	\$306,626
2025815-03	Amec Foster Wheeler E&I, Inc.	Environmental Response	06/30/2020	\$375,000
2009932-01	Best Press, Inc.	SMALL FORMAT PRINTING	07/02/2020	\$489,405
2009932-02	AC Printing	Small Format Printing	07/02/2020	\$469,500
2035562-01	Cummins Southern Plains,LLC	CUMMINS NABI BUS PARTS	07/02/2020	\$547,376
2015006-01	CTJ Maintenance Inc.,	Janitorial	07/25/2020	\$2,732,765
2012794-01	DTI	Furnish and Install CCTV on LRVs	07/29/2020	\$10,070,875



Active Requirements Contracts

\$250,000+ Only and Expiring between 10/01/2019 and 09/30/2020

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year (continued)				
2015000-01	Progressive Waste Solutions TX	Trash Pick-Up and Disposal Services	08/14/2020	\$593,794
2016032-01	Vix Technology	Comprehensive Fare Payment System	08/25/2020	\$26,115,153
2028342-02	The Aftermarket Parts Company	Miscellaneous NABI CNG Parts	08/28/2020	\$3,465,684
2048666-01	GilligLLC	40-Foot Low Floor Diesel Buses	08/29/2020	\$1,517,529
2035563-01	The Aftermarket Parts Company	Meritor Brake Parts for DART's Bus Fleet	08/31/2020	\$282,951
2046976-01	CAD Railway Industries ltd	TRE Wreck Repair- 4 cars	09/01/2020	\$250,000
2039318-01	Stellar Services, Inc.	Spear Software Maintenance	09/03/2020	\$340,304
2032360-02	RNDI Companies, Inc.	Asbestos Abatement & Demolition Services	09/12/2020	\$750,000
2032360-03	Ponce Contractors, Inc.	Asbestos Abatement & Demolition Services	09/12/2020	\$750,000
2037282-01	Kustom Seating Unlimited, Inc.	Seat Replacement Parts for DART's LRV	09/20/2020	\$457,721
2036864-01	The Aftermarket Parts Company	New Flyer and NABI Bus Parts	09/20/2020	\$933,720
1018241-01	Texas General Land Office	Compressed Natural Gas (CNG)	09/30/2020	\$86,389,758
1022354-01	Trapeze Software Group Inc.	Trapeze Software/Hardware Maintenance	09/30/2020	\$9,659,764
Total Contracts = 94			Total Value of All Contracts Above:	\$462,116,068



Upcoming Procurement Opportunities

As of October 1, 2019

Agency Safety Plan - FTA

Upcoming Item: **P-2051852**

Type of Posting: Request for Proposal (RFP)

Description:

DART is seeking administrative support services throughout the organization.

The NIGP code associated with this event is:

961 Miscellaneous

Graphic Artist Services

Upcoming Item: **P-2052108**

Type of Posting: Request for Proposal (RFP)

Description:

DART is seeking administrative support services throughout the organization.

The NIGP code associated with this event is:

961 Miscellaneous

Miscellaneous Brake and Coupler Parts for DART's Light Rail Vehicle Fleets

Upcoming Item: **B-2051799**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to Miscellaneous Brake and Coupler Parts for DART's Light Rail Vehicle Fleets.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts And Accessories

TVM Replacement Parts

Upcoming Item: **B-2049336**

Type of Posting: Invitation for Bid (IFB)

Description:

TVM Replacement Parts

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts And Accessories



Upcoming Procurement Opportunities

As of October 1, 2019

DART Logo Merchandise Contract

Upcoming Item: **P-2051997**

Type of Posting: Request for Proposal (RFP)

Description:

The Authority has a requirement for DART Logo Merchandise Contract.

The NIGP code associated with this event is:

961 Miscellaneous Services, No 1 (Not Otherwise Classified)

Trinity Railway Express(TRE) Full Scale Exercise

Upcoming Item: **B-2051758**

Type of Posting: Invitation for Bid (IFB)

Description:

EVENT #11370 - TRE Full Scale Exercise

The NIGP codes associated with this event are:

990 Disaster Preparedness and Emergency Planning Services

918 Consulting Services

Portable Scaffolding Platform

Upcoming Item: **B-2051400**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for a Portable Scaffolding Platform.

The NIGP code associated with this event is:

155 Buildings And Structures: Fabricated And Prefabricated

Rebuild Destination Sign Decoder

Upcoming Item: **B-2051529**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to Rebuild Destination Sign Decoder for DART's Light Rail Vehicle Fleets 50-54.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts And Accessories



Upcoming Procurement Opportunities

As of October 1, 2019

Replacement Parts for the Battery Tray Assembly

Upcoming Item: **B-2051016**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Replacement Parts for the Battery Tray Assembly.

The NIGP code associated with this event is:

559 Mass Transportation - Rail Vehicle Parts and Accessories

Bus Tire Leasing and Services

Upcoming Item: **P-2051297**

Type of Posting: Request for Proposal (RFP)

Description:

DART has a requirement for Bus Tire Leasing and Services. (Event #11265)

The NIGP code associated with this event is:

863 Tires and Tubes, Including Recapped and Retreaded Tires

Rebuild and Repair Toyo Denki Components

Upcoming Item: **B-2050596**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to Rebuild and Repair Toyo Denki Components.

The NIGP code associated with this event is:

559 Mass Transportation - Rail Vehicle Parts and Accessories

Rebuild Gear Axle Assemblies and Rebuild Center Trucks for DART's Light Rail Vehicle Fleets

Upcoming Item: **B-2049482**

Type of Posting: Invitation for Bid (IFB)

Description:

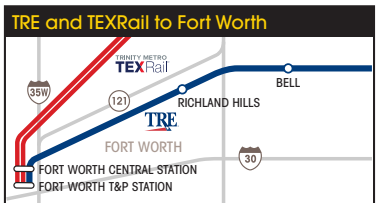
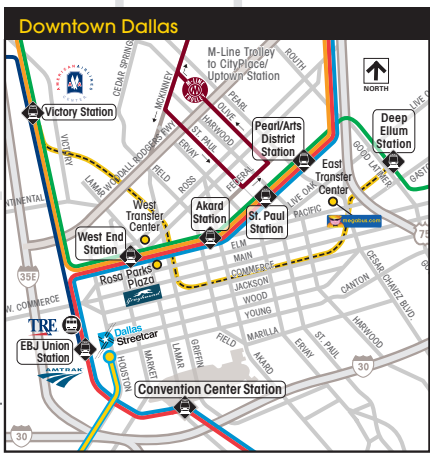
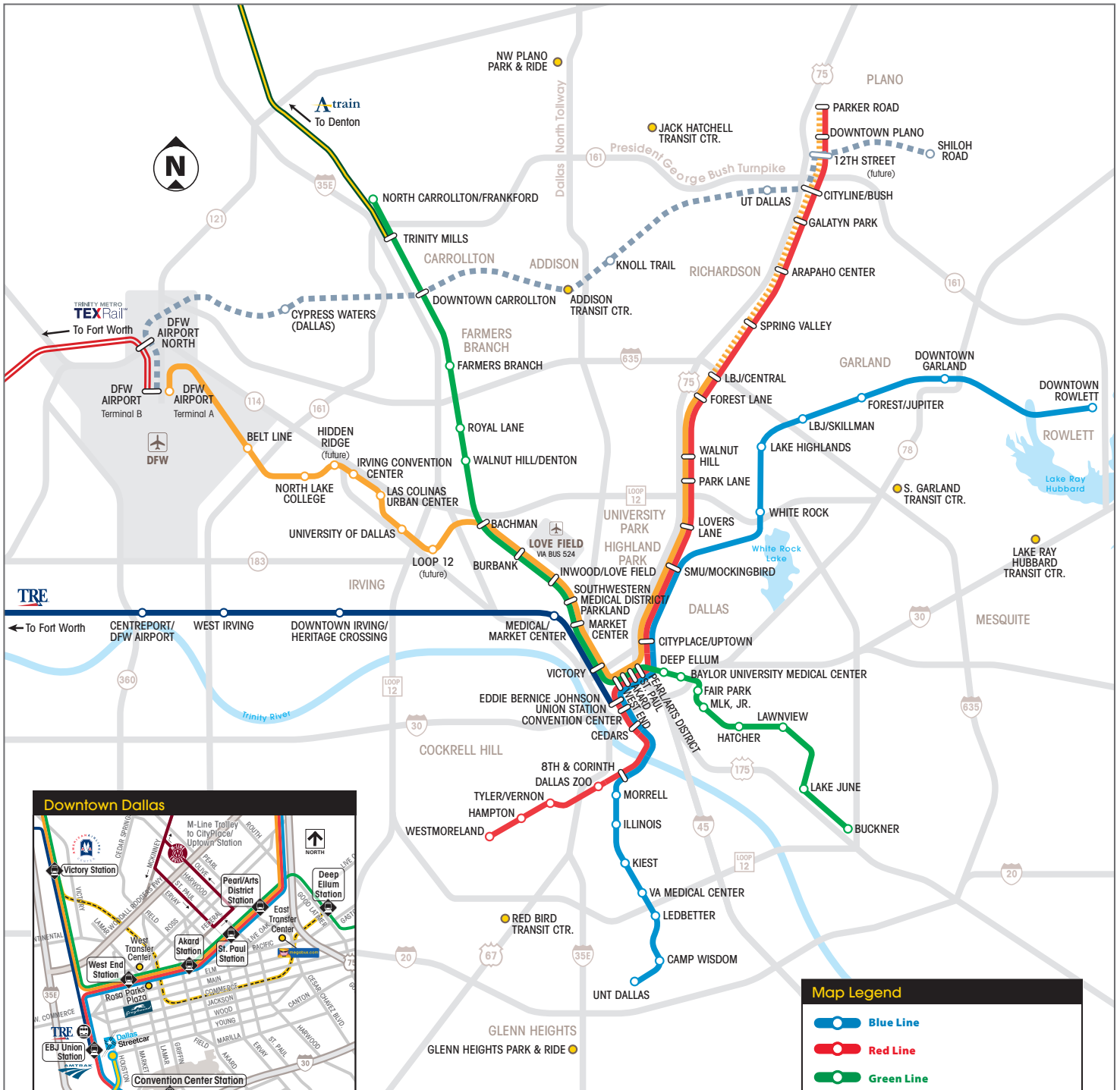
The Authority has a requirement to Rebuild Gear Axle Assemblies and Rebuild Center Trucks for DART's Light Rail Vehicle Fleets.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Accessories and Parts



CURRENT AND FUTURE SERVICES



Future Services

DESIGN/CONSTRUCTION UNDERWAY

- Silver Line (2022)

PLANNING/DESIGN UNDERWAY

- D2 Subway (Inset Map)

Map Legend

- Blue Line
- Red Line
- Green Line
- Orange Line
- Orange Line Weekdays Peak Only
- Trinity Railway Express (No Sunday Service)
- TEXRail (Trinity Metro)
- A-Train (DCTA)
- M-Line Trolley
- Dallas Streetcar
- Transit Center or Park & Ride

TRE
TRINITY METRO
TEXRail

A-train
DART

Dallas Streetcar

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



let's go.