

DALLAS AREA RAPID TRANSIT

# QUARTERLY OPERATING, FINANCIAL PERFORMANCE, AND COMPLIANCE REPORTS

Go



First Quarter FY 2020  
October - December 2019



# DART BOARD MEMBERS

**Sue S. Bauman**  
Dallas

**Robert C. Dye**  
Plano, Farmers Branch

**Mark Enoch**  
Garland, Rowlett,  
Glenn Heights

**Doug Hrbacek**  
Carrollton, 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, Cockrell Hill

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

**Rick Stopfer**  
Irving

**Dominique P. Torres**  
Dallas

**Paul N. Wageman**  
Plano

DART's Financial Information is located online at:  
[DART.org/financialinformation](http://DART.org/financialinformation)

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## Who We Are

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

### Dallas Area Rapid Transit – What’s Next?

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

### Organization

Dallas Area Rapid Transit (DART) is a sub-regional transportation authority, created by a voting majority of the citizens on August 13, 1983, to organize and provide public transportation and complementary services to jurisdictions pursuant to Chapter 452 of the Texas Transportation Code (the “Act”). Our service area is comprised of 13 North Texas municipalities (Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park) as shown in Exhibit 2 (on page 7). 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 along a 34-mile rail corridor between the cities of Dallas and Fort Worth. Exhibit 6 on page 15 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 Strategic Plan is grounded in DART’s Values Statement, as follows:

- Focused on Our Customers
  - ✓ We are dedicated to meeting our customers’ needs.
  - ✓ We strive for continuous improvement.
  - ✓ We deliver quality.
- Committed to Safety and Security
  - ✓ We require safety and security to be the responsibility of every employee.
  - ✓ We are committed to ensuring the safety and security of our passengers and employees.
- Dedicated to Excellence
  - ✓ We demonstrate a high regard for each other.
  - ✓ We are committed to innovation and learning from our experiences.
  - ✓ We hold ourselves accountable.
  - ✓ We coach, reinforce, and recognize employees.
  - ✓ We foster an environment promoting diversity of people and ideas.
- Good Stewards of the Public Trust
  - ✓ We responsibly use public funds and property.
  - ✓ We maintain open communication with customers and stakeholders.
  - ✓ We respect the environment.
  - ✓ We strive to mitigate risk.
  - ✓ We demand integrity and honesty.



## **Governance and Management Structure**

### The Board of Directors

DART is governed by a 15-member Board of Directors. The governing bodies of the participating municipalities appoint members to our Board according to the ratio of the population of each participating municipality to the total population within our service area. A participating municipality having a population which entitles it to make a fraction of an appointment may combine that fraction with one or more other participating municipalities to make one appointment; but no participating municipality may appoint more than 65% of the members of the Board. The Board can be restructured whenever there is a change in the participating municipalities or every fifth year after the date census data or population estimates become available.

Each Board member serves at the pleasure of the governing municipal unit(s) that appoints the member. Board members serve staggered two-year terms. Eight of the member terms begin July 1 of odd-numbered years, and seven of the member terms begin on July 1 of even-numbered years. Each member is entitled to receive \$50 for each Board meeting attended and is reimbursed for necessary and reasonable expenses incurred in the discharge of the member's duties. On the following page, exhibit 1, sets forth information regarding our current Board of Directors.

Exhibit 1  
Members of the Board of Directors

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

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 FY 2020



**Sue S. Bauman**  
Dallas



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



**Doug Hrbacek**  
Carrollton  
and Irving



**Ray Jackson**  
*Assistant  
Secretary*  
Dallas



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



**Patrick J. Kennedy**  
Dallas



**Jon-Bertrell Killen**  
Dallas



**Michele Wong Krause**  
*Vice Chair*  
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

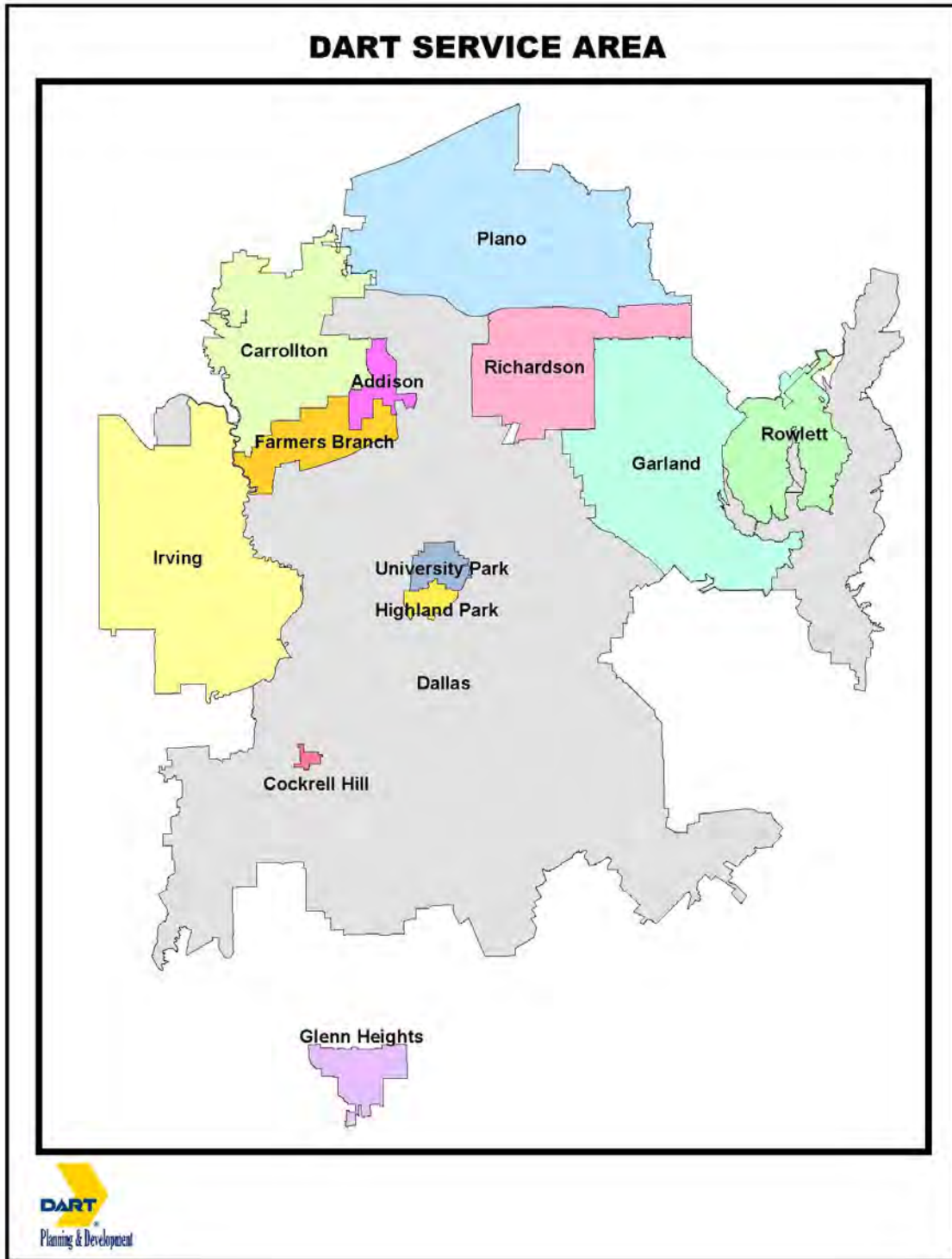


**Paul N. Wageman**  
*Chair*  
Plano

REV11/2019

Exhibit 2 is a map of the DART Service Area.

Exhibit 2



## DART's Management

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

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

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



Exhibit 3  
DART'S Executive Management

NAME	POSITION	JOINED DART
Gary C. Thomas	President/Executive Director	1998
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
Rosa Medina	Vice President, Chief People Officer	2020
Doug Douglas	Vice President, Mobility Management Services	1990
Eddie 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	Interim Vice President, Diversity	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 3,973 salaried and hourly positions included in the FY 2020 Annual Budget.

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

- ***Customer Care and Service Delivery*** is charged with providing effective, efficient, safe, secure transportation service.
- ***Growth and Development*** oversees the planning and development of the overall system.
- ***Business & Innovative Solutions*** looks to maximize Agency resources through innovative technology, dynamic marketing, effective procurement, and engaging talent management.
- ***DART Safety Office*** ensures a safe environment for customers, employees, and people on DART property and construction sites.
- ***External Relations*** serves as the voice of the agency. This includes media relations, social and digital media, and community relations, including transit education.
- ***Finance*** provides astute fiscal management.
- ***Government Relations*** is the agency’s key liaison with federal, state, regional and local elected officials and stakeholder groups.
- ***Diversity*** is responsible for DART’s Equal Employment Opportunity (EEO), Minority & Women Business Enterprises (MWBE) and diversity programs.
- ***Chief of Staff*** is responsible for administrative functions of the Executive Office, records management, external relations, and special programs.

Exhibit 4 illustrates the positions that report directly to the Board of Directors and the President/Executive Director.

### Exhibit 4 Dallas Area Rapid Transit Functional Organization Chart

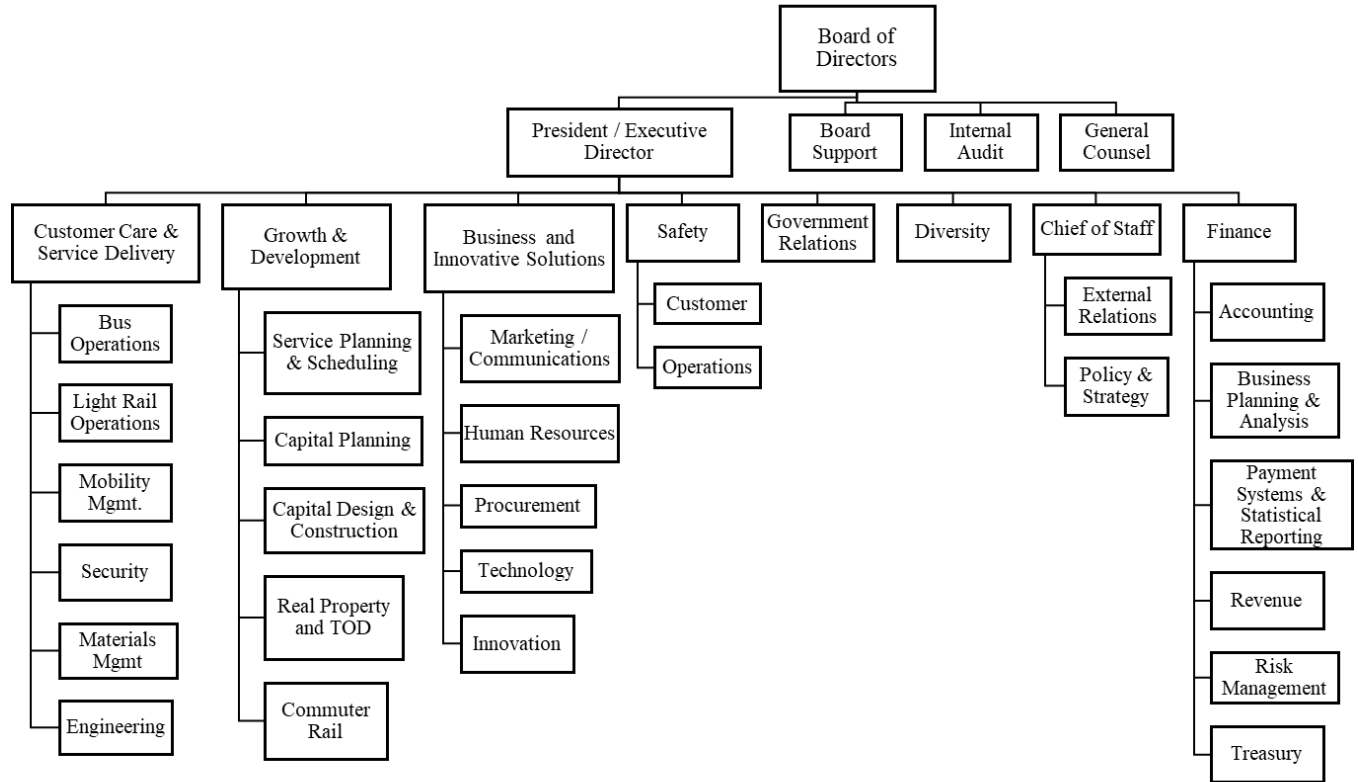
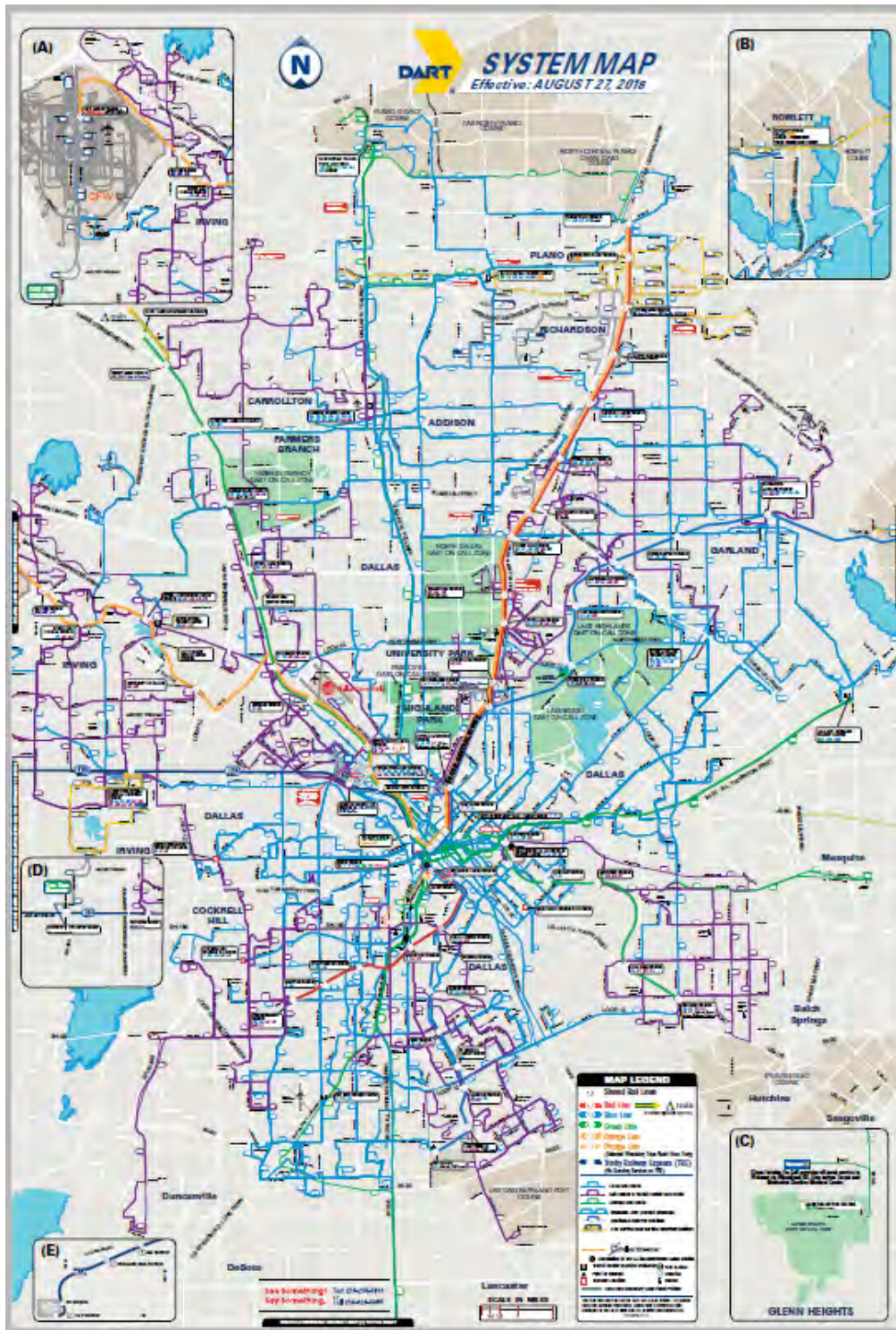


Exhibit 5  
DART System Map



## 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)

Distinguished Budget Presentation Award and Certificate of Achievement for Excellence in Financial Reporting

Investment Policy Certificate of Distinction

### **American Public Transportation Association (APTA)**

Rail Safety and Security Excellence Award

Light Rail/Streetcar Category

Gold Award for Security

2019 Innovation Award winner.

### **National Association of Government Communicators**

2018 Blue Pencil & Gold Screen Awards

2nd Place: K-12 Educational Programs

"2017 Student Art Contest: The Adventure Starts Here"

### **South West Transit Association**

2018 Spotlight Awards

1st Place: Hit the Spot: Event Category V

"DART Systemwide Security Blitz"



**National Procurement Institute, Inc.**

2019 Achievement of Excellence in Procurement (AEP)

This prestigious award is earned by those public procurement organizations that demonstrates excellence by obtaining a high score based on industry benchmarks for innovation, professionalism, productivity, e-procurement and leadership.

**Subcontractors USA**

2018 Supplier Diversity Champion

**Asian American Contractors Association**

2018 Moon Award “Capacity Builder”

**Regional Hispanic Contractors Association**

2019 Public Sector Nominee

**DFW Minority Supplier Development Council**

2019 Buy Those That Buy Us Awardee

**Texas Department of Insurance – Division of Workers’ Compensation**

High Performer Certificate of Achievement

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# Operating and Financial Performance

The Quarterly Operating and Financial Performance Report provides the reader with DART's progress in meeting Key Performance Indicators (KPIs) and goals as outlined in the Fiscal Year (FY) 2020 Annual Budget. This report is for the first quarter of FY 2020 ending December 31, 2019.

## KPI Summary

- **Ridership:** Both Total Agency and Fixed Route Ridership have lower performance in comparison to targets.
- **Subsidy Per Passenger:** Revenues and expenses are lower than targeted amounts, resulting in lower Net Subsidy spread over fewer passengers. Both Total Agency and Fixed Route Subsidy Per Passenger are above (worse than) target.
- **Fixed Route On-Time Performance:** Slight 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:** An increase from the previous year actuals and slightly higher (worse) than the stated goal.

## **General Information**

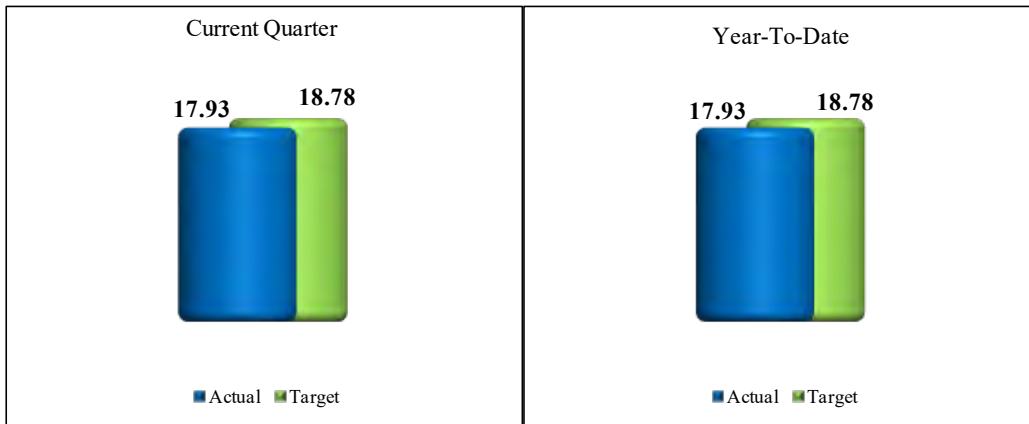
DART's fiscal year begins on October 1. The Quarterly Operating and Financial Performance Report includes actual values for fiscal years 2017 through 2019 and a comparison of the FY 2020 target to Current Quarter and Year-To-Date results.



# Ridership

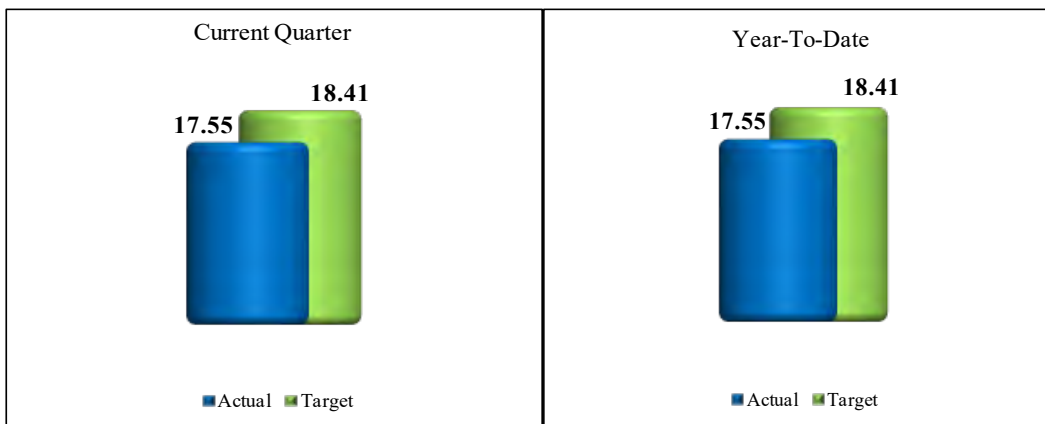
Ridership over the next few years will be affected by several different factors, which include service changes. Over the last several years, Bus Ridership has been declining and Rail Ridership has been stagnant once new line segment openings have been factored out. DART is now using Automatic Passenger Counter (APC) to report bus, streetcar, and TRE ridership. With APC systems in place for both FY 2019 and FY 2020, DART is able to make direct comparisons between APC-based counts (detailed statistics can be found below). Light Rail (LRT) Ridership is determined by statistically factoring APC sample data collected monthly. Paratransit Ridership is compiled from daily trip manifests.

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



**Total Agency Ridership:** Year-To-Date as of December 31, 2019 is 17.93 million, 0.85 million below (worse than) the target of 18.78 million. Current quarter ended December 31, 2019 is 17.93 million, 0.85 million below (worse than) the target of 18.78 million.

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



**Fixed-Route Ridership:** Year-To-Date as of December 31, 2019 is 17.55 million, 0.86 million below (worse than) the target of 18.41 million. Current quarter ended December 31, 2019 is 17.55 million, 0.86 million below (worse than) the target of 18.41 million.

### Exhibit 3 Agency Ridership Scorecard

FY17A	FY18A	FY19A	Indicators	FY 2020 Quarter 1					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
<b>Ridership</b>									
65.82	62.69	70.79	Total Agency(M)	17.93	18.78	95.45%	17.93	18.78	95.45%
64.35	61.33	69.27	Fixed-Route (M)	17.55	18.41	95.34%	17.55	18.41	95.34%
32.11	30.26	38.70	Bus (M) <sup>[1]</sup>	9.57	10.00	95.72%	9.57	10.00	95.72%
30.14	29.03	28.56	LRT (M)	7.45	7.86	94.82%	7.45	7.86	94.82%
2.10	2.04	2.01	TRE (M) <sup>[1]</sup>	0.54	0.56	95.93%	0.54	0.56	95.93%
795.72	771.01	906.15	Paratransit (000s)	225.78	203.66	110.86%	225.78	203.66	110.86%
674.58	596.00	611.48	Vanpool (000s)	148.72	167.14	88.98%	148.72	167.14	88.98%

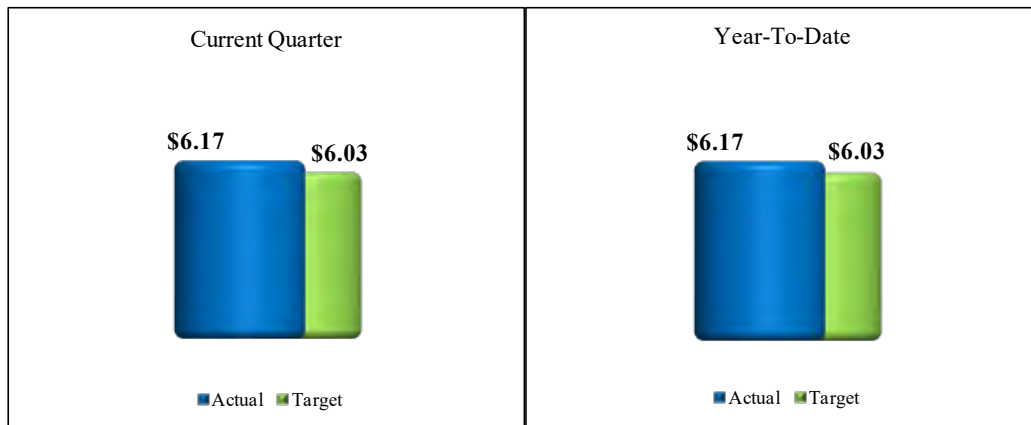
<sup>[1]</sup> As of October 2018 (Q1 FY 2019) ridership is based upon APC data.

Total Agency and Fixed Route Ridership is trending below this year’s targets. Further discussion of Ridership is provided in the modal sections.

### 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:** Year-To-Date as of December 31, 2019 is \$6.17, \$0.14 above (worse than) the target of \$6.03. Current quarter ended December 31, 2019 is \$6.17, \$0.14 above (worse than) the target of \$6.03.

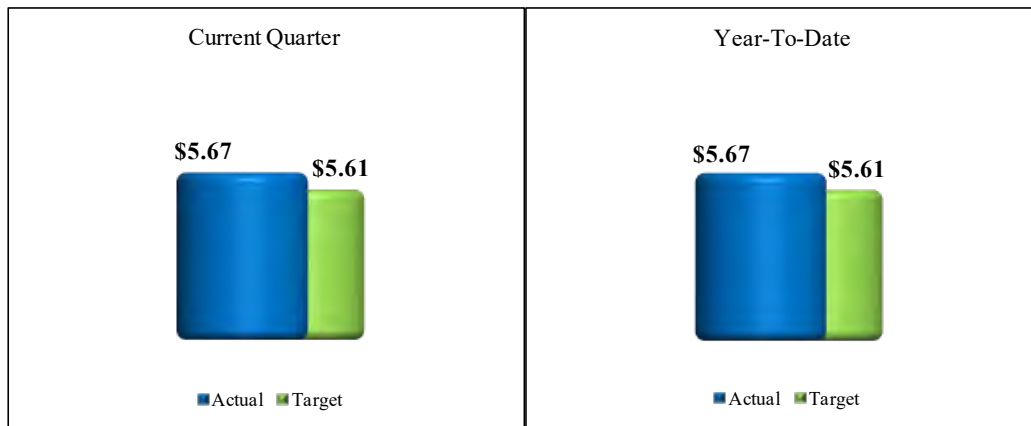
## Exhibit 5 Total System Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses <sup>1</sup>			Revenues <sup>2</sup>					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$131,277,276	\$373,545	\$131,650,820	\$20,410,198	\$646,454	\$21,056,651	\$110,594,169	17,928,636	\$6.17
Budget	\$135,266,662	\$310,137	\$135,576,799	\$21,825,686	\$520,708	\$22,346,394	\$113,230,405	18,782,846	\$6.03
Variance	(\$3,989,387)	\$63,408	(\$3,925,979)	(\$1,415,488)	\$125,746	(\$1,289,743)	(\$2,636,236)	(854,210)	\$0.14
% to Target	97.05%	120.45%	97.10%	93.51%	124.15%	94.23%	97.67%	95.45%	102.35%

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

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

## Exhibit 6 Fixed Route Subsidy Per Passenger



**Fixed Route Subsidy Per Passenger:** Year-To-Date as of December 31, 2019 is \$5.67, \$0.06 above (worse than) the target of \$5.61. Current quarter ended December 31, 2019 is \$5.67, \$0.06 above (worse than) the target of \$5.61.

## Exhibit 7 Fixed Route Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses <sup>1</sup>			Revenues <sup>2</sup>					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$119,343,495	\$373,545	\$119,717,039	\$19,457,051	\$646,454	\$20,103,505	\$99,613,534	17,554,137	\$5.67
Budget	\$124,221,827	\$310,137	\$124,531,964	\$20,803,033	\$520,708	\$21,323,741	\$103,208,223	18,412,046	\$5.61
Variance	(\$4,878,332)	\$63,408	(\$4,814,924)	(\$1,345,982)	\$125,746	(\$1,220,236)	(\$3,594,688)	(857,909)	\$0.06
% to Target	96.07%	120.45%	96.13%	93.53%	124.15%	94.28%	96.52%	95.34%	101.15%

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

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

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

## Farebox Recovery Ratio

Farebox Recovery Ratio represents the proportion of operating cost that is generated by passenger fares. Year-To-Date as of December 31, 2019 is 13.05%, 0.86% below (worse than) the target of 13.91%. Current quarter ended December 31, 2019 is 13.05%, 0.86% below (worse than) the target of 13.91%.

### Exhibit 8 Fixed Route Farebox Recovery Ratio Calculation

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 15,628,882		\$ 119,717,039		13.05%
Budget	\$ 17,322,974		\$ 124,531,964		13.91%
Variance	\$ (1,694,092)		\$ (4,814,924)		(0.86%)
% to Target	90.22%		96.13%		93.85%

The primary factor contributing to the decrease in Fixed Route Farebox Recovery Ratio is revenues. While Farebox Revenues and Modally Allocated Expenses are both below target, \$1.69 million (9.78%) and \$4.81 million (3.87%) respectively, the greater percentage decline in Farebox Revenues led to the decline in Farebox Recovery Ratio.

## Administrative Ratio

Administrative Ratio measures administrative costs as a percentage of direct operating costs. It is management's objective to reduce this ratio. Administrative costs include (but are not limited to): executive management, finance, purchasing, legal, internal audit, human resources, marketing, board support, and administrative services. Administrative revenues include (but are not limited to) advertising revenue. The Administrative Ratio Year-To-Date as of December 31, 2019 is 7.52%, 1.00% below (better than) the target of 8.52%. The Administrative Ratio for the Current Quarter ended December 31, 2019 is 7.52%, 1.00% below (better than) the target of 8.52%.

### Exhibit 9 Administrative Ratio Calculation

	Administrative Costs	-	Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$10,429,775		\$1,348,151		\$120,813,782		\$0.00		7.52%
Budget	\$11,548,711		\$1,004,163		\$123,717,952		\$0.00		8.52%
Variance	(\$1,118,935)		\$343,988		(\$2,904,170)		\$0.00		(1.00%)
% to Target	90.31%		134.26%		97.65%		0.00%		88.20%

## Modal Update Bus

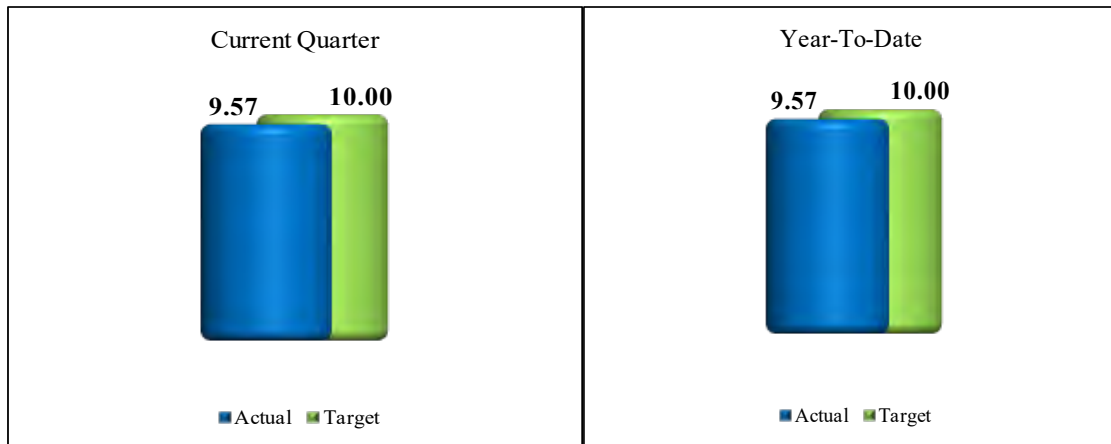
*(53.4% of total system ridership in Fiscal Year 2020)*



DART’s bus system provides local, express, crosstown, on-call, flex, feeder bus routes, site-specific shuttles, and GoLink Mobility on Demand services. Crosstown routes traverse the service area facilitating intra- and inter-community travel while linking a variety of activity centers. DART On-Call provides our customers personalized demand-responsive weekday neighborhood service within specifically defined

areas. Flex Service, a variation of the On-Call approach, provides customers the advantages of a conventional fixed route plus the convenience of curbside service in eight Flex Service Areas. Feeder routes connect residential and employment centers to the light rail system and other bus routes at stations and Transit Centers accommodating transfer connections that expand travel opportunities. Site-specific shuttles are operated and funded with partner organizations that offer direct connections for their employees, students, or customers to the DART Rail network. GoLink Mobility on Demand provides service in thirteen zones across the DART service area.

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



**Bus Ridership:** Year-To-Date as of December 31, 2019 is 9.57 million, 0.43 million below (worse than) the target of 10.00 million. Current quarter ended December 31, 2019 is 9.57 million, 0.43 million below (worse than) the target of 10.00 million.

Bus Ridership showed growth on Saturdays and Sundays as of December 31, 2019, mainly due to CBD Rail replacement operations where buses replaced LRT operations in the downtown area. Targeted off-peak service improvements on select routes inaugurated in late March 2018 have resulted in ridership gains. More significant service changes to add routes to the core high frequent network were implemented in early August, leading to ridership improvements for affected routes. The ridership gain was mostly evident in routes 409, 404, 547, 466, 583, 467.

**Exhibit 11  
Bus Subsidy Per Passenger**



**Bus Subsidy Per Passenger:** Year-To-Date as of December 31, 2019 is \$6.34, \$0.01 above (worse than) the target of \$6.33. Current quarter ended December 31, 2019 is \$6.34, \$0.01 above (worse than) the target of \$6.33.

**Exhibit 12  
Bus Subsidy Per Passenger Calculation**

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$68,074,101	\$7,440,490		\$60,633,612		9,568,282		\$6.34
Budget	\$71,265,244	\$7,988,625		\$63,276,619		9,996,113		\$6.33
Variance	(\$3,191,142)	(\$548,135)		(\$2,643,007)		(427,831)		\$0.01
% to Target	95.52%	93.14%		95.82%		95.72%		100.11%

The primary factor contributing to the increase in Bus Subsidy Per Passenger is Revenues. With both Farebox Revenues and Modally Allocated Expenses below target, \$0.55 million (6.86%) and \$3.20 million (4.48%) respectively, Net Subsidy was below target \$2.64 million (4.18%). Lower Net Subsidy spread over fewer passengers, 0.43 million (4.28%), resulted in slightly higher Subsidy Per Passenger \$0.01 (0.11%).

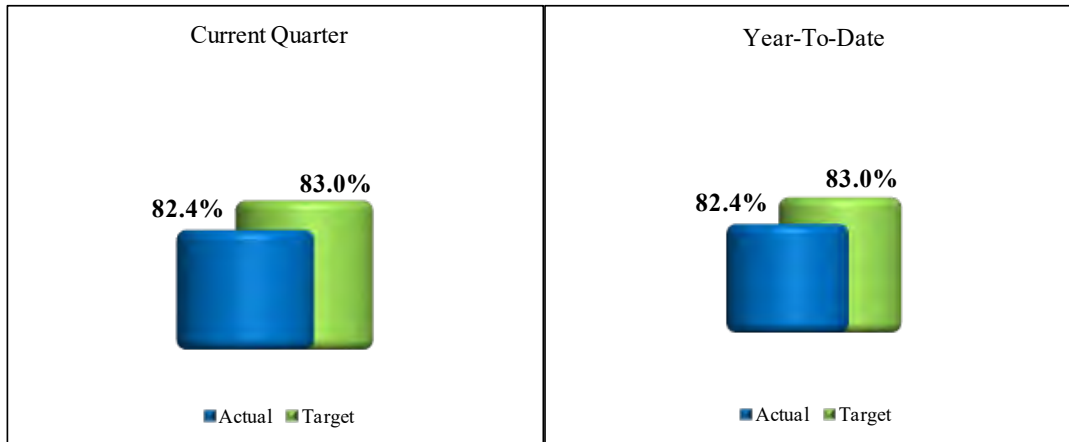
**Bus Farebox Recovery Ratio:** Year-To-Date as of December 31, 2019 is 9.11%, 0.65% below (worse than) the target of 9.76%. Current quarter ended December 31, 2019 is 9.11%, 0.65% below (worse than) the target of 9.76%.

**Exhibit 13  
Bus Farebox Recovery Ratio Calculation**

	Bus Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 6,200,073		\$ 68,074,101		9.11%
Budget	\$ 6,953,163		\$ 71,265,244		9.76%
Variance	\$ (753,091)		\$ (3,191,142)		(0.65%)
% to Target	89.17%		95.52%		93.35%

The primary factor contributing to the decrease in Bus Farebox Recovery Ratio is Farebox Revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$0.75 million (10.83%) and \$3.19 million (4.48%) respectively, the greater percentage decline in Farebox Revenues led to the decline in Farebox Recovery Ratio.

**Exhibit 14**  
**Bus On-Time Performance**



**Bus On-Time Performance:** Year-To-Date as of December 31, 2019 is 82.4%, 0.6% below (worse than) the target of 83.0%. Current quarter ended December 31, 2019 is 82.4%, 0.6% below (worse than) the target of 83.0%.

Dallas suffered a major tornado on October 20, 2019, which had far reaching effects across the city. The combined effects of the State Fair of Texas; open from September 27, 2019 through October 20, 2019, and the October 20, 2019 tornado, contributed to 33.58% of DART routes operating on detour during October. 33.96 % of DART routes operated on detour throughout November, and 29.93% operated on detour throughout December.

**Bus Mean Distance Between Service Calls:** Year-To-Date as of December 31, 2019 is 6,568 miles, 432 miles below (worse than) the target of 7,000 miles. Current quarter ended December 31, 2019 is 6,568 miles, 432 miles below (worse than) the target of 7,000 miles.

FY 2020 Mean Distance Between Service Calls for the current quarter by Fleet Type is:

- NABI & New Flyer – 7,008 miles
- ARBOC – 8,890 miles
- Proterra – 3,736 miles

Each bus maintenance section has implemented Reliability Improvement Teams made up of leadership and skilled mechanics in an effort to drive sustained improvement in vehicle reliability.

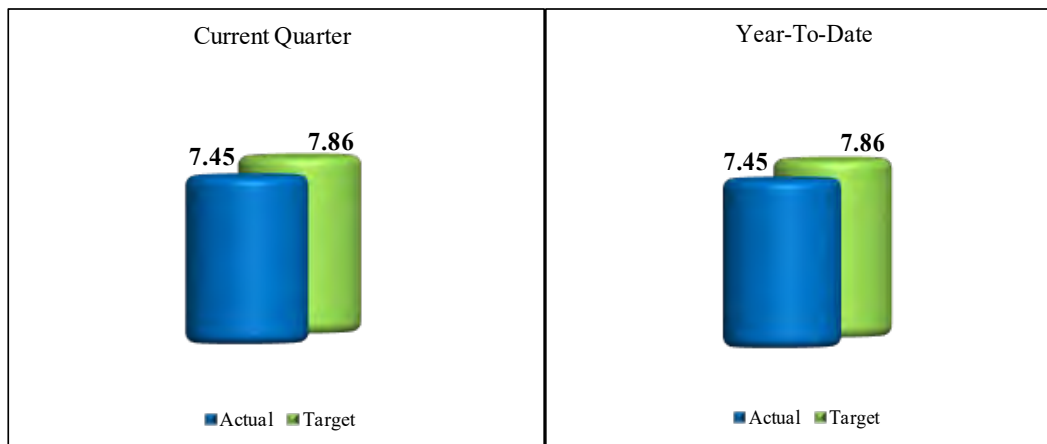
## Modal Update Light Rail Transit (LRT)

*(41.5% of total system ridership in Fiscal Year 2020)*



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

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



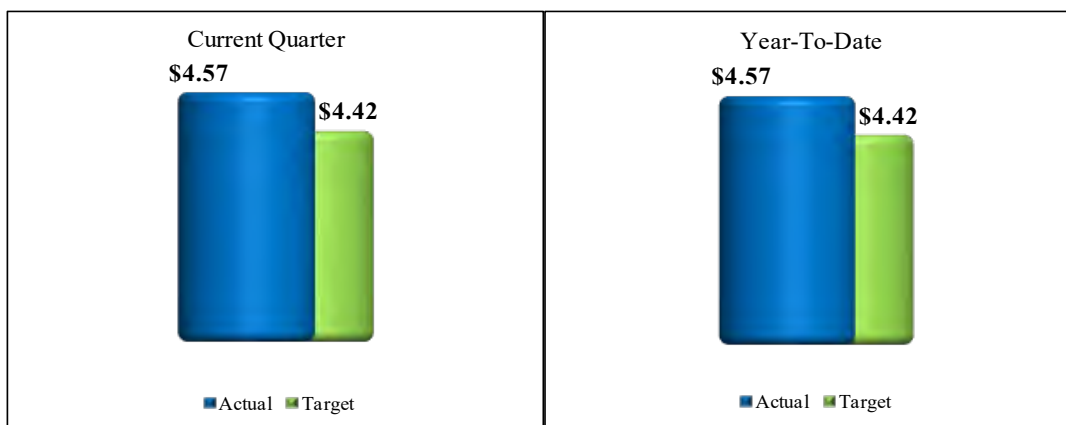
**LRT Ridership:** Year-To-Date as of December 31, 2019 is 7.45 million, 0.41 million below (worse than) the target of 7.86 million. Current quarter ended December 31, 2019 is 7.45 million, 0.41 million below (worse than) the target of 7.86.

Service quality issues, including service interruptions and On-Time Performance issues have contributed to the decrease. Specific efforts have been launched to mitigate controllable factors and on-time performance is improving. It is expected that improved service quality will result in improving ridership levels.



Two major service disruptions were experienced by Rail Operations during the first quarter. In late October 2019 a tornado caused severe damage to many areas within service area cities. The area most impacted surrounded DART's Walnut Hill Station. Quickly restoring normal service was deterred by intermittent loss of electricity, downed trees, and impassable streets. In November 2019, Rail experienced a destructive interface which destroyed traction power lines from CityPlace to Lovers Lane. It was determined that a drastic drop in temperature (27 degrees in less than 6 hours) may have caused the catenary to "relax" and set the stage for the event. CBD Rail improvement operations (where buses replaced LRT operations in the downtown area during the weekend) also impacted the LRT Ridership negatively, mostly on Saturday and Sunday.

**Exhibit 16  
Light Rail Subsidy Per Passenger**



**LRT Subsidy Per Passenger:** Year-To-Date as of December 31, 2019 is \$4.57, \$0.15 above (worse than) the target of \$4.42. Current quarter ended December 31, 2019 is \$4.57, \$0.15 above (worse than) the target of \$4.42.

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

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$43,000,652		\$8,983,945		\$34,016,707		7,447,894		\$4.57
Budget	\$44,341,839		\$9,603,137		\$34,738,702		7,855,120		\$4.42
Variance	(\$1,341,187)		(\$619,192)		(\$721,995)		(407,226)		\$0.15
% to Target	96.98%		93.55%		97.92%		94.82%		103.28%

The primary factor contributing to elevated Light Rail Subsidy Per Passenger is Revenues. With both Farebox Revenues and Modally Allocated Expenses below target, \$0.62 million (6.45%) and \$1.34 million (3.02%) respectively, Net Subsidy was below target \$0.72 million (2.08%). Lower Net Subsidy spread over fewer passengers, 0.41 million (5.18%), resulted in slightly higher Subsidy Per Passenger \$0.15 (3.5%).

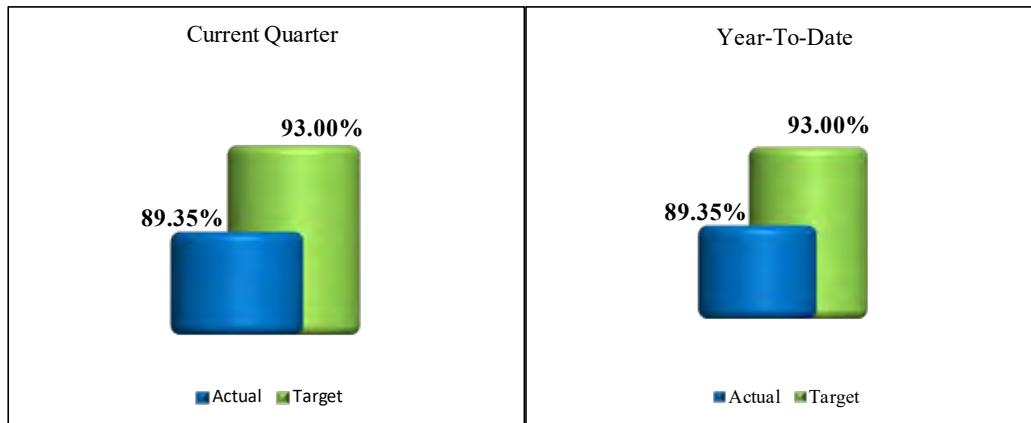
**LRT Farebox Recovery Ratio:** Year-To-Date as of December 31, 2019 is 16.78%, 1.47% below (worse than) the target of 18.25%. Current quarter ended December 31, 2019 is 16.78%, 1.47% below (worse than) the target of 18.25%.

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

	<b>LRT Farebox Revenues</b>	/	<b>Modally Allocated Expenses</b>	=	<b>Recovery Ratio</b>
Actual	\$ 7,216,832		\$ 43,000,652		16.78%
Budget	\$ 8,093,423		\$ 44,341,839		18.25%
Variance	\$ (876,591)		\$ (1,341,187)		(1.47%)
% to Target	89.17%		96.98%		91.95%

The primary factor contributing to the decrease in LRT Farebox Recovery Ratio is Farebox Revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$0.87 million (10.83%) and \$1.34 million (3.02%) respectively, the greater percentage decline in Farebox Revenues led to the decline in LRT Farebox Recovery Ratio.

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



**LRT On-Time Performance:** Year-To-Date as of December 31, 2019 is 89.35%, 3.65% below (worse than) the target of 93.0%. Current quarter ended December 31, 2019 is 89.35%, 3.65% 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 meets weekly with members of Information Technology to develop business rules which will create a means of excluding data connected to an uncontrollable event (such as a tornado) from On-Time Performance.
- Vehicle Business System (VBS) software modifications were made in the operators cab to improve the operator’s ability to easily monitor departure times. In addition, Rail Operations is exploring either funding a major VBS system enhancement or replacing it with another software.
- 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 Southwest Methodist University (SMU) to develop rail training and operational efficiency tools.

- In November 2019, Rail Operations began its effort to develop a formal Service Delivery and Operations Reliability Program for preemption, real-time monitoring and rapid response to alleviate service disruptions.
- During FY 2020, Rail Operations conducted in-depth, after-action investigations regarding incidents that contributed 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.

Rail Operations will continue to reward its Top Operators each month as well as using all available resources to address non-performing Operators. Work is being done to improve the authenticity of both the data and the processes which govern Operator performance. Once complete, this methodology will allow Operators to be rewarded for a variety of positive work habits and not solely for On-Time Performance.

**LRT Mean Distance Between Service Calls:** Year-To-Date as of December 31, 2019 is 18,315 miles, 2,685 miles below (worse than) the target of 21,000 miles. Current quarter ended December 31, 2019 is 18,315 miles, 2,685 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 subpar performance are the pneumatic doors and friction brake system.

Refinements made to the LRV door preventive maintenance procedure during FY 2019 have resulted in a measurable reduction in passenger delays attributed to door malfunctions (July 2019: 223/December 2019: 121)

Rail Operations is addressing LRV friction brake system failures in three different areas. 1) defective metallurgy in air compressor pistons, 2) ruinously high operating temperature of air compressors, and 3) servotrol failures. Rail Fleet began replacing defective air compressor pistons during the 1<sup>st</sup> Qtr. FY20; non-defective pistons are being replaced through the corrective maintenance and overhaul programs. Several LRV's have received upgraded fan motors with shrouds surrounding air compressors while other LRV's were vented to increase air flow; thereby reducing operating temperature. Rail Fleet has undertaken a program to replace all Servotrols with more dependable Digitrols.

Negotiations with a new vendor are underway to supply Rail Fleet with stronger air compressors.

**LRT Accidents Per 100,000 Miles** Year-To-Date as of December 31, 2019 is 0.21, 0.14 below (better than) the target of 0.35. Current quarter ended December 31, 2019 is 0.21, 0.14 below (better than) the target of 0.35.

## Modal Update Commuter Rail

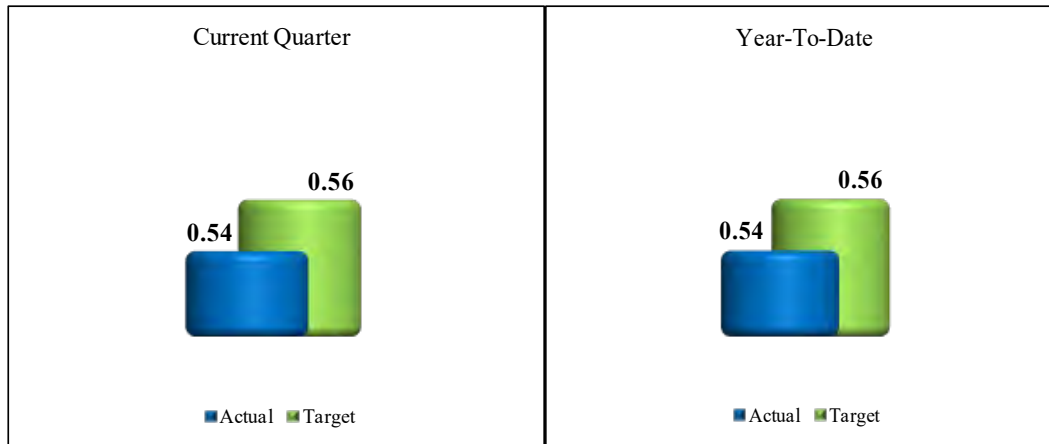
*(3.0% of total system ridership in Fiscal Year 2020)*



DART’s Commuter Rail System, referred to as Trinity Railway Express (the “TRE”), provides diesel powered passenger railroad services on the TRE Corridor between Dallas and Fort Worth, in mixed traffic with freight railroad operations. The 34-mile corridor is jointly owned by DART and Trinity Metro. TRE service is provided pursuant to an interlocal agreement between DART and Trinity Metro. This agreement was originally entered into in 1994 and was restated and adopted by both Boards in 2003. Pursuant to Trackage Rights Agreements, the Burlington Northern Santa Fe, the Dallas Garland and Northeastern, and the Union

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

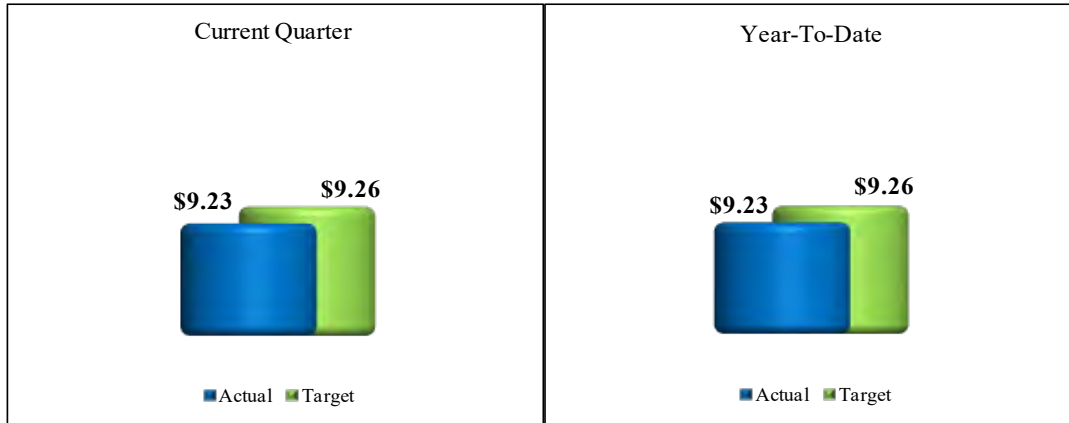
**Exhibit 20  
Commuter Rail Ridership  
(in Millions)**



**Commuter Rail Ridership:** Year-To-Date as of December 31, 2019 is 537,961, 22,852 below (worse than) the target of 560,813. Current quarter ended December 31, 2019 is 537,961, 22,852 below (worse than) the target of 560,813.

TRE ridership showed 3.4% decrease compared to last year. Equipment issues have affected On-Time Performance and may be driving some of the ridership issues.

**Exhibit 21  
Commuter Rail Subsidy Per Passenger**



**Commuter Rail Subsidy Per Passenger:** Year-To-Date as of December 31, 2019 is \$9.23, \$0.03 below (better than) the target of \$9.26. Current quarter ended December 31, 2019 is \$9.23, \$0.03 below (better than) the target of \$9.26.

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

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses <sup>1</sup>			Revenues <sup>2</sup>					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$8,268,741	\$373,545	\$8,642,286	\$3,032,616	\$646,454	\$3,679,070	\$4,963,215	537,961	\$9.23
Budget	\$8,614,744	\$310,137	\$8,924,881	\$3,211,271	\$520,708	\$3,731,979	\$5,192,902	560,813	\$9.26
Variance	(\$346,003)	\$63,408	(\$282,595)	(\$178,655)	\$125,746	(\$52,909)	(\$229,687)	(22,852)	(\$0.03)
% to Target	95.98%	120.45%	96.83%	94.44%	124.15%	98.58%	95.58%	95.93%	99.68%

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

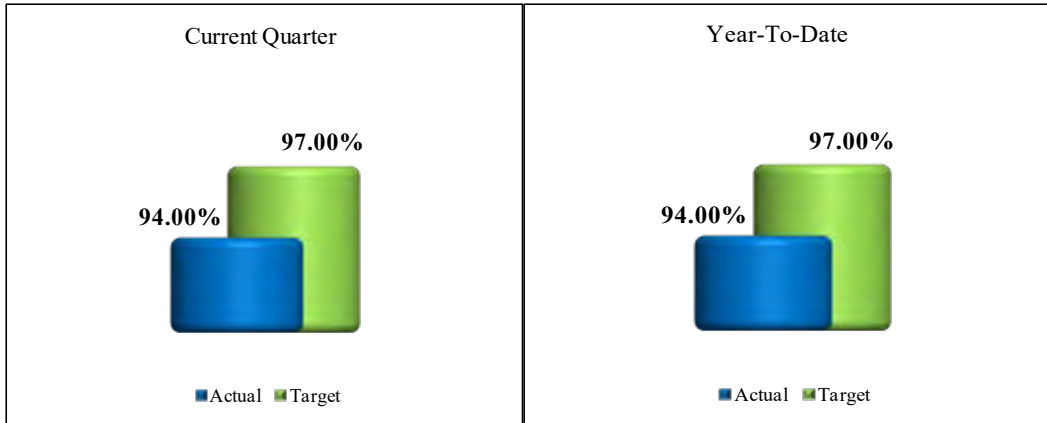
<sup>(2)</sup> Revenues (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to use of Operating Revenues only and the inclusion of Revenues from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

**Commuter Rail Farebox Recovery Ratio:** Year-To-Date as of December 31, 2019 is 25.59%, 0.08% above (better than) the target of 25.51%. Current quarter ended December 31, 2019 is 25.59%, 0.08% above (better than) the target of 25.51%.

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

	TRE Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 2,211,978		\$ 8,642,286		25.59%
Budget	\$ 2,276,388		\$ 8,924,881		25.51%
Variance	\$ (64,410)		\$ (282,595)		0.09%
% to Target	97.17%		96.83%		100.35%

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



**Commuter Rail On-Time Performance:** Year-To-Date as of December 31, 2019 is 94.00%, 3.00% below (worse than) the target of 97.00%. Current quarter ended December 31, 2019 is 94.00%, 3.00% below (worse than) the target of 97.00%.

On-Time Performance for TRE has been affected by several issues, such as the reduction in available equipment due to accidents in FY 2018 and FY 2019, mechanical issues on the remaining equipment, additional maintenance on locomotives which are overdue for overhaul, various large construction projects along the corridor resulting in slower train speeds, bus bridges required to support of TEXRail construction, and 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.

**Commuter Rail Complaints Per 100,000 Passengers:** Year-To-Date as of December 31, 2019 is 6.88, 1.38 above (worse than) the target of 5.50. Current quarter ended December 31, 2019 is 6.88, 1.38 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, 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.

## Modal Update Paratransit

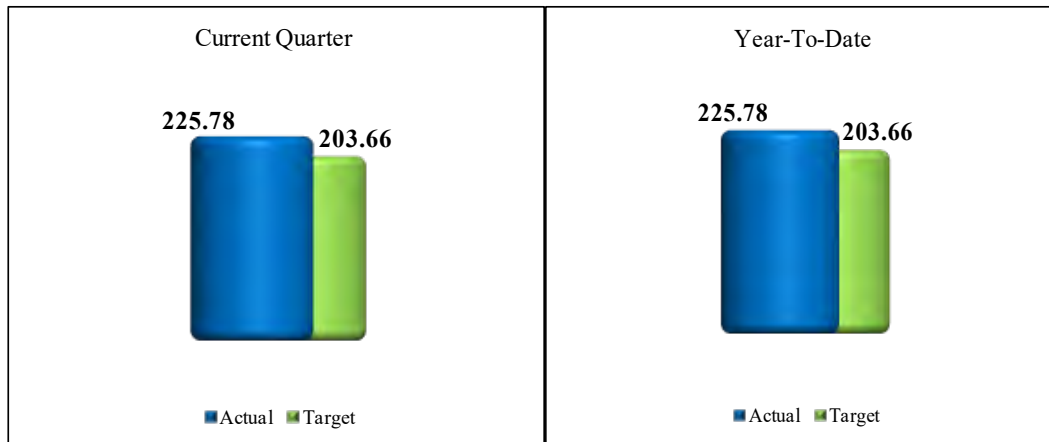
(1.3% of total system ridership in Fiscal Year 2020)



DART is responsible for providing complimentary Paratransit service in accordance with the Americans with Disabilities Act of 1990 (the “ADA”). In Fiscal Year 2020, we transitioned to a new service delivery model utilizing the contractor, MV Transportation Inc., as a broker. The new service delivery model emphasizes improved customer service, provides door-to-door service on every trip, and provides a pathway to offering premium service at a later point in the contract.

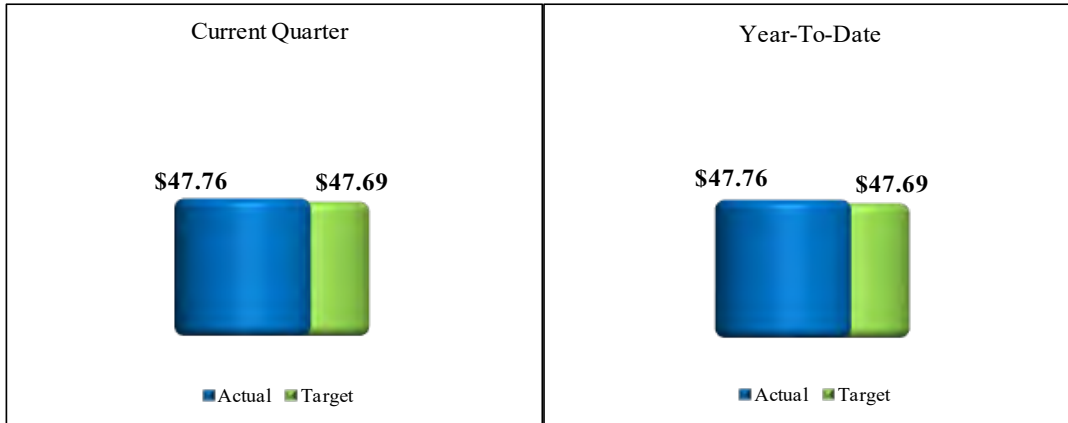
Mobility Management Services continues to work on improving the service received by our customers while striving to provide the most cost-efficient service for the agency while being good stewards of public funds. The department is focused on providing the highest freedom of mobility to each one of our customers. The department offers several options for customers to learn what options are available to them and to assist them in learning to use each of these options. The 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 Quarter 1 of FY 2020, the Mobility Ambassadors provided training to 106 individuals.

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



**Paratransit Ridership:** Year-To-Date as of December 31, 2019 is 225,783; 22,142 above (better than) the target of 203,659. Current quarter ended December 31, 2019 is 225,783; 22,142 above (better than) the target of 203,659.

**Exhibit 26  
Paratransit Subsidy Per Passenger**



**Paratransit Subsidy Per Passenger:** Year-To-Date as of December 31, 2019 is \$47.76, \$0.07 above (worse than) the target of \$47.69. Current quarter ended December 31, 2019 is \$47.76, \$0.07 above (worse than) the target of \$47.69.

**Exhibit 27  
Paratransit Subsidy Per Passenger Calculation**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$11,349,178		\$565,036		\$10,784,142		225,783		\$47.76
Budget	\$10,299,547		\$586,830		\$9,712,717		203,659		\$47.69
Variance	\$1,049,631		(\$21,794)		\$1,071,425		22,124		\$0.07
% to Target	110.19%		96.29%		111.03%		110.86%		100.15%

The primary factor contributing to the increase in Paratransit Subsidy Per Passenger is Revenues. With Expenses above target, \$1.05 million (10.19%) and Revenues below target, \$0.02 million (3.71%) Net Subsidy was above target, \$1.07 million (11.03%). Higher Net Subsidy spread across more passengers, 22,124 (10.86%), resulted in higher Net Subsidy Per Passenger.

Increased Paratransit Ridership without a corresponding increase in Revenues is attributed to 1) Personal Care Attendant(s) counted as riders, and 2) the increased utilization of Lyft for Paratransit services.

**Paratransit Complaints Per 1,000 Trips:** Year-To-Date as of December 31, 2019 is 3.93, 0.93 above (worse than) the target of 3.00. Current quarter ended December 31, 2019 is 3.93, 0.93 above (worse than) the target of 3.00.

Complaints have trended downward since the first contract startup with MV Transportation Inc. in FY 2013 and Mobility Management Services is committed to continually improving service levels to maximize customer satisfaction. In FY 2020, MMS added a new customer satisfaction metric that utilizes a driver rating system and hopes that when this system is implemented it will further enhance customer satisfaction by allowing customers to directly rate their driver and trip experience.



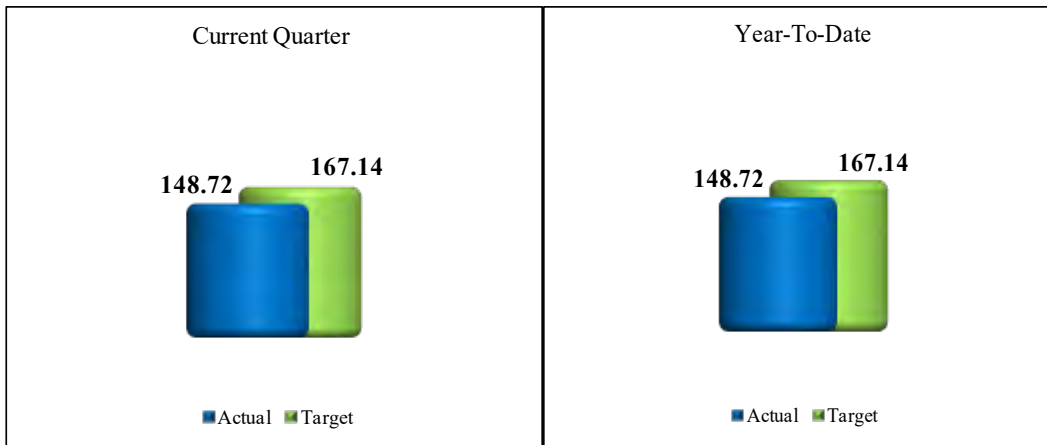
## Modal Update Vanpool

*(0.8% of total system ridership in Fiscal Year 2020)*



DART collaborates with area employers to develop strategies for reducing employee vehicle trips through such programs as carpools, vanpools, and flexible work schedules. We provide funding for up to 220 vans for our vanpool program, which is operated through a third-party contractor. We also assist customers in forming vanpools. Prospective vanpoolers can call in and provide us with information for our Rideshare database while we work to link-up customers with common trip origins and destinations.

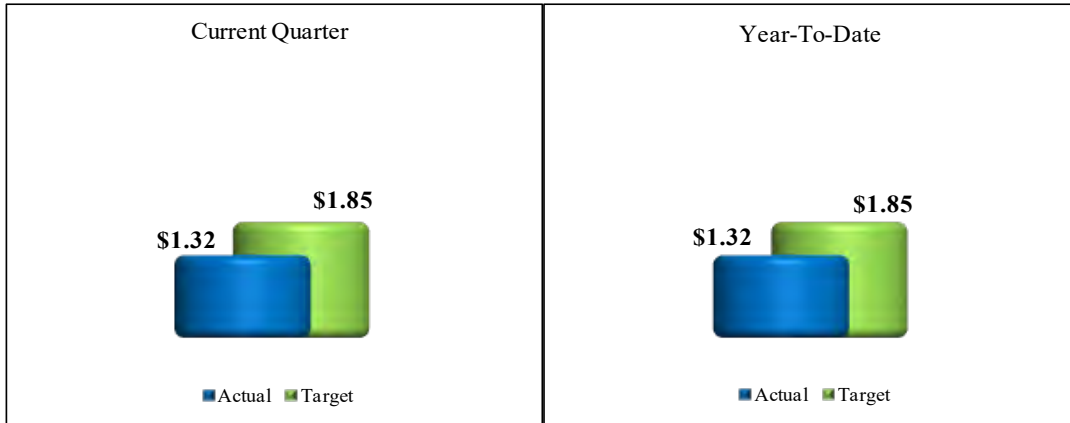
**Exhibit 28  
Vanpool Ridership  
(in Thousands)**



**Vanpool Ridership:** Year-To-Date as of December 31, 2019 is 148,716; 18,425 below (worse than) the target of 167,141. Current quarter ended December 31, 2019 is 148,716; 18,425 below (worse than) the target of 167,141.

Vanpool groups have held steady at 174; although, fuel prices, a major motivator for drive-alone commuters to join vanpools, continue to drop. DART is also in aggressive competition from private sector transit businesses for vanpool services, primarily associated with federal employees who receive transit subsidies.

**Exhibit 29  
Vanpool Subsidy Per Passenger**



**Vanpool Subsidy Per Passenger:** Year-To-Date as of December 31, 2019 is \$1.32, \$0.53 below (better than) the target of \$1.85. Current quarter ended December 31, 2019 is \$1.32, \$0.53 below (better than) the target of \$1.85.

**Exhibit 30  
Vanpool Subsidy Per Passenger Calculation**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$584,603		\$388,110		\$196,492		148,716		\$1.32
Budget	\$745,289		\$435,823		\$309,466		167,141		\$1.85
Variance	(\$160,686)		(\$47,713)		(\$112,973)		(18,425)		(\$0.53)
% to Target	78.44%		89.05%		63.49%		88.98%		71.36%

## Exhibit 31 DART Scorecard of Key Performance Indicators

FY17A	FY18A	FY19A	Indicators	FY 2020 Quarter 1					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
<b>Ridership Performance</b>									
65.82	62.69	70.79	Total Agency Ridership (M) <sup>[1]</sup>	17.93	18.78	95.45%	17.93	18.78	95.45%
64.35	61.33	69.27	Fixed-Route Ridership (M) <sup>[1]</sup>	17.55	18.41	95.34%	17.55	18.41	95.34%
32.11	30.26	38.70	Ridership - Bus (M)	9.57	10.00	95.72%	9.57	10.00	95.72%
30.14	29.03	28.56	Ridership - LRT (M) <sup>[1]</sup>	7.45	7.86	94.82%	7.45	7.86	94.82%
2.10	2.04	2.01	Ridership - TRE (M)	0.54	0.56	95.93%	0.54	0.56	95.93%
795.72	771.01	906.15	Ridership - Paratransit (000s)	225.78	203.66	110.86%	225.78	203.66	110.86%
674.58	596.00	611.48	Ridership - Vanpool (000s)	148.72	167.14	88.98%	148.72	167.14	88.98%
<b>Efficiency Measures</b>									
\$6.36	\$6.93	\$6.41	Subsidy Per Passenger - Total System <sup>[1]</sup>	\$6.17	\$6.03	102.33%	\$6.17	\$6.03	102.33%
\$5.98	\$6.52	\$5.97	Subsidy Per Passenger - Fixed-Route <sup>[1]</sup>	\$5.67	\$5.61	101.23%	\$5.67	\$5.61	101.23%
\$6.90	\$7.50	\$6.37	Subsidy Per Passenger - Bus	\$6.34	\$6.33	100.11%	\$6.34	\$6.33	100.11%
\$4.68	\$5.13	\$5.14	Subsidy Per Passenger - LRT <sup>[1]</sup>	\$4.57	\$4.42	103.28%	\$4.57	\$4.42	103.28%
\$10.63	\$11.73	\$10.11	Subsidy Per Passenger - TRE	\$9.23	\$9.26	99.64%	\$9.23	\$9.26	99.64%
\$41.47	\$44.97	\$42.87	Subsidy Per Passenger - Paratransit	\$47.76	\$47.69	100.15%	\$47.76	\$47.69	100.15%
\$0.54	\$0.61	\$2.34	Subsidy Per Passenger - Vanpool	\$1.32	\$1.85	71.36%	\$1.32	\$1.85	71.36%
13.27%	13.12%	12.32%	Farebox Recovery Ratio - Fixed-Route	13.05%	13.91%	93.85%	13.05%	13.91%	93.85%
12.12%	11.59%	8.80%	Farebox Recovery Ratio - Bus	9.11%	9.76%	93.35%	9.11%	9.76%	93.35%
16.17%	15.09%	15.55%	Farebox Recovery Ratio - LRT	16.78%	18.25%	91.95%	16.78%	18.25%	91.95%
14.01%	14.86%	23.68%	Farebox Recovery Ratio - TRE	25.59%	25.51%	100.35%	25.59%	25.51%	100.35%
9.17%	10.19%	9.85%	Administrative Ratio	7.52%	8.52%	88.20%	7.52%	8.52%	88.20%
<b>Service Quality</b>									
90.35%	90.73%	89.61%	On-Time Performance - Fixed Route	88.59%	91.00%	97.35%	88.59%	91.00%	97.35%
80.39%	82.52%	82.37%	On-Time Performance - Bus	82.41%	83.00%	99.29%	82.41%	83.00%	99.29%
92.12%	92.28%	92.19%	On-Time Performance - LRT	89.35%	93.00%	96.08%	89.35%	93.00%	96.08%
98.55%	97.39%	94.27%	On-Time Performance - TRE	94.00%	97.00%	96.91%	94.00%	97.00%	96.91%
9,898	9,696	6,944	Mean Distance Between Service Calls - Bus	6,568	7,000	93.83%	6,568	7,000	93.83%
19,836	20,776	18,247	Mean Distance Between Service Calls - LRT	18,315	21,000	87.21%	18,315	21,000	87.21%
<b>Customer Satisfaction</b>									
34.12	34.62	28.88	Complaints Per 100,000 Passengers - Fixed-Route	33.78	37.71	89.59%	33.78	37.71	89.59%
52.46	54.00	42.33	Complaints Per 100,000 Passengers - Bus	47.00	57.00	82.45%	47.00	57.00	82.45%
16.65	16.59	12.26	Complaints Per 100,000 Passengers - LRT	18.74	19.50	96.12%	18.74	19.50	96.12%
4.43	3.68	5.98	Complaints Per 100,000 Passengers - TRE	6.88	5.50	125.05%	6.88	5.50	125.05%
3.90	3.38	4.15	Complaints Per 1,000 Trips - Paratransit <sup>[2]</sup>	3.93	3.00	130.86%	3.93	3.00	130.86%
<b>Safety</b>									
1.92	1.89	1.89	Accidents Per 100,000 Miles - Fixed-Route	1.98	1.97	100.23%	1.98	1.97	100.23%
2.26	2.23	2.20	Accidents Per 100,000 Miles - Bus	2.35	2.30	102.31%	2.35	2.30	102.31%
0.52	0.82	0.83	Accidents Per 100,000 Train Miles - LRT <sup>[3]</sup>	0.21	0.35	61.19%	0.21	0.35	61.19%
0.66	0.09	0.40	Accidents Per 100,000 Miles - TRE	0.91	1.00	91.19%	0.91	1.00	91.19%

[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 first quarter of FY 2020.

**Exhibit 32**

Mode	FY20 YTD Actuals	FY20 YTD Budget	Variance
Agency-Wide	\$1,904	\$4,413	\$2,509
Bus	5,828	5,881	53
Light Rail Transit	8,117	9,351	1,234
Streetcar	0	919	919
Commuter Rail/RR Management	6,794	38,071	31,277
Paratransit	0	47	46
P&D/Startup/Non-Ops	3,716	4,091	375
Road Improvements/ITS	962	1,784	823
<b>Total Capital</b>	<b>\$27,321</b>	<b>\$64,556</b>	<b>\$37,235</b>

The differences between the projections and actuals are primarily attributable to early Commuter Rail expenditures on the Silver Line project taking longer than anticipated.

# APPENDIX

**Dallas Area Rapid Transit**  
**Operating Revenues and Expense Summary**  
**For the Quarter ended December 31, 2019**  
 (reported on a Budget Basis Amounts in thousands)

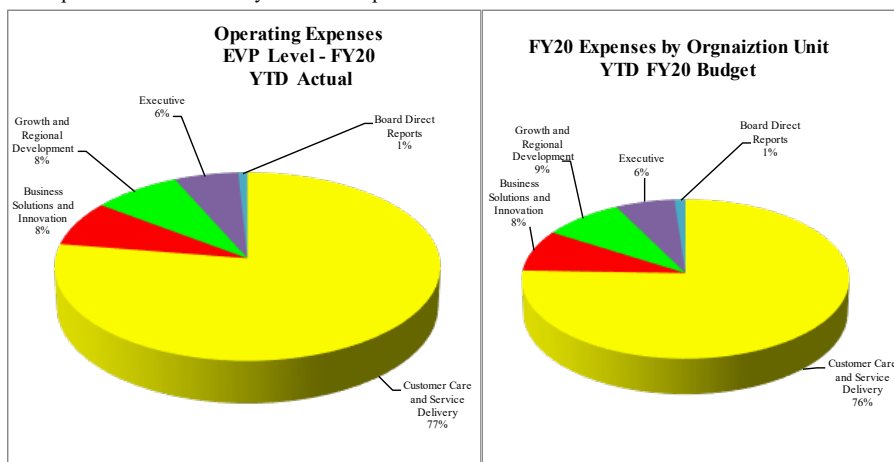
**ACTUAL VS. BUDGET SUMMARY**

	FY20 YTD Actual	FY20 YTD Budget	(Under) / over Budget	% Variance
<b>Revenues</b>				
Sales Tax	\$171,154	\$163,147	\$8,007	5%
Passenger	15,858	16,982	(1,124)	-7%
Advertising/Rental Income/Misc.	2,848	2,545	303	12%
Operating Federal Grants	236	52	184	354%
Non-Operating Revenue	3,668	3,237	431	13%
<b>Total Revenues</b>	<b>\$193,764</b>	<b>\$185,963</b>	<b>\$7,801</b>	<b>4%</b>

	FY20 YTD Actual	FY20 YTD Budget	Under/ (over) Budget	% Variance
<b>Operating Expenses at EVP level (YTD)</b>				
Customer Care and Service Delivery	\$104,902	\$105,016	\$114	0%
Business Solutions and Innovation	10,491	11,686	1,195	10%
Growth and Regional Development	10,953	11,955	1,002	8%
Executive	7,938	8,775	837	10%
Board Direct Reports	1,142	1,629	487	30%
Capital P&D	(2,694)	(3,464)	(770)	22%
Agency Wide [1]	(1,353)	(647)	706	-109%
<b>Total Operating Expenses at EVP Level (YTD)</b>	<b>\$131,379</b>	<b>\$134,950</b>	<b>\$3,571</b>	<b>3%</b>

Operating Expenses at EVP level (FY20 Projection)*	FY20 Projection	FY20 Budget [2]	(over) Budget	% Variance
Customer Care and Service Delivery	\$436,048	\$436,162	\$ 114	0%
Business Solutions and Innovation	48,250	49,450	1,200	2%
Growth and Regional Development	48,376	49,276	900	2%
Executive	33,857	34,357	500	1%
Board Direct Reports	5,917	6,117	200	3%
Capital P&D	(13,854)	(13,854)	-	0%
Agency Wide [1]	795	795	-	0%
<b>Total Operating Expenses at EVP Level (YTD)</b>	<b>\$559,389</b>	<b>\$562,303</b>	<b>\$2,914</b>	<b>1%</b>

\*As presented in the Monthly Financial Report.



[1] Benefits are allocated to each department based on the budgeted ratio for salary driven benefits and for staff driven benefits. If the agency is experiencing actuals that are under/over budget, this variance is not allocated to departments.

[2] Based on Board Resolution No.190119 of September 24, 2019.

**DALLAS AREA RAPID TRANSIT  
STATEMENTS OF NET POSITION  
AS OF DECEMBER 31, 2019 AND SEPTEMBER 30, 2019**

(In thousands)

	<u>12/31/2019</u> <u>Unaudited</u>	<u>9/30/2019</u>
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	\$126,621	\$98,979
Investments	213,507	258,921
Sales tax receivable	116,906	105,250
Transit Revenue Receivable, Net	7,199	7,472
Due from Other Governments	15,789	25,460
Materials and supplies inventory	36,519	37,724
Prepaid transit expenses and other	7,477	5,399
Restricted investments held by trustee for debt service	29,624	119,603
Restricted investments held for advance funding agreements	69,270	69,440
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
<b>TOTAL CURRENT ASSETS</b>	<b><u>629,286</u></b>	<b><u>734,622</u></b>
<b>NONCURRENT ASSETS</b>		
Restricted investments held as security for capital lease/leaseback liabilities	5,472	5,742
Investments restricted for system expansion and acquisition	54,437	66,924
Investments in joint venture	8,653	8,924
Capital assets		
Land and rights of way	618,596	618,596
Depreciable capital assets, net of depreciation	3,283,683	3,344,052
Projects in progress	248,225	227,111
Restricted investments held to pay capital lease/leaseback liabilities	112,160	109,813
Unamortized debt issuance costs and other	558	568
<b>TOTAL NONCURRENT ASSETS</b>	<b><u>4,331,784</u></b>	<b><u>4,381,730</u></b>
<b>TOTAL ASSETS</b>	<b><u>4,961,070</u></b>	<b><u>5,116,352</u></b>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Deferred outflows of resources	78,735	80,679
<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<b><u>\$5,039,805</u></b>	<b><u>\$5,197,031</u></b>

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

(In thousands)

	<u>12/31/2019</u>	<u>9/30/2019</u>
	<u>Unaudited</u>	
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	\$56,368	\$89,687
Commercial paper notes payable	149,100	159,100
Current portion of Capital lease/leaseback liabilities	6,374	6,374
Current portion of amount due to the State Comptroller	1,353	824
Local Assistance Program Payable	3,193	3,193
Retainage Payable	12,416	11,520
Unearned revenue and other liabilities	116,441	114,136
Interest payable	13,042	51,233
Current portion of senior lien revenue bonds payable	62,689	59,974
<b>TOTAL CURRENT LIABILITIES</b>	<b><u>420,976</u></b>	<b><u>496,041</u></b>
<b>NON-CURRENT LIABILITIES</b>		
Accrued liabilities	41,084	41,066
Net pension liability	49,735	47,330
Net other post-employment benefits (OPEB) liability	11,270	9,948
Repayment due to State Comptroller	8,640	5,279
Senior lien revenue bonds payable	3,106,639	3,172,913
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	94,234	96,512
Capital lease/leaseback liabilities	112,160	109,813
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b><u>3,423,762</u></b>	<b><u>3,482,861</u></b>
<b>TOTAL LIABILITIES</b>	<b><u>3,844,738</u></b>	<b><u>3,978,902</u></b>
Deferred Inflows of resources	15,628	15,628
<b>TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES</b>	<b><u>3,860,366</u></b>	<b><u>3,994,530</u></b>
<b>NET POSITION</b>		
Net investment in capital assets	806,180	784,924
Restricted for debt service	16,582	68,370
Restricted as security for capital lease/leaseback liabilities	5,472	5,742
Unrestricted	351,205	343,465
<b>TOTAL NET POSITION</b>	<b><u>\$1,179,439</u></b>	<b><u>\$1,202,501</u></b>



**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
**FOR THE QUARTERS ENDED DECEMBER 31, 2019 AND 2018 (UNAUDITED)**

(In thousands)

	For the three months ended	
	<u>12/31/2019</u>	<u>12/31/2018</u>
<b>OPERATING REVENUES:</b>		
Passenger	\$16,429	\$15,011
Advertising, rent and other	3,232	3,387
<b>Total Operating Revenues</b>	<u>19,661</u>	<u>18,398</u>
<b>OPERATING EXPENSES:</b>		
Labor	62,008	58,972
Benefits	27,031	28,367
Services	10,885	9,502
Materials and supplies	13,216	12,050
Purchased transportation	16,716	14,342
Depreciation and amortization	61,288	61,426
Utilities	3,997	5,309
Taxes, leases, and other	1,080	1,130
Casualty and liability	1,806	1,472
<b>TOTAL OPERATING EXPENSES</b>	<u>198,027</u>	<u>192,570</u>
<b>NET OPERATING LOSS</b>	<u>(178,366)</u>	<u>(174,172)</u>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	171,360	160,531
Investment income	2,391	4,611
Interest income from investments held to pay capital lease/leaseback	2,347	2,131
Interest expense on capital leases/leaseback	(2,347)	(2,131)
Interest and financing expenses	(35,011)	(39,644)
Build America Bonds tax credit	5,346	7,171
Other federal grants	6,764	16,345
Other non-operating revenues	4,411	3,670
Other non-operating expenses	(1,975)	(230)
<b>TOTAL NET NON-OPERATING REVENUES</b>	<u>153,286</u>	<u>152,454</u>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS</b>	<u>(25,080)</u>	<u>(21,718)</u>
<b>CAPITAL CONTRIBUTIONS, AND GRANTS:</b>		
Federal capital contributions	2,018	2,961
<b>TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS</b>	<u>2,018</u>	<u>2,961</u>
<b>CHANGE IN NET POSITION</b>	<u>(23,062)</u>	<u>(18,757)</u>
TOTAL NET POSITION - Beginning of the year	1,202,501	1,304,378
<b>TOTAL NET POSITION - End of the reporting period</b>	<u>\$1,179,439</u>	<u>\$1,285,621</u>

## Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

**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.

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

**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.

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

*Calculation = [Modal Farebox Revenue / Modal Operating Expense]*

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

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

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (cont'd)

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

**Off-Peak** – Non-rush hour time periods.

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

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

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

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

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

**Passenger Mile** – A single passenger traveling one mile.

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

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

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

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

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

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

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

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

**Peak Period** – Morning or evening rush hour.

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

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

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

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

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

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

## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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



## **Section 2 – Ridership Highlights**

- R1 Introduction
- R2 Total System Ridership
- R3 Bus System Ridership
- R4 Light Rail System Ridership
- R5 Trinity Railway Express Ridership
- R6 Dallas Streetcar
- R7 Ridership Tables
- R8 Bus Route Performance Analysis
- R9 Route Performance Tables
- R10 Riders per Revenue Hour
- R11 Passenger Miles per Revenue Mile
- R12 Subsidy per Passenger

## **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 is now using automatic passenger counters (APC) to report bus, streetcar, and TRE ridership. With APC systems in place for both FY19 and FY20, we are able to make direct comparisons between APC-based counts on a year-to-year basis. 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.

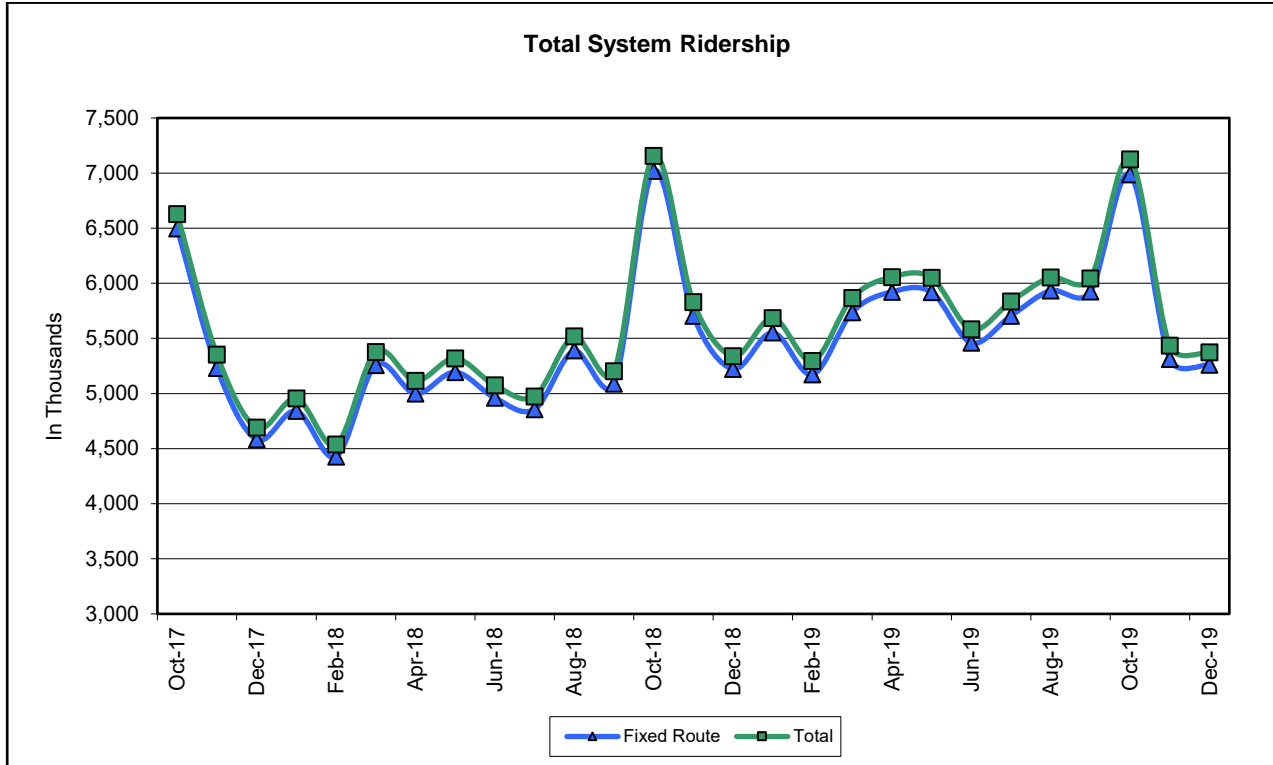
The availability of APC data also allows for more accurate counts of ridership by DART city. Starting with this report, estimates of ridership for each of the 13 DART cities will be based upon stop-level APC boardings. The results of the new approach appear in Table 3.

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. 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 (utilization of resources target, utilization of capacity target, fiscal responsibility target) are identified as deficient performers. A route with deficient performance is then reviewed to determine whether any follow-up action is needed; actions can range from targeted marketing to service adjustments to (in rare cases) discontinuation of service.

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

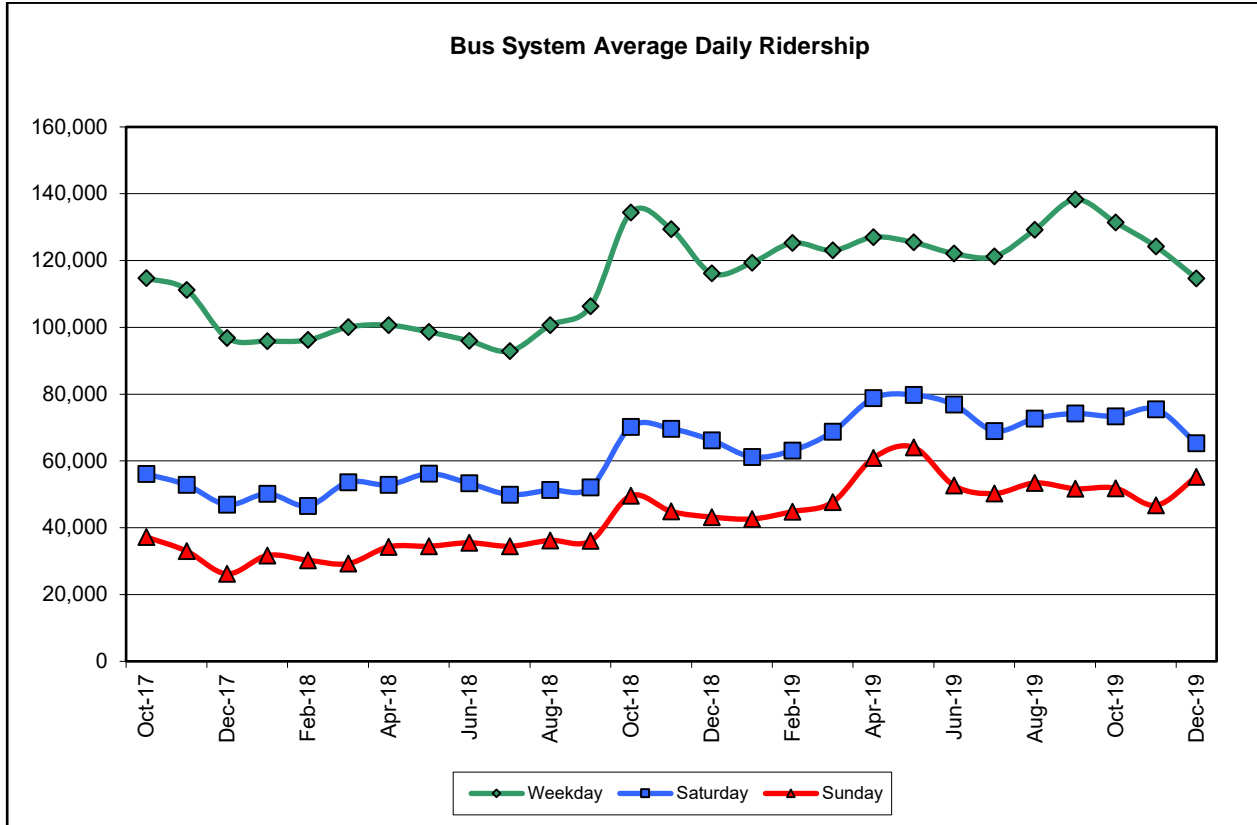


- Total system ridership includes fixed route (bus, light rail and commuter rail, streetcar), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported. Total system ridership has been lower than the same period last year.
- Total system ridership in the first quarter of FY 2020 was 17.9 million riders, a decrease of 1.8% from the first quarter of FY 2019.
- Fixed route ridership totaled 17.6 million passengers in the first quarter of FY 2020, a decrease of 1.8% from the first quarter of FY 2019.
- Bus System ridership totaled 9.6 million riders, 0.5% below the first quarter of FY 2019.
- 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). More significant service changes to add routes to the core high frequent network were implemented in early August, leading to ridership improvements for affected routes. The ridership gain was mostly evident in routes 409, 404, 547, 466, 583, 467.
- Trinity Railway Express ridership was 537,961 passengers in the first quarter, a decrease of 3.4% from the same period in FY 2019 (557,154). 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.
- Light rail ridership for the first quarter ended December 31, 2019 was 7.3 million, a decrease of 3.5% from FY 2019 ridership of 7.6 million.
- Dallas Streetcar ridership for the first quarter ended December 31, 2019 was 61,077, an increase of 22.4 % from FY 2019 ridership of 49,893. We believe these increases stem from a

combination of improved data collection and natural market growth for a relatively new service.

- Paratransit ridership for the first quarter ended December 31, 2019 was 225,783, an increase of 3% from FY 2019 ridership of 219,241. 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

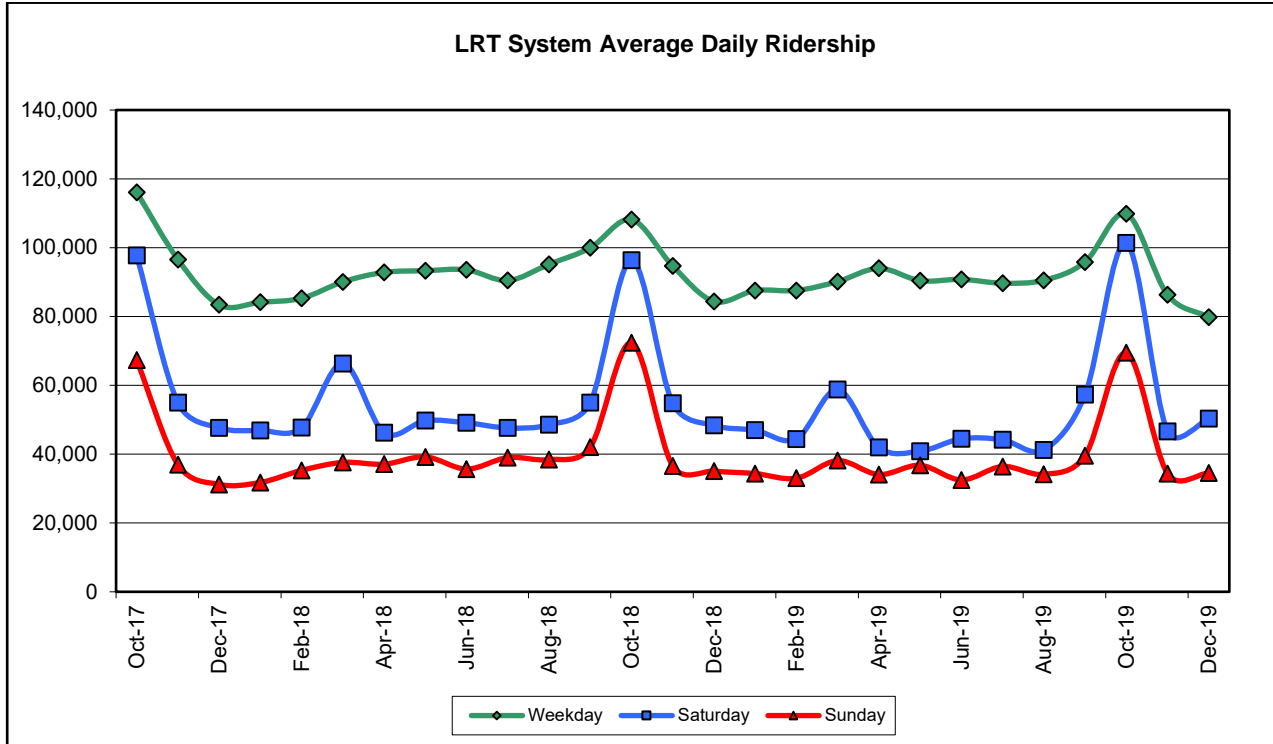


- Total bus ridership (including special-events ridership) in the first quarter of FY 2020 was 9.6 million riders, 0.5% lower from the first quarter of FY 2019.
- Average weekday ridership in the first quarter was 123,420 daily riders, a 2.6 % decrease from last year’s average. Saturday bus system ridership averaged 71,376 daily riders, up 3.9% from last year. Sunday bus system ridership averaged 51,269 daily riders, an increase of 11.7 % from last year. This trend for Bus on Saturday and Sunday is mainly due to CBD Rail replacement operations, where buses replaced LRT operations in the downtown area.
- 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). More significant service changes to add routes to the core high frequent network were implemented in early August, leading to ridership improvements for affected routes. The ridership gain was mostly evident in routes 409, 404, 547, 466, 583, 467.

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

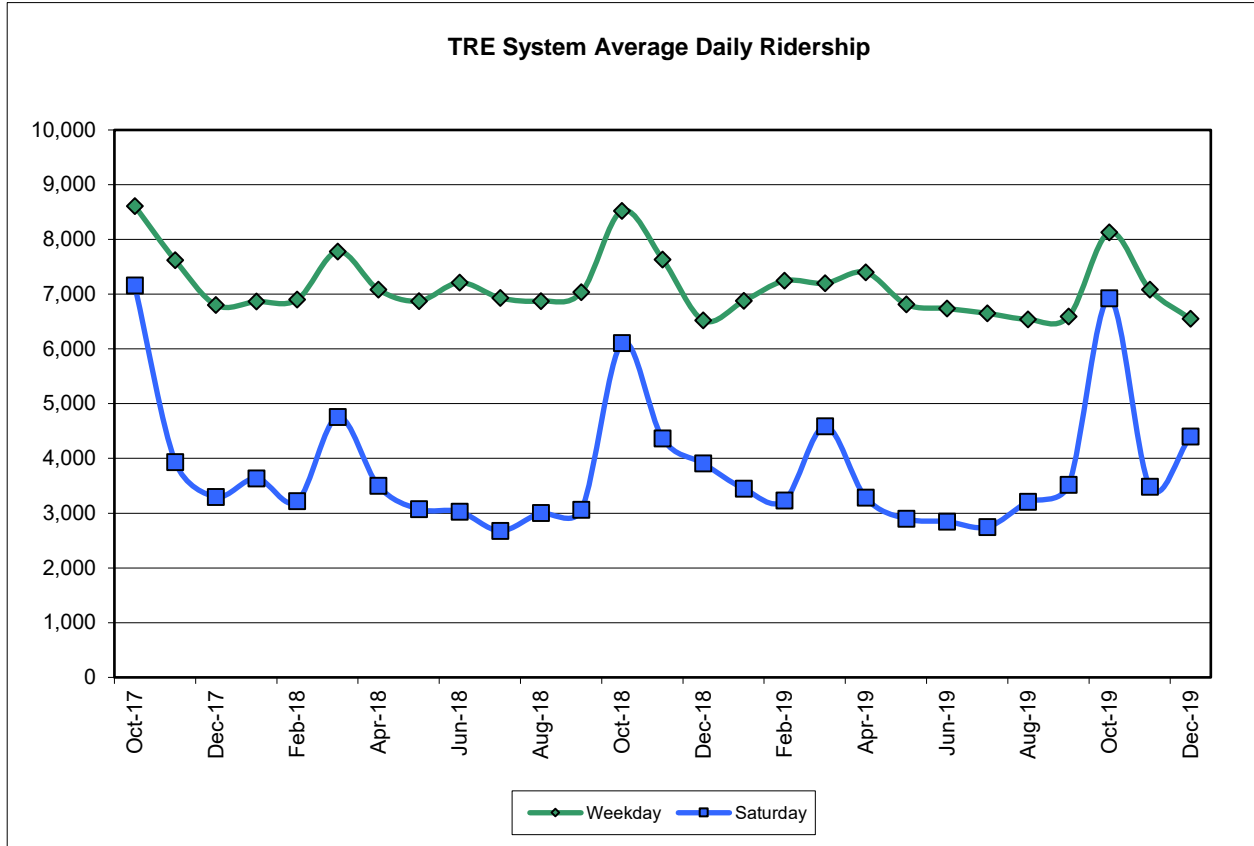
<b>Route Type</b>	<b>Route Number and Name</b>	<b>Weekday Average</b>
Local	11 Jefferson-Malcolm X	4,570
Express	208 Northwest Plano	914
Crosstown	404 Westmoreland Station/Parkland	3,605
Feeder	583 Richland College-Lovers Lane Station	2,376
Site Specific	883 UTD	4,049
Shuttle	702 NorthPark Mall	545
GoLink	Legacy	168

## Light Rail System Ridership



- LRT ridership in the first quarter totaled 7.3 million riders, a decrease of 3.5% from the first quarter of FY 2019 ridership of 7.6 million.
- Weekday ridership in the first quarter averaged 92,006 passengers, a decrease of 3.9 % from the first quarter of FY 2019.
- Saturday ridership in the first quarter averaged 66,125 passengers, a decrease of 0.6 % from the first quarter of FY 2019 level. The decline trend for LRT is mainly due to CBD Rail improvement plan which impacted the ridership mostly on Saturday and Sunday.
- Sunday ridership in the first quarter averaged 46,107 passengers, a decrease of 3.9 % from the first quarter of FY 2019 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 Southeast segment has experienced ridership growth. The Buckner station had its average weekday ridership of 1,287 for this quarter and the Deep Ellum station had 404 average weekday riders.

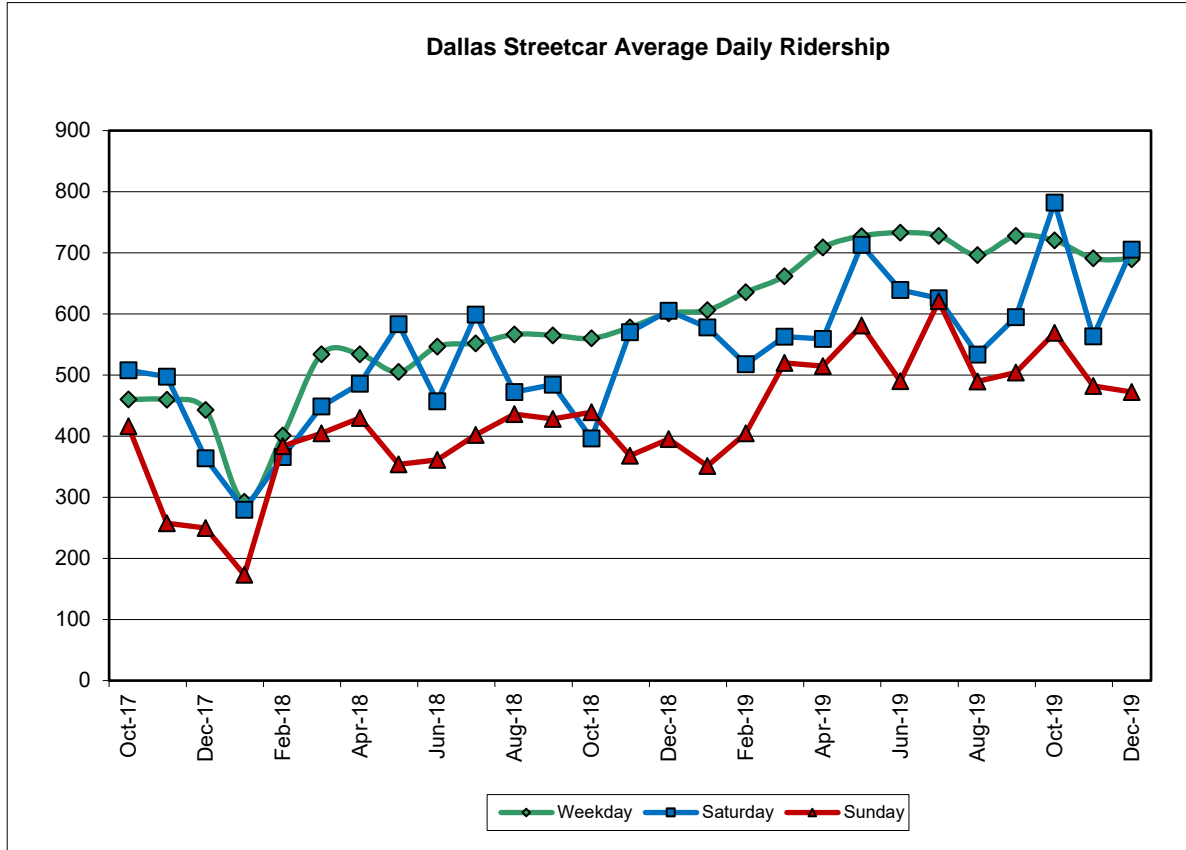
**Trinity Railway Express**



- Trinity Railway Express ridership for the first quarter ended December 31, 2019 was 537,961, a decrease of 3.4% from the same period in FY 2019 (557,154). 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.
- Weekday ridership on the TRE averaged 7,253 daily riders (a 4.1% decrease from last year) in the first quarter.
- Saturday ridership in the first quarter averaged 4,937 daily riders, an increase of 3.0% from the first quarter of FY 2019.



## Dallas Streetcar



- Ridership on the Dallas Streetcar was 61,077 riders in the first quarter, 22.4 % higher than the first quarter of last year. The trend stems from a combination of improved data collection and natural market growth for a relatively new service.
- Weekday ridership averaged 700 daily riders in the quarter, an increase of 20.8%.
- Saturday ridership averaged 683 daily riders an increase of 30.5% from the first quarter of last year.
- Sunday ridership averaged 508 daily riders, an increase of 26.8 % from the first 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) in Thousands**

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Streetcar Monthly	Fixed Route Total
2018	December	2,329	2,094	153	6.3	4,582
	January	2,469	2,198	166	8.4	4,841
	February	2,231	2,038	151	6.3	4,426
	March	2,587	2,464	195	11.1	5,257
	April	2,497	2,320	164	15.3	4,996
	May	2,566	2,448	164	13.9	5,192
	June	2,423	2,353	167	15.2	4,958
	July	2,357	2,324	156	16.4	4,853
	August	2,664	2,537	170	16.7	5,388
	September	2,496	2,426	151	16.1	5,089
2019	October	3,571	3,162	232	16.2	6,981
	November	3,160	2,350	175	16.2	5,701
	December	2,913	2,140	150	17.4	5,220
	January	3,084	2,286	165	17.4	5,552
	February	2,937	2,061	158	16.4	5,172
	March	3,166	2,377	174	19.3	5,736
	April	3,353	2,372	177	19.9	5,922
	May	3,399	2,337	162	21.8	5,920
	June	3,089	2,201	149	20.3	5,459
	July	3,194	2,332	157	21.6	5,705
	August	3,420	2,334	160	20.0	5,934
	September	3,373	2,383	148	20.0	5,924
2020	October	3,522	3,210	227	22.0	6,981
	November	3,046	2,092	156	18.9	5,313
	December	3,059	2,084	155	20.10	5,318

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Streetcar Weekday	Fixed Route Total
2018	December	96.9	83.4	6.8	0.2	187.3
	January	95.9	84.1	6.9	0.3	187.2
	February	96.2	85.3	6.9	0.2	188.6
	March	100.1	90.1	7.8	0.4	198.4
	April	100.7	92.8	7.1	0.5	201.1
	May	98.6	93.3	6.9	0.5	199.3
	June	95.9	93.6	7.2	0.5	197.2
	July	92.9	90.5	6.9	0.6	190.9
	August	100.6	95.2	6.9	0.6	203.3
	September	106.3	100	7	0.6	213.9
2019	October	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	90.1	7.2	0.7	221
	April	127	94	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	6.6	0.7	237.6
2020	October	131.4	109.9	8.1	0.7	250.1
	November	124.2	86.3	7.1	0.7	218.3
	December	117.4	79.8	6.5	0.7	204.4

**Table 3: Passenger Boardings for Member Cities for the First Quarter Fiscal Year 2020,  
Period Ending December 31, 2019**

Cities	Bus	LRT	Commuter Rail	Streetcar	GoLink	Paratransit	Total System
Addison	213,855	0	0	0	0	776	214,631
	2.24%	0.00%	0.00%	0.00%	0.00%	0.34%	1.20%
Carrollton	120,120	241,540	0	0	0	6,668	368,328
	1.26%	3.27%	0.00%	0.00%	0.00%	2.95%	2.07%
Cockrell Hill	70,274	0	0	0	0	98	70,372
	0.73%	0.00%	0.00%	0.00%	0.00%	0.04%	0.39%
Dallas	7,234,472	5,999,923	236,066	61,077	18,599	145,640	13,695,778
	75.61%	81.34%	43.88%	100.00%	31.29%	64.50%	76.82%
Farmers Branch	118,061	59,799	0	0	3,158	2,507	183,525
	1.23%	0.81%	0.00%	0.00%	5.31%	1.11%	1.03%
Garland	556,801	161,530	0	0	0	23,255	741,586
	5.82%	2.19%	0.00%	0.00%	0.00%	10.30%	4.16%
Glenn Heights	25,116	0	0	0	1,647	1,315	28,078
	0.26%	0.00%	0.00%	0.00%	2.77%	0.58%	0.16%
Highland Park	3,219	0	0	0	397	61	3,677
	0.03%	0.00%	0.00%	0.00%	0.67%	0.03%	0.02%
Irving	470,689	238,040	65,674	0	0	12,763	787,166
	4.92%	3.23%	12.21%	0.00%	0.00%	5.65%	4.42%
Plano	257,362	299,590	0	0	24,897	20,910	602,759
	2.69%	4.06%	0.00%	0.00%	41.88%	9.26%	3.38%
Richardson	463,204	288,032	0	0	0	8,243	759,479
	4.84%	3.90%	0.00%	0.00%	0.00%	3.65%	4.26%
Rowlett	7,017	87,658	0	0	10,661	2,604	107,940
	0.07%	1.19%	0.00%	0.00%	17.93%	1.15%	0.61%
University Park	28,090	0	0	0	85	703	28,878
	0.29%	0.00%	0.00%	0.00%	0.14%	0.31%	0.16%
<b>Member Cities</b>	<b>9,568,281</b>	<b>7,376,112</b>	<b>301,740</b>	<b>61,077</b>	<b>59,444</b>	<b>225,543</b>	<b>17,592,197</b>
<b>Others</b>	<b>0</b>	<b>0</b>	<b>236,221</b>	<b>0</b>	<b>0</b>	<b>240</b>	<b>236,461</b>
<b>Total Ridership</b>	<b>9,568,281</b>	<b>7,376,112</b>	<b>537,961</b>	<b>61,077</b>	<b>59,444</b>	<b>225,783</b>	<b>17,828,658</b>

## 20Q1 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the first quarter of FY 2020, specifically October to December 2019. This report follows current Service Standards, which describe DART’s route performance measurement methodology. There are three measures of performance:

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

For FY20, we are making an adjustment to the calculation of revenue hours of service to include recovery time. This change makes DART’s statistics more comparable to peer transit systems, but will result in across-the-board changes in passengers per revenue hour when compared to numbers from FY19. Comparisons between routes in this report should not be impacted, however, as all routes have similar adjustments.

APC installations on buses, TRE trains, and streetcars were completed during Q3 FY 2019, and most routes had sufficient coverage to successfully calculate passenger miles per revenue mile.

### Route Performance Tables

The following tables show route performance for 20Q1. We have included average Weekday, Saturday, and Sunday riders along with the three performance measures used for the analysis. Targets are shown for each service category. Performance measures shaded with green backgrounds indicate performance above the minimum level. Red backgrounds identify routes with deficiencies for specific measures. As before, routes are grouped with other routes of similar characteristics for the analysis.

#### *Riders per Revenue Hour*

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

*Table 4: Riders Per Revenue Hour for 1<sup>st</sup> QTR 2020*

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Local	2	1,542	1,161	784	125,146	4649.32	26.92	
Local	11	4,570	2,906	2,121	360,389	13241.48	27.22	
Local	12	1,168	762	526	92,131	6850.07	13.45	
Local	19	1,928	1,257	814	151,301	9517.85	15.90	
Local	21	436	202	146	32,486	4416.78	7.36	
Local	24	846	597	559	70,021	3409.82	20.54	

Local	26	1,390	869	656	109,586	4680.08	23.42	
Local	27	186	0	0	11,723	1237.95	9.47	
Local	29	828	456	370	64,100	4816.03	13.31	
Local	31	1,128	616	538	87,765	7312.05	12.00	
Local	35	683	248	284	50,737	4358.82	11.64	
Local	36	1,143	670	454	88,228	6418.85	13.75	
Local	39	787	599	474	65,049	3541.62	18.37	
Local	42	429	281	218	34,244	3652.37	9.38	
Local	52	903	547	351	69,851	5702.65	12.25	
Local	59	734	498	334	58,188	4047.03	14.38	
Local	60	812	610	447	66,390	4547.07	14.60	
Local	63	876	0	0	55,205	2854.95	19.34	
Local	76	908	598	456	72,392	4343.98	16.66	
Local	81	848	266	268	61,174	4478.32	13.66	
Local	82	439	444	260	37,746	3562.20	10.60	
Local	84	909	622	449	72,699	6713.40	10.83	
Local	110	1,684	823	639	127,219	4505.38	28.24	
Local	111	722	352	302	54,927	3761.88	14.60	
Local	155	161	0	0	10,141	706.65	14.35	
Local	161	1,827	1,347	916	147,674	7673.58	19.24	
Local	164	2,790	1,824	1,281	220,513	10248.00	21.52	
Local	183	1,201	634	461	91,475	4732.20	19.33	
<b>Local Total</b>		<b>31,876</b>	<b>19,191</b>	<b>14,109</b>	<b>2,488,499</b>	<b>145980.38</b>	<b>17.05</b>	<b>12.79</b>
Express	205	418	0	0	26,321	1234.80	21.32	
Express	206	804	0	0	50,652	3120.60	16.23	
Express	208	914	0	0	57,611	3875.55	14.87	
Express	210	175	0	0	11,054	1525.65	7.25	
Express	211	300	0	0	18,931	2418.15	7.83	
Express	278	426	0	0	26,867	1744.05	15.40	
Express	283	893	0	0	56,252	3746.40	15.01	
<b>Express Total</b>		<b>3,932</b>	<b>0</b>	<b>0</b>	<b>247,687</b>	<b>17665.20</b>	<b>14.02</b>	<b>10.52</b>
Feeder	333	285	0	0	17,973	1569.75	11.45	
Feeder	347	666	270	0	45,761	3535.00	12.95	
Feeder	350	752	439	0	53,519	4491.55	11.92	
Feeder	360	978	418	354	72,788	3797.98	19.16	
Feeder	361	481	336	187	37,801	2369.85	15.95	
Feeder	362	642	0	0	40,471	2575.65	15.71	
Feeder	372	781	221	0	52,301	3513.65	14.89	
Feeder	374	758	425	0	53,720	3720.38	14.44	
Feeder	376	296	245	260	25,960	1857.02	13.98	
Feeder	377	395	207	0	27,774	1645.93	16.87	
Feeder	378	1,603	818	636	121,976	6195.37	19.69	
Feeder	380	353	0	0	22,230	1612.80	13.78	
Feeder	385	311	0	0	19,606	1814.40	10.81	
Feeder	500	169	85	86	13,137	1990.15	6.60	
Feeder	501	1,074	775	517	86,278	4804.15	17.96	
Feeder	502	634	374	297	49,662	4003.10	12.41	
Feeder	504	364	241	0	26,299	2387.47	11.02	

Feeder	505	321	0	0	20,228	2008.65	10.07	
Feeder	506	1,385	929	725	111,128	3962.93	28.04	
Feeder	507	226	119	0	15,916	1811.60	8.79	
Feeder	508	223	162	0	16,324	1698.78	9.61	
Feeder	509	364	124	0	24,646	1897.00	12.99	
Feeder	510	353	0	0	22,215	2903.25	7.65	
Feeder	513	296	258	161	24,698	2156.43	11.45	
Feeder	514	426	0	0	26,854	2461.20	10.91	
Feeder	515	505	372	0	37,043	3425.80	10.81	
Feeder	516	290	204	120	22,942	1816.15	12.63	
Feeder	521	340	83	77	23,727	2830.52	8.38	
Feeder	522	590	231	0	40,374	3028.43	13.33	
Feeder	524	665	554	531	57,637	3243.02	17.77	
Feeder	525	274	0	0	17,280	1959.30	8.82	
Feeder	526	433	249	222	34,102	1418.18	24.05	
Feeder	527	789	319	122	56,036	2586.33	21.67	
Feeder	528	482	432	243	40,024	2830.85	14.14	
Feeder	529	365	203	184	28,590	3349.90	8.53	
Feeder	531	596	315	196	44,904	2519.23	17.82	
Feeder	532	284	0	0	17,882	1651.65	10.83	
Feeder	533	214	0	0	13,460	559.65	24.05	
Feeder	534	1,303	721	608	101,291	4863.85	20.83	
Feeder	535	1,186	598	535	91,131	5236.98	17.40	
Feeder	536	207	0	0	13,058	1936.20	6.74	
Feeder	538	810	607	458	66,382	4228.77	15.70	
Feeder	541	664	286	241	49,436	3574.80	13.83	
Feeder	542	361	202	158	27,926	3112.38	8.97	
Feeder	544	815	370	288	60,826	4972.12	12.23	
Feeder	547	1,016	575	603	81,100	4777.82	16.97	
Feeder	549	1,411	790	572	108,527	5204.83	20.85	
Feeder	551	445	0	0	28,033	1459.50	19.21	
Feeder	553	372	0	0	23,439	1011.15	23.18	
Feeder	554	1,462	1,231	950	123,608	4508.28	27.42	
Feeder	555	214	0	0	13,464	927.15	14.52	
Feeder	560	399	0	0	25,136	1591.80	15.79	
Feeder	566	269	0	0	16,930	1544.55	10.96	
Feeder	568	785	402	305	59,680	5128.95	11.64	
Feeder	571	517	0	0	32,602	3050.25	10.69	
Feeder	574	375	0	0	23,615	1229.55	19.21	
Feeder	582	450	242	0	31,745	2773.63	11.45	
Feeder	583	2,376	1,485	1,156	187,829	9900.45	18.97	
Feeder	585	324	0	0	20,414	2278.50	8.96	
Feeder	591	293	179	125	22,833	2091.92	10.91	
Feeder	592	1,139	782	607	91,780	5239.02	17.52	
Feeder	593	1,096	757	584	88,395	4161.90	21.24	
Feeder	594	394	239	159	30,581	2808.88	10.89	
Feeder	595	436	265	222	34,497	4813.98	7.17	
Feeder	597	1,105	531	401	83,075	5241.82	15.85	
<b>Feeder Total</b>		<b>40,188</b>	<b>19,674</b>	<b>12,886</b>	<b>3,000,598</b>	<b>199672.10</b>	<b>15.03</b>	<b>11.27</b>

Crosstown	401	899	490	347	68,704	4072.65	16.87	
Crosstown	402	1,365	820	615	106,677	6826.68	15.63	
Crosstown	403	1,275	597	453	95,491	6748.42	14.15	
Crosstown	404	3,605	2,332	1,723	285,608	14738.23	19.38	
Crosstown	405	1,622	1,102	918	131,364	8330.95	15.77	
Crosstown	408	1,430	1,045	803	116,789	6606.50	17.68	
Crosstown	409	1,734	1,230	1,020	141,792	8849.87	16.02	
Crosstown	410	945	524	488	74,213	4945.57	15.01	
Crosstown	415	711	405	302	55,021	4004.97	13.74	
Crosstown	426	869	714	539	72,833	3770.23	19.32	
Crosstown	428	2,202	1,569	1,017	175,945	8821.78	19.94	
Crosstown	444	980	523	537	77,082	5719.28	13.48	
Crosstown	445	847	485	390	66,027	3861.03	17.10	
Crosstown	451	1,228	837	544	97,262	5025.22	19.35	
Crosstown	452	610	362	344	48,644	3855.52	12.62	
Crosstown	453	2,185	1,378	993	171,848	9430.37	18.22	
Crosstown	463	1,741	1,106	656	135,004	6056.00	22.29	
Crosstown	466	3,452	2,603	1,943	283,031	13094.73	21.61	
Crosstown	467	2,690	1,954	1,499	219,312	11251.42	19.49	
Crosstown	475	1,026	721	529	82,660	6464.22	12.79	
Crosstown	486	2,809	1,468	846	210,221	8324.68	25.25	
Crosstown	488	2,109	1,244	1,003	165,321	6280.92	26.32	
<b>Crosstown Total</b>		<b>36,335</b>	<b>23,510</b>	<b>17,508</b>	<b>2,880,847</b>	<b>157079.23</b>	<b>18.34</b>	<b>13.76</b>
Shuttle	702	545	599	300	47,225	1289.50	36.62	
Shuttle	749	511	362	264	41,232	3018.72	13.66	
Shuttle	840	165	55	0	11,171	1448.30	7.71	
Shuttle	841	156	0	0	9,828	930.30	10.56	
Shuttle	843	64	0	0	4,015	455.70	8.81	
Shuttle	870	203	89	0	14,043	2061.15	6.81	
Shuttle	887	73	0	0	4,626	908.25	5.09	
<b>Shuttle Total</b>		<b>1,717</b>	<b>1,106</b>	<b>564</b>	<b>132,140</b>	<b>10,111.92</b>	<b>13.07</b>	<b>9.80</b>
GoLink	Inland Port	63	43	39	5,146	1591.64	3.23	
GoLink	Kleberg	54	0	0	3,375	1043.28	3.23	
GoLink	Rylie	37	0	0	2,315	1037.99	2.23	
GoLink	North Central Plano	159	0	0	10,010	2535.49	3.95	
GoLink	Legacy West	168	0	0	10,606	2388.47	4.44	
GoLink	Rowlett	169	0	0	10,661	3337.43	3.19	
GoLink	Far North Plano	68	0	0	4,281	1459.87	2.93	
GoLink	Farmers Branch	50	0	0	3,158	1126.06	2.80	
GoLink	Glenn Heights	26	0	0	1,647	896.59	1.84	
GoLink	Lake Highlands	40	0	0	2,521	959.60	2.63	
GoLink	Lakewood	27	0	0	1,710	927.61	1.84	



<b>GoLink</b>	<b>North Dallas</b>	55	0	0	3,443	925.38	3.72	
<b>GoLink</b>	<b>Park Cities</b>	9	0	0	571	773.25	0.74	
<b>GoLink Total</b>		<b>925</b>	<b>43</b>	<b>39</b>	<b>59,444</b>	<b>19,002.66</b>	<b>3.13</b>	<b>2.35</b>
<b>Site Specific</b>	<b>BAY</b>	228	0	0	14,339	994.13	14.42	
<b>Site Specific</b>	<b>DFW</b>	199	136	0	14,456	1439.10	10.05	
<b>Site Specific</b>	<b>MATA</b>	1,268	2,261	1,526	134,437			
<b>Site Specific</b>	<b>MCE</b>	90	0	0	5,657	716.80	7.89	
<b>Site Specific</b>	<b>RSON</b>	76	0	0	4,758	457.60	10.40	
<b>Site Specific</b>	<b>TI</b>	158	12	9	10,279	3234.13	3.18	
<b>Site Specific</b>	<b>UTD</b>	4,968	2,475	1,311	367,269	11632.12	31.57	
<b>Site Specific</b>	<b>UTSW</b>	262	0	0	16,531	844.80	19.57	
<b>Site Specific</b>	<b>704</b>	806	155	135	55,011	4233.33	12.99	
<b>Site Specific</b>	<b>705</b>	458	231	183	34,834	3351.87	10.39	
<b>Site Specific</b>	<b>706</b>	210	0	0	13,245	2110.50	6.28	
<b>Site Specific</b>	<b>768</b>	871	237	16	58,431	3060.83	19.09	
<b>Site Specific Total</b>		<b>9,595</b>	<b>5,506</b>	<b>3,181</b>	<b>729,247</b>	<b>32,075.22</b>	<b>22.74</b>	<b>17.05</b>

*Passenger Miles per Revenue Mile*

This is a new performance measure reported for the first time at DART from FY19.. Q1 results appear in the following table:

*Table 5: Passenger Mile Per Revenue Mile for 1<sup>st</sup> QTR 2020*

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Local	2	315,106.36	46,472.52	6.78	
Local	11	1,322,162.09	141,725.60	9.33	
Local	12	272,860.55	69,292.31	3.94	
Local	19	475,806.92	95,569.73	4.98	
Local	21	142,379.75	47,897.22	2.97	
Local	24	167,475.97	26,910.12	6.22	

Local	26	290,342.34	43,574.69	6.66	
Local	27	27,422.67	11,814.52	2.32	
Local	29	162,067.22	46,715.54	3.47	
Local	31	450,759.04	81,688.52	5.52	
Local	35	194,296.88	47,565.16	4.08	
Local	36	547,184.97	77,754.96	7.04	
Local	39	148,772.41	25,924.51	5.74	
Local	42	138,104.71	37,931.63	3.64	
Local	52	256,964.04	57,354.19	4.48	
Local	59	237,645.16	45,858.43	5.18	
Local	60	371,560.35	57,492.35	6.46	
Local	63	267,439.45	40,931.52	6.53	
Local	76	228,531.69	41,901.79	5.45	
Local	81	214,614.57	45,843.07	4.68	
Local	82	134,003.98	38,083.56	3.52	
Local	84	269,055.12	70,615.92	3.81	
Local	110	805,231.06	60,196.29	13.38	
Local	111	261,407.23	42,884.50	6.10	
Local	155	62,910.94	11,526.92	5.46	
Local	161	1,026,758.39	121,318.14	8.46	
Local	164	1,415,727.43	154,005.10	9.19	
Local	183	994,634.05	91,857.58	10.83	
<b>Local Total</b>		<b>11,201,225.34</b>	<b>1,680,706.41</b>	<b>6.66</b>	<b>5.00</b>
Express	205	338,563.46	24,346.12	13.91	
Express	206	812,068.57	63,014.99	12.89	
Express	208	1,159,185.02	76,793.06	15.09	
Express	210	209,814.60	32,761.84	6.40	
Express	211	154,608.94	43,579.37	3.55	
Express	278	233,008.26	28,807.11	8.09	
Express	283	733,200.06	81,166.14	9.03	
<b>Express Total</b>		<b>3,640,448.91</b>	<b>350,468.62</b>	<b>10.39</b>	<b>7.79</b>
Feeder	333	62,695.48	19,869.04	3.16	
Feeder	347	264,433.10	42,330.84	6.25	
Feeder	350	282,001.60	55,558.86	5.08	
Feeder	360	185,459.81	41,502.51	4.47	
Feeder	361	134,775.00	29,972.15	4.50	
Feeder	362	195,960.65	36,627.51	5.35	
Feeder	372	261,568.38	46,925.18	5.57	
Feeder	374	175,364.49	42,139.76	4.16	
Feeder	376	73,996.37	23,952.80	3.09	
Feeder	377	86,250.37	19,509.86	4.42	
Feeder	378	585,583.43	76,831.51	7.62	
Feeder	380	71,376.56	19,746.42	3.61	
Feeder	385	72,299.60	25,565.52	2.83	
Feeder	500	50,800.40	22,382.20	2.27	
Feeder	501	424,262.92	63,074.72	6.73	
Feeder	502	93,270.17	37,627.76	2.48	
Feeder	504	88,101.33	23,991.95	3.67	

Feeder	505	79,729.60	26,102.93	3.05	
Feeder	506	166,209.33	37,992.46	4.37	
Feeder	507	51,617.04	20,095.19	2.57	
Feeder	508	39,663.28	16,170.41	2.45	
Feeder	509	100,287.08	24,248.13	4.14	
Feeder	510	115,077.87	39,489.67	2.91	
Feeder	513	69,126.90	24,342.63	2.84	
Feeder	514	79,786.71	28,386.18	2.81	
Feeder	515	97,360.25	34,623.75	2.81	
Feeder	516	48,618.90	19,793.52	2.46	
Feeder	521	49,581.35	26,661.32	1.86	
Feeder	522	112,483.32	35,193.87	3.20	
Feeder	524	103,193.24	21,963.43	4.70	
Feeder	525	52,312.67	22,360.07	2.34	
Feeder	526	68,060.55	15,496.86	4.39	
Feeder	527	126,586.45	30,915.82	4.09	
Feeder	528	125,904.88	35,739.70	3.52	
Feeder	529	107,521.31	38,691.17	2.78	
Feeder	531	170,832.76	34,131.59	5.01	
Feeder	532	45,674.90	17,229.10	2.65	
Feeder	533	23,369.26	6,579.18	3.55	
Feeder	534	556,619.31	63,129.53	8.82	
Feeder	535	287,978.82	60,413.78	4.77	
Feeder	536	55,583.98	19,512.87	2.85	
Feeder	538	143,684.60	44,277.21	3.25	
Feeder	541	150,326.64	38,840.97	3.87	
Feeder	542	81,485.42	31,841.14	2.56	
Feeder	544	218,775.93	60,149.26	3.64	
Feeder	547	366,012.39	55,955.69	6.54	
Feeder	549	594,438.72	64,721.40	9.18	
Feeder	551	99,294.04	20,998.64	4.73	
Feeder	553	51,557.50	10,843.01	4.75	
Feeder	554	325,435.57	51,586.81	6.31	
Feeder	555	39,832.25	9,999.60	3.98	
Feeder	560	83,488.50	20,292.44	4.11	
Feeder	566	53,413.14	17,094.01	3.12	
Feeder	568	196,345.92	63,956.43	3.07	
Feeder	571	162,340.71	40,364.33	4.02	
Feeder	574	150,630.91	25,747.22	5.85	
Feeder	582	86,134.44	28,946.94	2.98	
Feeder	583	591,359.96	112,622.68	5.25	
Feeder	585	49,238.11	23,051.37	2.14	
Feeder	591	46,546.22	21,108.68	2.21	
Feeder	592	252,369.39	57,118.48	4.42	
Feeder	593	273,494.93	44,260.90	6.18	
Feeder	594	76,049.25	33,521.07	2.27	
Feeder	595	140,159.38	59,933.29	2.34	
Feeder	597	414,182.64	67,782.55	6.11	
<b>Feeder Total</b>		<b>10,487,975.99</b>	<b>2,331,885.85</b>	<b>4.50</b>	<b>3.37</b>

Crosstown	401	302,961.43	50,701.71	5.98	
Crosstown	402	639,530.39	95,916.08	6.67	
Crosstown	403	579,150.32	103,258.02	5.61	
Crosstown	404	1,516,007.78	189,206.24	8.01	
Crosstown	405	767,284.70	106,913.88	7.18	
Crosstown	408	698,132.21	82,991.17	8.41	
Crosstown	409	388,944.24	78,069.24	4.98	
Crosstown	410	410,592.51	66,485.18	6.18	
Crosstown	415	261,209.13	44,201.64	5.91	
Crosstown	426	210,859.90	36,555.13	5.77	
Crosstown	428	952,224.82	118,790.08	8.02	
Crosstown	444	267,858.18	67,534.42	3.97	
Crosstown	445	183,656.00	35,949.00	5.11	
Crosstown	451	535,313.43	65,457.13	8.18	
Crosstown	452	281,796.43	49,971.67	5.64	
Crosstown	453	757,144.36	113,413.95	6.68	
Crosstown	463	627,758.04	75,936.30	8.27	
Crosstown	466	1,301,477.64	170,908.18	7.62	
Crosstown	467	1,118,567.34	151,274.15	7.39	
Crosstown	475	412,145.59	85,409.24	4.83	
Crosstown	486	936,540.15	101,030.34	9.27	
Crosstown	488	727,248.37	75,262.36	9.66	
<b>Crosstown Total</b>		<b>13,876,402.98</b>	<b>1,965,235.12</b>	<b>7.06</b>	<b>5.30</b>
Shuttle	702	31,346.47	4,943.76	6.34	
Shuttle	749	92,539.60	24,051.05	3.85	
Shuttle	840	27,438.98	18,127.17	1.51	
Shuttle	841	41,192.26	13,999.29	2.94	
Shuttle	843	9,839.74	5,528.54	1.78	
Shuttle	870	45,865.72	19,879.57	2.31	
Shuttle	887	18,057.13	12,278.92	1.47	
<b>Shuttle Total</b>		<b>266,279.90</b>	<b>98,808.29</b>	<b>2.69</b>	<b>2.02</b>

### *Subsidy per Passenger*

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

*Table 6: Subsidy per Passenger for 1<sup>st</sup> QTR 2020*

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Local	2	125,146	\$429,187.23	\$3.43	
Local	11	360,389	\$1,185,555.49	\$3.29	
Local	12	92,131	\$732,487.11	\$7.95	
Local	19	151,301	\$1,005,269.44	\$6.64	
Local	21	32,486	\$516,420.08	\$15.90	

Local	24	70,021	\$321,223.46	\$4.59	
Local	26	109,586	\$410,530.70	\$3.75	
Local	27	11,723	\$146,125.75	\$12.46	
Local	29	64,100	\$475,889.81	\$7.42	
Local	31	87,765	\$748,055.71	\$8.52	
Local	35	50,737	\$476,921.29	\$9.40	
Local	36	88,228	\$681,624.93	\$7.73	
Local	39	65,049	\$320,825.63	\$4.93	
Local	42	34,244	\$389,523.44	\$11.38	
Local	52	69,851	\$577,849.74	\$8.27	
Local	59	58,188	\$430,254.77	\$7.39	
Local	60	66,390	\$504,868.19	\$7.60	
Local	63	55,205	\$356,741.75	\$6.46	
Local	76	72,392	\$429,522.59	\$5.93	
Local	81	61,174	\$495,369.36	\$8.10	
Local	82	37,746	\$417,340.97	\$11.06	
Local	84	72,699	\$703,010.28	\$9.67	
Local	110	127,219	\$491,162.35	\$3.86	
Local	111	54,927	\$404,255.21	\$7.36	
Local	155	10,141	\$143,337.06	\$14.13	
Local	161	147,674	\$951,194.06	\$6.44	
Local	164	220,513	\$1,175,719.43	\$5.33	
Local	183	91,475	\$618,152.38	\$6.76	
<b>Local Total</b>		<b>2,488,499</b>	<b>\$15,538,418.23</b>	<b>\$6.24</b>	<b>\$8.33</b>
Express	205	26,321	\$222,687.83	\$8.46	
Express	206	50,652	\$635,857.39	\$12.55	
Express	208	57,611	\$739,587.77	\$12.84	
Express	210	11,054	\$381,439.06	\$34.51	
Express	211	18,931	\$494,330.15	\$26.11	
Express	278	26,867	\$387,644.82	\$14.43	
Express	283	56,252	\$641,568.11	\$11.41	
<b>Express Total</b>		<b>247,687</b>	<b>\$3,503,115.13</b>	<b>\$14.14</b>	<b>\$18.86</b>
Feeder	333	17,973	\$207,937.30	\$11.57	
Feeder	347	45,761	\$465,834.58	\$10.18	
Feeder	350	53,519	\$545,258.55	\$10.19	
Feeder	360	72,788	\$420,593.23	\$5.78	
Feeder	361	37,801	\$286,772.84	\$7.59	
Feeder	362	40,471	\$342,052.86	\$8.45	
Feeder	372	52,301	\$425,879.81	\$8.14	
Feeder	374	53,720	\$433,107.09	\$8.06	
Feeder	376	25,960	\$229,473.14	\$8.84	
Feeder	377	27,774	\$209,362.05	\$7.54	
Feeder	378	121,976	\$683,591.93	\$5.60	
Feeder	380	22,230	\$200,490.99	\$9.02	
Feeder	385	19,606	\$267,347.82	\$13.64	
Feeder	500	13,137	\$253,309.78	\$19.28	
Feeder	501	86,278	\$536,098.53	\$6.21	
Feeder	502	49,662	\$403,372.38	\$8.12	

Feeder	504	26,299	\$262,108.22	\$9.97
Feeder	505	20,228	\$263,862.73	\$13.04
Feeder	506	111,128	\$353,351.79	\$3.18
Feeder	507	15,916	\$204,603.12	\$12.86
Feeder	508	16,324	\$191,015.13	\$11.70
Feeder	509	24,646	\$223,413.97	\$9.06
Feeder	510	22,215	\$373,897.29	\$16.83
Feeder	513	24,698	\$263,885.85	\$10.68
Feeder	514	26,854	\$306,226.01	\$11.40
Feeder	515	37,043	\$357,780.96	\$9.66
Feeder	516	22,942	\$184,365.49	\$8.04
Feeder	521	23,727	\$301,159.30	\$12.69
Feeder	522	40,374	\$345,213.35	\$8.55
Feeder	524	57,637	\$273,567.48	\$4.75
Feeder	525	17,280	\$229,552.14	\$13.28
Feeder	526	34,102	\$148,835.60	\$4.36
Feeder	527	56,036	\$268,872.80	\$4.80
Feeder	528	40,024	\$309,852.55	\$7.74
Feeder	529	28,590	\$362,641.99	\$12.68
Feeder	531	44,904	\$317,396.75	\$7.07
Feeder	532	17,882	\$184,265.19	\$10.30
Feeder	533	13,460	\$73,081.63	\$5.43
Feeder	534	101,291	\$571,760.13	\$5.64
Feeder	535	91,131	\$550,258.51	\$6.04
Feeder	536	13,058	\$285,599.14	\$21.87
Feeder	538	66,382	\$431,820.14	\$6.51
Feeder	541	49,436	\$399,001.66	\$8.07
Feeder	542	27,926	\$364,796.63	\$13.06
Feeder	544	60,826	\$563,114.76	\$9.26
Feeder	547	81,100	\$530,758.42	\$6.54
Feeder	549	108,527	\$527,607.16	\$4.86
Feeder	551	28,033	\$185,164.57	\$6.61
Feeder	553	23,439	\$145,568.38	\$6.21
Feeder	554	123,608	\$424,165.69	\$3.43
Feeder	555	13,464	\$118,492.51	\$8.80
Feeder	560	25,136	\$196,550.31	\$7.82
Feeder	566	16,930	\$215,618.27	\$12.74
Feeder	568	59,680	\$615,233.69	\$10.31
Feeder	571	32,602	\$395,049.65	\$12.12
Feeder	574	23,615	\$187,224.81	\$7.93
Feeder	582	31,745	\$324,767.34	\$10.23
Feeder	583	187,829	\$1,024,925.76	\$5.46
Feeder	585	20,414	\$289,255.39	\$14.17
Feeder	591	22,833	\$231,906.31	\$10.16
Feeder	592	91,780	\$533,858.49	\$5.82
Feeder	593	88,395	\$390,279.21	\$4.42
Feeder	594	30,581	\$314,386.83	\$10.28
Feeder	595	34,497	\$552,427.33	\$16.01
Feeder	597	83,075	\$588,937.20	\$7.09

<b>Feeder Total</b>		<b>3,000,598</b>	<b>\$22,667,960.52</b>	<b>\$7.55</b>	<b>\$10.07</b>
Crosstown	401	68,704	\$449,617.93	\$6.54	
Crosstown	402	106,677	\$850,720.97	\$7.97	
Crosstown	403	95,491	\$816,159.42	\$8.55	
Crosstown	404	285,608	\$1,533,488.43	\$5.37	
Crosstown	405	131,364	\$878,765.47	\$6.69	
Crosstown	408	116,789	\$712,010.74	\$6.10	
Crosstown	409	141,792	\$814,796.79	\$5.75	
Crosstown	410	74,213	\$597,368.28	\$8.05	
Crosstown	415	55,021	\$448,003.24	\$8.14	
Crosstown	426	72,833	\$355,255.13	\$4.88	
Crosstown	428	175,945	\$998,801.56	\$5.68	
Crosstown	444	77,082	\$635,098.63	\$8.24	
Crosstown	445	66,027	\$366,122.09	\$5.55	
Crosstown	451	97,262	\$645,238.82	\$6.63	
Crosstown	452	48,644	\$533,390.49	\$10.97	
Crosstown	453	171,848	\$987,281.13	\$5.75	
Crosstown	463	135,004	\$639,594.75	\$4.74	
Crosstown	466	283,031	\$1,313,960.51	\$4.64	
Crosstown	467	219,312	\$1,174,202.13	\$5.35	
Crosstown	475	82,660	\$710,887.73	\$8.60	
Crosstown	486	210,221	\$840,169.58	\$4.00	
Crosstown	488	165,321	\$633,844.51	\$3.83	
<b>Crosstown Total</b>		<b>2,880,847</b>	<b>\$16,934,778.36</b>	<b>\$5.88</b>	<b>\$7.84</b>
Shuttle	702	47,225	\$109,048.40	\$2.31	
Shuttle	749	41,232	\$287,126.13	\$6.96	
Shuttle	840	11,171	\$208,628.73	\$18.68	
Shuttle	841	9,828	\$208,083.81	\$21.17	
Shuttle	843	4,015	\$80,809.09	\$20.13	
Shuttle	870	14,043	\$239,395.17	\$17.05	
Shuttle	887	4,626	\$116,711.42	\$25.23	
<b>Shuttle Total</b>		<b>132,140</b>	<b>\$1,249,802.75</b>	<b>\$9.46</b>	<b>\$12.61</b>
GoLink	Inland Port	5,146	\$78,914.55	\$15.34	
GoLink	Kleberg	3,375	\$57,218.18	\$16.95	
GoLink	Rylie	2,315	\$56,555.70	\$24.43	
GoLink	North Central Plano	10,010	\$114,362.65	\$11.42	
GoLink	Legacy West	10,606	\$111,385.17	\$10.50	
GoLink	Rowlett	10,661	\$139,262.91	\$13.06	
GoLink	Far North Plano	4,281	\$69,387.88	\$16.21	
GoLink	Farmers Branch	3,158	\$59,152.24	\$18.73	
GoLink	Glenn Heights	1,647	\$56,400.09	\$34.24	
GoLink	Lake Highlands	2,521	\$52,732.95	\$20.92	
GoLink	Lakewood	1,710	\$51,928.02	\$30.37	
GoLink	North Dallas	3,443	\$51,299.02	\$14.90	
GoLink	Park Cities	571	\$46,622.75	\$81.65	
<b>GoLink Total</b>		<b>59,444</b>	<b>\$945,222.11</b>	<b>\$15.90</b>	<b>\$21.20</b>

Site Specific	BAY	14,339	\$12,500.00	\$0.87	
Site Specific	DFW	14,456	\$13,818.25	\$0.96	
Site Specific	MATA				
Site Specific	MCE	5,657	\$6,900.00	\$1.22	
Site Specific	RSON	4,758	\$16,030.25	\$3.37	
Site Specific	TI	10,279	\$68,750.00	\$6.69	
Site Specific	UTD	367,269	\$61,192.00	\$0.17	
Site Specific	UTSW	16,531	\$24,875.00	\$1.50	
Site Specific	704	55,011	\$213,753.89	\$3.89	
Site Specific	705	34,834	\$177,621.39	\$5.10	
Site Specific	706	13,245	\$133,704.83	\$10.09	
Site Specific	768	58,431	\$90,000.00	\$1.54	
<b>Site Specific Total</b>		<b>594,810</b>	<b>\$819,145.60</b>	<b>\$1.38</b>	<b>\$1.84</b>

### Route Deficiencies

Under the new Service Standards, a route is considered a deficient performer when it fails to meet any of the three standards. In the table below we have included a short writeup for each of the deficient routes describing known issues, and where possible, potential future service changes or other actions for the route. Most routes appearing in the table were also deficient performers for previous quarters. After the table we have included a map showing the general location of each route.

Route	Discussion
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21	Route 21 is a local route operating in Dallas, generally in Oak Cliff along Bishop, Llewellyn, and Edgefield. Sections of the route track closely with other routes in the area, diminishing potential ridership. We will examine this route in greater detail during Service Plan work.
27	Route 27 is a Dallas local route that serves portions of Harry Hines and Uptown between Downtown and Parkland Station. It is a perennial low performer and was proposed for elimination a number of years ago. After complaints from a facility serving Seniors, service was retained despite low performance. We will examine alternatives during Service Plan work.
35	Route 35 is a Dallas local route that serves two different areas. In West Dallas, the route covers industrial and commercial areas along West Commerce and LaReunion that do not generate major ridership. In South Dallas, the route covers Harwood, Crozier, and several other streets. We will examine this route in greater detail during Service Plan work.
42	Route 42 is a Dallas local route that serves Oak Cliff, operating primarily on Edgefield Drive. Edgefield sits only 1/3-mile from the Tyler/Vernon corridor, and this route is a rare example of duplication in the DART network. Given challenges operating on relatively narrow streets and proximity to other routes, we will examine whether this route should be discontinued, with resources reallocated to other services.

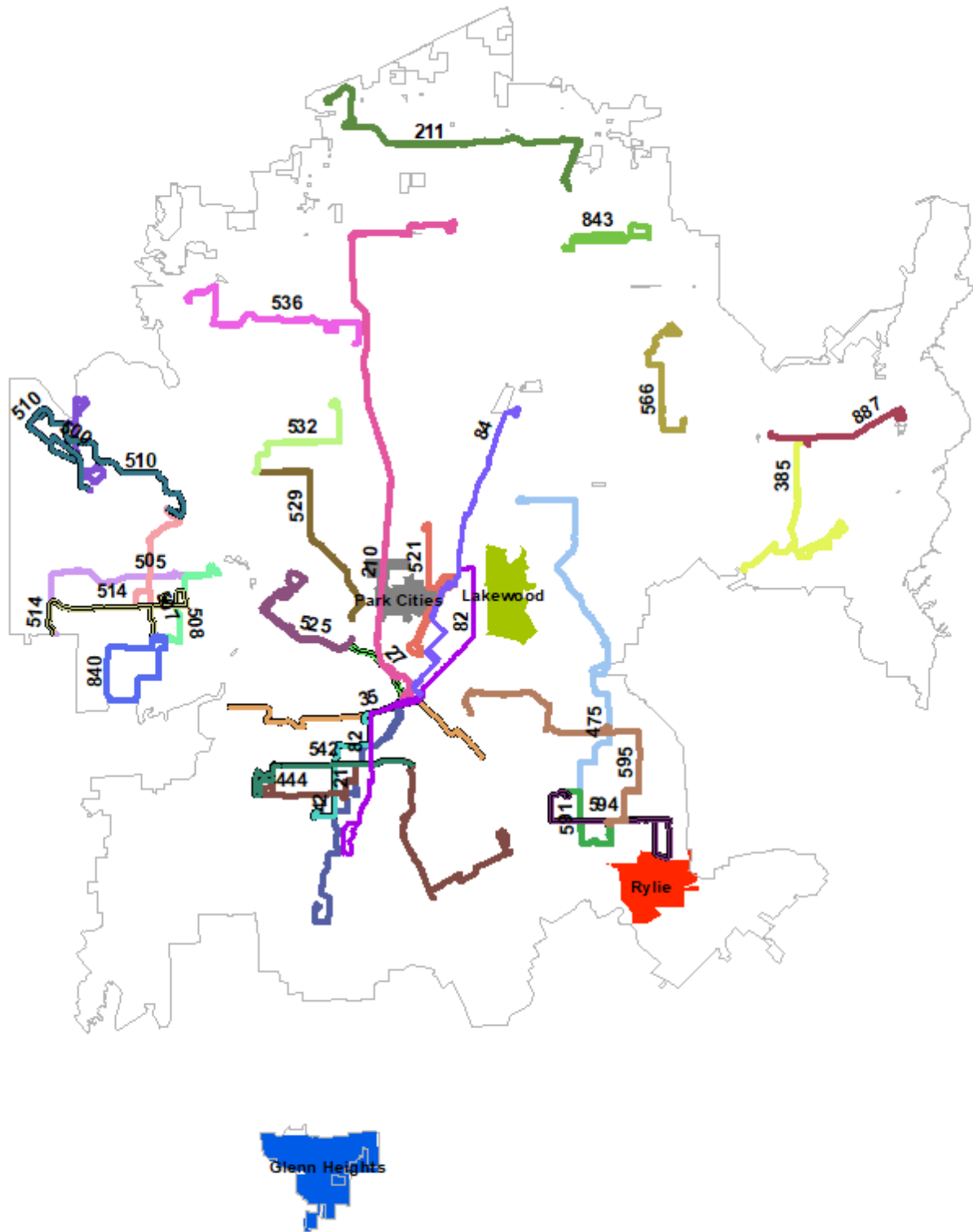


<b>82</b>	Route 82 is a Dallas local route that serves Skillman and Live Oak to the North and Beckley and Zang to the south. It is effectively a branch of the former Route 1, a route which was re-branded as Routes 81 and 82 in March 2018 service changes. Parts of this route are relatively close to other parallel services, and this route is an example of duplication in the DART network. We will examine options during Service Plan work.
<b>84</b>	Route 84 is a relatively new Dallas route that was created from the older Capitol branch of Route 24, and then extended from Mockingbird Station to Richland College via Greenville Avenue. Operations began in March 2018, and the route is still in its developmental stage. We will monitor future ridership growth and evaluate this route to determine whether future actions are warranted.
<b>210</b>	Route 210 is an express route anchored at Jack Hatchell Transit Center in Plano. Many of the customers moved to Route 208 when that route was established, and we have reduced service levels on 210 since the riders moved over to the NW Plano service. The Service Plan will examine the future of this route and whether resources should be allocated to provide more service on 208, which has periodic overcrowding.
<b>211</b>	Route 211 is an express route in Plano, connecting Parker Road Station with the Legacy area. It operates during peak periods only and has not performed well since service was initiated. In order to encourage additional ridership, we have recently added additional stops along Spring Creek. Ridership has increased somewhat, but is not close to meeting Standards at this time.
<b>385</b>	Route 385 is a feeder route operating in Garland, mainly the southern part from Lake Ray Hubbard Park & Ride, with connecting service to Rowlett Station. It has historically been a low performer, and we believe it is a candidate for potential conversion to GoLink demand responsive service. Service Planning staff are examining options for future service changes.
<b>444</b>	Route 444 is a crosstown route operating in Dallas, mainly in Oak Cliff, with key route segments on Clarendon, 8 <sup>th</sup> , Corinth, and Lancaster. It has traditionally been a moderate performer – particularly on the western end of the route along Clarendon. We will examine options during Service Plan work.
<b>475</b>	Route 475 is a crosstown route operating in Dallas, generally in East Dallas, Pleasant Grove, and Lake Highlands. It has traditionally been a moderate performer, with some quarters falling below standards, and other quarters rising just above. We will examine options during Service Plan work.
<b>500</b>	Route 500 is a feeder route operating in Irving and the Cypress Waters section of Dallas. It has traditionally been a low performer. This route (along with nearby service on Route 510) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>505</b>	Route 505 is a feeder route operating in Irving, running along Northgate, Rochelle, and Esters. It has traditionally been a low-performing route. We will examine options during Service Plan work.
<b>507</b>	Route 507 is a feeder route operating in Irving, primarily on O'Connor between Downtown Irving and Las Colinas Urban Center. This route (along with nearby service on Route 508) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.

<b>508</b>	Route 508 is a feeder route operating in Irving. This route (along with nearby service on Route 507) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>510</b>	Route 510 is a feeder route operating in Irving. It has traditionally been a low performer. This route (along with nearby service on Route 500) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>514</b>	Route 514 is a feeder route operating in Irving, generally along Grauwyler and Pioneer. This route has been above standard in the past, and we will conduct an analysis to determine whether performance changes are part of a trend or due to other factors. If needed, we will examine this route in greater detail during Service Plan work.
<b>521</b>	Route 521 is a feeder route operating in Dallas and the Park Cities, connecting Cityplace Station, Mockingbird Station, and sections along Hillcrest Road. Ridership has improved in recent years, but this route remains underperforming. We will examine this route in greater detail during Service Plan work.
<b>525</b>	Route 525 is a feeder route operating in the Stemmons Corridor of Dallas, primarily along Regal Row, Texas 183, and IH-35E. We will examine this route in greater detail during Service Plan work.
<b>529</b>	Route 529 is a feeder route operating in Dallas, primarily along Lemmon Avenue and Marsh Lane. It connects Inwood/Love Field and Royal Lane Stations. We will examine this route during Service Plan work.
<b>532</b>	Route 532 is a feeder route operating in Dallas connecting Green Line service to locations in Northwest Dallas and Farmers Branch. It has been a mixed performer over the years. We will examine this route in greater detail during Service Plan work.
<b>536</b>	Route 536 is a feeder route operating in Addison and Carrollton, anchored at either end by Trinity Mills Station or Addison Transit Center. This route (along with nearby service on Route 333) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>542</b>	Route 542 is a feeder route operating in Dallas and Cockrell Hill, mainly along Davis Street. The western part of the route (along with Route 568) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>566</b>	Route 566 is a feeder route operating in Garland, serving locations along N Garland Avenue. This route may be a candidate for possible GoLink conversion or modification, and we will examine options during Service Plan work.
<b>585</b>	Route 585 is a feeder route operating in Dallas and Richardson, serving Hamilton Park, TI, Richland College, and surrounding residential neighborhoods. This route was established in March 2018 and is in its developmental phase. Staff will continue to review ways to improve ridership and performance.
<b>591</b>	Route 591 is a feeder route operating in Dallas, serving Pleasant Grove. It runs between Lake June Station and Buckner Station. We will examine this route in greater detail during Service Plan work.
<b>594</b>	Route 594 is a feeder route operating in Dallas, serving Pleasant Grove. It runs to/from Lake June Station to Elam Road and Spruce High School. We will examine this route in greater detail during Service Plan work.

<b>595</b>	Route 595 is a feeder route operating in Dallas, serving Pleasant Grove and other neighborhoods. It runs to/from MLK Station and Buckner Station. We will examine this route in greater detail during Service Plan work.
<b>840</b>	Route 840 is a flex route operating in South Irving. It is proposed for conversion to fixed-route only operation in June 2020, with flexing permanently discontinued. This route is a candidate for possible future GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>843</b>	Route 843 is a flex route operating in Plano, serving an area bounded by North Central Expressway to the west, Technology to the north, Los Rios and Shiloh to the east, and PGBT Service Road to the south. It is proposed for conversion to fixed-route only operation in June 2020, with flexing permanently discontinued. This route is a candidate for possible future GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>887</b>	Route 887 is a flex route operating in Rowlett. With service now available in the entire City of Rowlett through the Rowlett GoLink service, staff will likely propose to discontinue this service for a future service change. This route is a candidate for possible future GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>Glenn Heights GoLink</b>	The Glenn Heights zone was recently transitioned to GoLink Service. It serves all of Glenn Heights, with midday connections to Blue Line LRT service and shopping areas along Wheatland Road in Dallas. UberPool service is now available in this zone, although usage is light so far. We expect a new Senior Center to open in 2020, and this should add to the rider base.
<b>Lakewood GoLink</b>	The Lakewood zone was recently transitioned to GoLink Service. It serves parts of Dallas east of Abrams Road, anchored at Mockingbird Station. Ridership has been trending down slightly in recent years, but has increased with the GoLink conversion. We will soon combine assigned dedicated vehicles for this zone and the Park Cities zone, reducing dedicated hours to better match ridership levels.
<b>Park Cities GoLink</b>	The Park Cities On Call has now been re-branded as a GoLink service. It serves Highland Park and parts of University Park and Dallas. It traditionally has very light ridership, and subsidy per passenger will continue to be unusually high while a dedicated vehicle is assigned to the zone. We will soon combine assigned dedicated vehicles for this zone and the Lakewood zone, reducing dedicated hours to better match ridership levels.
<b>Rylie GoLink</b>	The Rylie GoLink zone serves low-density residential areas in the far southeastern part of Dallas. Performance for this zone is affected by the low densities and use of dedicated vehicles, although we have previously. Last year this zone started to share its dedicated vehicle with the nearby Kleberg zone, and we are integrating TNC support to improve cost-effectiveness.

The following map (Figure 1) shows the general location of each of the deficient performers:  
*Figure 1: Location of the Deficient Performers in 1<sup>st</sup> QTR FY20*



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# FY 2020 Quarterly Marketing & Communications Report First Quarter

## APTA Innovation Award Celebration

November 2019

### Project Overview:

Create excitement and awareness among staff to celebrate DART being honored with the 2019 American Public Transportation Association Innovation Award for the GoPass® app.



### Project Elements:

- InfoStation post
- Digital dashboard post
- Email blast
- Congratulatory video message from Gary Thomas
- Lapel pins and GoPass-branded cell phone card holders
- Commemorative divisional banners

### Highlights:

- Mar-Comm partnered with Human Resources to host photo stations with selfie props at divisional “Thanksfest” events to celebrate the award.
- All attendees and staff received a thank-you packet containing an APTA Innovation Award lapel pin and a GoPass-branded cell phone card holder.

### By the Numbers:

- Prepared 4,000 thank-you packets, which were distributed to employees at Thanksfest events
- Installed 8 divisional banners



## Ongoing Revenue

### Project Overview:

Generate non-fare-based revenue through the sale of advertising on the interiors and exteriors of DART's buses and trains, and at certain passenger facilities. This program generates approximately \$4 million annually, while incurring minimal expense.

Increase fixed-route ridership through block sale of passes to businesses, organizations, educational institutions, and groups, generating approximately \$11 million in revenue.



### Project Elements:

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

### Highlights:

- The Top 10 advertisers this quarter were Humana, Rad Law Firm, MillerCoors, Kendra Scott, UnitedHealth Group WellMed, SHIPT, U.S. Department of Veterans Affairs, Emirates Airlines, Raising Cane's, and CBS Network.
- The Top 5 business categories were healthcare/medical, media, retail, legal, and government agencies/utilities.
- DART is seeking ways to add digital media products to our media platform, beginning with ads now being displayed on the digital INFOtainment screens mounted on the bus fleet

### By the Numbers:

- Sales from advertising increased 1.4%, from \$1,253,860 in Q1 FY 2019 to \$1,270,842 in Q1 FY 2020
- Revenue DART received from advertising sales increased 2.5%, from \$987,500 in Q1 FY 2019 to \$1,012,500 Q1 FY 2020



## Stuff a Bus

December 6, 2019

### Project Overview:

Promote DART's annual holiday Stuff a Bus event and encourage employees and the public to donate gifts for families, and socks and blankets for senior citizens.

### Project Elements:

- DART employee donation stations at each division
- Partnership with K104 to promote event at SMU/Mockingbird Station
  - SMU/Mockingbird Station advertising
  - Local bus route advertising
- Social and digital media
- GoPass events and offers

### Highlights:

- DART collected over 700 blankets and gifts to assist seniors through the Senior Source and more than 100 families identified by DART Police.

### By the Numbers:

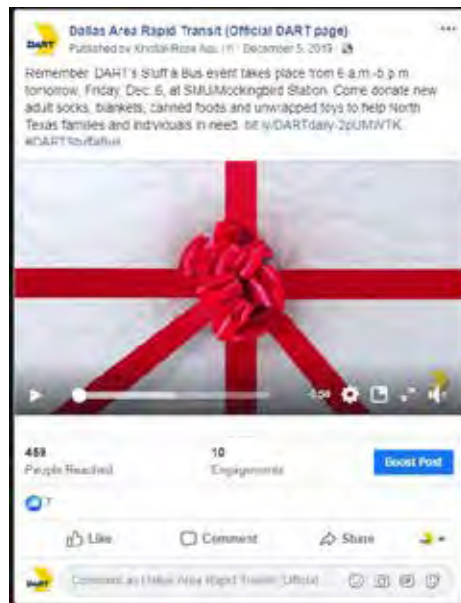
- More than 26,000 social media impressions overall:
  - 7 Facebook posts: 5,471 impressions and 238 engagements
  - 7 tweets on Twitter: 16,515 impressions and 43 engagements
  - 16 Instagram posts: 4,305 impressions and 83 engagements



## Stuff a Bus (continued)

### By the Numbers (continued)

- Media (online/mobile, print, radio, and event):
  - Ads/spots: 157
  - Market value: \$70,500
  - Impressions: 5 million
- DART assets (INFOtransit digital screens):
  - Ads/spots: 484
  - Market value: \$9,002
  - Impressions: 866,000



# State Fair of Texas®

October 2019

## Project Overview:

Increase ridership and drive sales of transit passes and State Fair of Texas admission tickets through the GoPass® app.

## Project Elements:

- Game Day Survival Guide brochure
- Rider Insider brochure: “DARTable Rides, Food and Fun!”
- Paid print, social, digital outdoor, and radio
- Signage on DART buses, trains, windscreens, corner markers, and INFOtransit digital screens
- Earned and owned social and digital media, and media relations

## Highlights:

- State Fair of Texas 2019 had great ridership, with a 5.4% increase in total ridership and an almost 18% increase in ridership for Columbus Day.
- Bus boarding lanes were added to the north end of the platform at Fair Park Station, giving riders a choice, while maintaining crowd control and providing a better experience for event riders.
- The branded mini DART Rail go-kart was featured in the Opening Day Parade and the Starlight parades, along with DART volunteer parade walkers.



## Metro & Business

VisitDallas plan to cut mayor's role falls flat

Extension OK'd for superintendent



Even Big Tex needs a helping hand

Another Jesuit grad files suit

Ballot language confuses voters

RIDE DART TO THE STATE FAIR SAVE \$2

## State Fair of Texas® (continued)

### By the Numbers:

- Media (online/mobile, outdoor, print, radio):
  - Ads/spots: 595,451
  - Market value: \$198,258
  - Impressions: 36.8 million
- DART assets (bus exteriors, Ultra headliners, bus interiors, INFOtransit digital screens, rail interiors, corner markers, and windscreens):
  - Ads/spots: 1,325
  - Market value: \$118,490
  - Impressions: 6.6 million
- More than 34,000 social media impressions overall:
  - 12 Facebook posts: 13,800 impressions and 707 engagements
  - 10 tweets on Twitter: 15,110 impressions and 51 engagements
  - 8 Instagram posts: 6026 impressions and 287 engagements



## Special Event Marketing Agreement Wrap Up

*Dia de los Muertos, Oct. 26, 2019*

*Switchyard Festival, Nov. 2, 2019*

*Dallas Holiday Parade, Dec. 7, 2019*

### Project Overview:

Extend DART's brand awareness and relevance, as well as increase ridership, through cross-promotional agreements with the first annual Dia de los Muertos Parade Oct. 26, 2019; Carrollton Festival at the Switchyard Nov. 2, 2019; and Dallas Holiday Parade Dec. 7, 2019.



### Project Elements:

- Partnership agreement with Dia de los Muertos included:
  - Social and digital trade only
- Partnership agreement with Festival at the Switchyard included:
  - 10 bus sides
  - 5 banners
  - GoPass® events and offers
  - Social and digital media
- DART received the following from the Switchyard agreement:
  - Ad in the event-day program
  - Company logo on the Festival at the Switchyard T-shirt
  - Radio, print, and social media exposure
  - 3 free months of digital display advertising in the city's court building, and senior citizen and recreation centers
  - Logo with link on the official Festival at the Switchyard website
  - Logo on the main stage banners
  - Prime booth space at the festival



## Special Event Marketing Agreement Wrap Up (continued)

### Project Elements (continued)

- Partnership with the Dallas Holiday Parade included:
  - Free rides to the parade for the clowns, dancers and other volunteers
  - Cross-promoting DART as the best way to get to the parade
  - DART parade element in the line of march
  - DART logo on the Dallas Holiday Parade website



### Highlights:

- DART's branded mini DART Rail go-kart was on display in front of more than 25,000 people at the Dia de los Muertos parade.
- The Switchyard at the Festival provided an opportunity for DART to exhibit to over 40,000 people.
- DART participated in the Dallas Holiday Parade with its branded mini DART Rail go-kart.
  - More than 15 DART employees volunteered to walk in the parade.
  - The parade was an opportunity for DART to gain positive exposure as a community partner to over 300,000 spectators attending the parade and those who watched the parade live on CW33.



### By the Numbers:

- Dia de los Muertos
  - More than 25,000 people attended the inaugural parade
  - More than 10,000 social media impressions overall:
    - 4 Facebook posts: 3,606 impressions and 112 engagements
    - 4 tweets on Twitter: 5,863 impressions and 36 engagements
    - 4 Instagram posts: 1,690 impressions and 47 engagements

## Special Event Marketing Agreement Wrap Up (continued)

### By the Numbers (continued)

- Switchyard Festival
  - 1 post on Facebook, Twitter, and Instagram generated 2,144 impressions
- Dallas Holiday Parade
  - 1 post on Facebook, Twitter, and Instagram generated 3,000 impressions and nearly 50 engagements



## Paid Media

### Project Overview:

Promote campaigns on print, radio, TV, online/mobile, social media, and outdoor, as well as through partnerships and special events.

### Project Elements:

- Campaigns included:
  - DART Rides
  - DART to the Airport
  - Discover DARTable
  - DARTzoom<sup>SM</sup>
  - E-Pass
  - GoPass<sup>®</sup> Tap Card
  - Coors Light Free Rides
  - State Fair of Texas<sup>®</sup> 2019
  - Student Art Contest
  - Stuff a Bus
  - Ride DART Free to Vote
- Additional Campaigns on DART assets only:
  - Customer Segmentation Survey
  - GoLink



### Highlights:

- DART received \$81,475 in media added values in Q1 FY 2020.
- For all advertising DART placed in Q1 FY 2020, the agency received a discounted rate up to 55%.





## Paid Media (continued)

### By the Numbers:

- Media (print, radio, TV, online/mobile, social media, outdoor, and events):
  - Ads: 1,072,926
  - Market value: \$502,278
  - Impressions: 91.2 million
  
- DART assets (banners, bus exteriors, bus interiors, rail interiors, corner markers, INFOtransit digital screens, and windscreens):
  - Ads: 8,367
  - Market value: \$668,904
  - Impressions: 41.4 million



# Airport Marketing

Q1 FY 2020

## Project Overview:

Leverage high-visibility platforms where travel decisions are made to encourage riding DART to Dallas Love Field airport and DFW International Airport during holiday travel.

## Project Elements:

- Print, digital outdoor, online/mobile, corner markers, and INFOtransit digital screens

## Highlights:

- DART received \$5,900 in added values in Q1 FY 2020.

## By the Numbers:

- Media (print, digital outdoor, and online/mobile):
  - Ads/spots: 391,475
  - Market value: \$164,342
  - Impressions: 25.6 million
- DART assets (INFOtransit digital screens and corner markers):
  - Ads: 492
  - Market value: \$35,757
  - Impressions: 2.9 million



## Social and Digital Media Recap

Q1 FY 2020

### Project Overview:

Leverage DART's 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 Q1, DART issued 664 messages on our social media channels: 416 on Twitter, 160 on Facebook, and 88 on Instagram. This is an increase of 40% from Q4 FY 2019.

### Project Elements:

- DART's Facebook, Twitter, and Instagram
- DART Daily
- Service-area city social media channels
- Strategically placed DARTable content in consumer-focused publications

### Highlights:

- High-performing social media campaigns in Q1 included:
  - State Fair of Texas
    - 30 posts in October 2019 generated nearly 36,000 impressions and 1,045 engagements.
    - Instagram was a primary channel for the State Fair promotion. In October 2019, we posted 8 messages on Instagram compared to 6 in 2018. Our state fair content in October 2019 experienced a 30% increase in engagement and 41% increase in impressions.
  - #DART2Vote
    - #DART2Vote content performed significantly better in 2019 than in 2018. In 2018, our #DART2Vote content generated 16,449 impressions and 265 engagements.
    - In 2019, we collaborated with Dallas County Elections to educate voters of the new “vote anywhere” message.



## Social and Digital Media Recap (continued)

### Highlights (continued)

- In 2019, our #DART2Vote content generated 40,817 impressions and 707 engagements. This is an 85% and 91% increase, respectively.
  - Stuff a Bus
    - “Stuff a Bus” content generated a total of 26,291 impressions and 364 engagements.
    - On Instagram, impressions increased by 32.7% compared to the previous year, and on Twitter, impressions increased by 4.6% compared to the previous year.
  - “Coors Light Free Rides”
    - Impressions for the Coors Light Free Rides “Chill Responsibly” campaign increased nearly 18% and engagements increased about 16% from last year’s “Freeze the Keys” promotion.
  - NHL Winter Classic
    - 9 posts for the NHL Winter Classic resulted in 55,481 impressions; 2,728 engagements.

### By the Numbers:

- In Q1 FY 2020, 664 messages earned 697,121 organic impressions; 1.4 million paid impressions; and 41,155 engagements
  - This is an increase from the 498,286 organic impressions; 1.2 million paid impressions; and 30,545 engagements earned in Q4 FY 2019
  - When compared with Q1 FY 2019, we experienced a 23% increase in organic impressions; 46% increase in paid impressions; and 20% increase in engagements
- The number of followers increased from 38,012 in Q4 FY 2019 to 39,120 in Q1 FY 2020



## Social and Digital Media Recap (continued)

### By the Numbers (continued)

- The cities of Addison, Carrollton, Irving, Garland, Glenn Heights, Irving, Plano, and Richardson, as well as Downtown Dallas, Inc., shared DART news 32 times on their social media channels in Q1 FY 2020, generating a potential reach of 343,810
  - Information shared included:
    - Coors Light Free Rides
    - DART Thanksgiving and Christmas holiday schedules
    - DART Stuff a Bus
    - Ride DART free on election day
- Strategically placed 8 different DARTable focused articles in 15 publications, potentially generating 558,000 impressions
  - DARTable content included: State Fair: Yes, it's DARTable; Game Day Survival Guide; State Fair; Senior Day at Fair; 12 Days of Christmas; Keep Warm or Get Out: Either way, DART's your ticket; and Feast on these DARTable Excursions
  - Publications that ran our DARTable content included Destination DFW, FYI 50+, Good Life Family, Living Well (Dallas and Collin counties), Natural Awakenings, Plano Magazine, Plano Profile, and The Messenger



## Media Relations – Earned Media

### DART-issued press releases:

- TRE and the 2020 Bridgestone NHL Winter Classic (12/31)
- DART Plans Minor Bus Service Changes in January (12/30)
- DART to Pursue Advertising for Transit Shelters (12/27)
- DFW Fleets Recognized for Actions to Improve Air Quality (12/26)
- Bus Routes 2, 26, 206, 208, 210, and 278 on Detour for Party on the Plaza, Effective Tuesday, Dec. 31, 2019 (12/26)
- Farr Named Women’s Transportation Seminar Greater DFW Chapter President (12/24)
- Nonprofit Formed to Coordinate Transportation Solutions in the Southern Dallas Inland Port (12/23)
- Bus Stop Consolidations to be Implemented in December and January for Routes 12, 21, 42, and Route 502 (12/20)
- DART Employees Donate Food for North Texans in Need (12/19)
- Free DART Rides on New Year's Eve (12/18)
- Southern Dallas Inland Port Symposium on the Future of Transportation - December 18 (12/17)
- Route 63 and 405 Bus Riders Should Prepare for Detours During the Generational Group Dallas Jingle Bell Run on Friday, Dec. 20, 2019 (12/17)
- DART Christmas Day Schedule (12/12)
- DART Moves Forward with Development Agreement for SMU/Mockingbird Station (12/12)
- DART Approves Student Pass Contract with DCCCD (12/12)
- North Texas Residents Can Chill Responsibly this New Year’s Eve, Courtesy of Coors Light Free Rides® on DART (12/12)
- Route 2, 26, 206, 208, 210, and 278 Bus Riders Should Prepare for Detours During the BMW Dallas Marathon Friday Night Lights Mile at Dallas City Hall on Friday, Dec. 13, 2019 (12/9)
- 2019 BMW Dallas Marathon Weekend Detours, Effective Sat, Dec. 14 and Sun, Dec. 15 (12/9)
- Silver Line Sound Wall Demonstration in Coppell (12/5)
- Downtown Dallas Bus Routes to be Detoured During Toyota Dallas Holiday Parade, Extra Rail Service Added, Effective Saturday, Dec. 7, 2019 (12/3)

## **Media Relations – Earned Media (continued)**

### **DART-issued press releases (continued)**

- Route 26, 208, and 210 Bus Riders Should Prepare for Detours During Deck the Plaza at Dallas City Hall on Friday, Dec. 6, 2019 (12/2)
- Farmers Branch Tree Lighting Ceremonies to Close Denton Drive, Effective Saturday, Dec. 7, 2019 (12/2)
- Help DART "Stuff a Bus" for Charity (12/2)
- Bus Stop Consolidation Planned for Routes 12, 21, 42, and 502 (11/26)
- Bus Riders Advised of Detours During Annual Turkey Trot, Effective Thursday, Nov. 28, 2019 (11/19)
- City and County Funding Approved by DART (11/18)
- Thanksgiving DART Service: What You Need to Know (11/18)
- Bus Routes 12, 35, 42, 52, 59, 81, and 82 on Detour for the Shatterproof 5K Dallas, Saturday, Nov. 16, 2019 (11/14)
- Trinity Railway Express Updates Schedule, Effective Monday, Nov. 18, 2019 (11/13)
- DART Approves \$9.6 Million in Dallas Street Repairs (11/13)
- CBD Rail Replacement Resumes Fri., Nov. 29 Through Sun., Dec. 1 (11/13)
- Silver Line Construction Activity to Begin, Effective Nov. 18, 2019 (11/12)
- Downtown Bus Riders Should Prepare for Detours During Greater Dallas Veterans Day Parade on Monday, Nov. 11, 2019 (11/8)
- Bus Routes 12, 35, 42, 52, 59, 81, and 82 on Detour for the Trinity River Run Half Marathon, 10K and 5K, Sat, Nov. 9, 2019 (11/7)
- Route 405, 444, 445, 538, and 541 Bus Riders Should Prepare for Detours During District 4 Veterans Day Parade on Saturday, Nov. 9, 2019 (11/7)
- Bus Riders on Routes 29, 39, and 183 Should Prepare for Detours During the PurpleStride DFW 2019 Run/Walk at Klyde Warren Park on Sat, Nov. 9, 2019 (11/7)
- Bus Stop Consolidations to be Implemented in November for Routes 84, 475, 593, and 597 (10/31)
- Bus Routes 428 and 502 on Detour During Better Block Crosswalk Painting in the Vickery Meadow Neighborhood on Thursday, Oct. 31 (10/30)
- Notice of Public Meetings: D2 Subway - DART Second CBD Light Rail Alignment, Wednesday, Nov. 13 (10/30)
- Updated: Downtown Bus Routes 2, 11, 12, 19, 21, 26, 35, 60, 76, 81, 82, 110, and 164 on Detour During Día de los Muertos Parade on Saturday, Oct. 26 (10/25)

## **Media Relations – Earned Media (continued)**

### **DART-issued press releases (continued)**

- Downtown Bus Routes 2, 11, 12, 19, 21, 26, 35, 60, 76, 81, 82, 110, and 164 on Detour During Día de los Muertos Parade on Saturday, Oct. 26 (10/25)
- Bus Routes 428 and 702 (NorthPark Center Shuttle) on Detour During the Susan G. Komen Dallas Race for the Cure on Saturday, Oct. 26 (10/24)
- Bus Route 39 on Detour for Grand Taste and Oak Lawn Halloween Street Party on Saturday, Oct. 26 (10/24)
- Bus Routes 24, 31, 36, 39, 84, and 183 on Temporary Detour for American Cancer Society Making Strides Against Breast Cancer Walk at Klyde Warren Park, Saturday, Oct. 19, 2019 (10/15)
- DART Accepts APTA Innovation Award for GoPass App (10/15)
- Paul N. Wageman Elected Chair of DART Board of Directors (10/14)
- State Fair: Special Green Line and Red Line Service and Bus Service Now Available (10/12)
- DART Extends TI Shuttle Agreement (10/11)
- DART Agrees to Shuttle Agreement with Richardson (10/11)
- Vanpool Agreement Approved by DART (10/10)
- Parking Reduced as Construction Begins on Illinois Station Platforms, Effective Oct. 1, 2019 (10/9)
- Detours for Bus Routes 2 and 26 During Holy Religious Gathering and Walk at Dallas City Hall Plaza on Sunday, Oct. 13, 2019 (10/9)
- Allow Lots of Time on TX-OU Game Day, Effective Saturday, Oct. 12, 2019 (10/7)
- Detours for Bus Routes 29, 36, and 521 During LifeWalk 2019 at Turtle Creek Park on Sunday, Oct. 6, 2019 (10/3)
- Bus Routes 2, 11, 12, 19, 21, 26, 35, 76, 81, 82, 110, and 164 Detoured for 2019 Walk to End Alzheimer's - Dallas, Effective Saturday, Oct. 5, 2019 (10/3)
- Automated Bus Consortium Transit and Transportation Agency Members Announce Candidate Pilot Projects Across the U.S. (10/1)
- Next ADA Meeting Set for Oct. 19, 2019 at the Richardson Civic Center (10/1)



## Media Relations – Earned Media (continued)

### Earned media coverage:

- In October, transit officials from Fort Worth and Dallas were working on a plan to combine TEXRail on the region’s west side and the DART Silver Line to the east by late 2022. Trinity Metro, Fort Worth’s transit agency, opened the 27-mile TEXRail commuter line in January. It connects downtown Fort Worth to North Richland Hills, Grapevine and DFW Airport. Where TEXRail ends, DART’s planned Silver Line picks up. The Silver Line, which is scheduled to open in late 2022, would also stop at DFW Airport and then connect to Coppell, Carrollton, Addison, Richardson, and Plano. (155 million impressions)
- Wood Partners, a national leader in multifamily real estate development and acquisition, broke ground in December for its newest luxury residential multifamily community – Alta Midtown Park – in Dallas, Texas. Alta Midtown Park is a half mile from the Walnut Hill DART Station and its Orange and Red lines, both of which connect to the heart of the city. (108 million impressions)
- Football fans in North Texas in October have options when it comes to getting to the Cotton Bowl for the Texas/OU game. Authorities encouraged all fans and fair goers to use DART. The price is \$6 for an all-day pass. The train drops riders off at the fair gates. (102 million impressions)
- A DART police officer was injured when his squad car was hit by a drunk driving suspect Friday morning, Dec. 13. The officer was working at Harry Hines Boulevard and Community Drive, near Bachman Station, about 2:30 a.m. DART says another driver hit the officer's car, damaging the front, driver's side. The officer was taken to the hospital. (71 million impressions)
- DART again worked with Coors Light in offering people free rides on any DART transportation mode. The free rides ran from 6 p.m. on New Year's Eve through about 2 a.m. New Year's Day, about the time transportation ends for the day. (13 million impressions)
- A man was arrested in connection with a fatal shooting at the Deep Ellum DART station. He was booked into the Dallas County jail on a murder charge, accused of killing a 34-year-old male. DART Police were called about 12:20 a.m. Dec. 2 to the Station at Good-Latimer Expressway and Gaston Avenue, where the victim was found shot to death. (11 million impressions)

## Media Relations – Earned Media (continued)

### Earned media coverage (continued)

#### By the Numbers:

- October Impressions – Broadcast
  - 1,278,787 Positive
  - 2,688,737 Neutral
  - 467,671 Negative

---

**4,435,195**            **Total Viewers/Impressions**
  
- October – Print-Online
  - 249,746,562 Positive
  - 347,469,802 Neutral
  - 2,663,356 Negative

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**599,879,720**            **Total Viewers/Impressions**
  
- November Impressions – Broadcast
  - 2,751,376 Positive
  - 491,854 Neutral
  - 5,496,901 Negative

---

**8,740,131**            **Total Viewers/Impressions**
  
- November Impressions – Print-Online
  - 76,998,997 Positive
  - 214,902 Neutral
  - 34,587,327 Negative

---

**111,801,226**            **Total Viewers/Impressions**
  
- December Impressions – Broadcast
  - 2,617,146 Positive
  - 1,178,412 Neutral
  - 2,786,977 Negative

---

**6,582,535**            **Total Viewers/Impressions**
  
- December Impressions – Print-Online
  - 164,986,286 Positive
  - 21,192,661 Neutral
  - 77,617,787 Negative

---

**263,796,734**            **Total Viewers/Impressions**

## Transit Education

### Project Overview:

The Transit Education Program has a rich tradition of grassroots community outreach, and this continued during Q1 FY 2020. Programs included safety/how-to-ride presentations to youth, adults, and senior citizens; exhibit booths at community events; career day speakers/ Careers on Wheels; and facility tours.

DART receives federal funding, so it is important that there is equity as it relates to the agency's presence in the communities, and the Transit Education Program demonstrates this "outreach equity" throughout the year. This quarter, staff was "on the ground" in 36 zip codes. Additionally, information on the Silver Line Regional Rail project was promoted at all Transit Education programs.

### Project Elements:

- Silver Line flyers/display board
- 2020 Student Art Contest flyer
- Webpage: [www.dart.org/transiteducation](http://www.dart.org/transiteducation)

### Highlights:

- Transit Education hosted Architecture, Construction, and Engineering (ACE), a mentoring program for high school students.
  - Students participated in a "Block That Noise" Silver Line Regional Rail project activity.
- Harrington and Schimelpfenig libraries in Plano displayed artwork from the 2019 Student Art Contest in their facilities.
- DART executed a soft launch for the 2020 Annual Student Art Contest.
- A DART "Jeopardy" game was added to the Transit Education webpage (<https://www.dart.org/transiteducation/links.asp>), along with other updates.



### DART News Release

Media Relations Contact:  
Gordon Shattles  
Mark A. Ball

January 31, 2020

#### DART's 2020 Student Art Contest Deadline Approaches

With one month left for K-12 students to submit entries for DART's 2020 Student Art Contest, don't delay or you might miss your chance to "paint the town."

Contestants can compete to earn a spot for their design on DART buses and trains, plus cash and other prizes.



#### Contest Details:

- The contest is open to public, private, and home-schooled students in kindergarten through the 12th grade.
- Designs must be original work by the student and clearly illustrate the theme "Paint the Town... Ride DART."
- Entry deadline is Feb. 28, 2020.
- One entry per student. No group entries are allowed.
- An online art contest will be held for 4th grade and the 1st and 2nd graders.



## **Transit Education (continued)**

### **By the Numbers:**

- 76 community outreach programs:
  - 30 Careers on Wheels/Career Day
  - 28 Safety/How to Ride
  - 18 Community events
- 24,175 face-to-face impressions
  - 11,370 students
  - 8,475 adults
  - 4,330 senior citizens
- 3,062 webpage views

## Customer Service

### Project Overview:

Customer Service Week is an international celebration that recognizes the importance of customer service, and the people who serve and support customers daily.

In 1992, the U.S. Congress proclaimed Customer Service Week a nationally recognized event, which is celebrated annually during the first full week in October.

### Project Elements:

- Banners to promote Customer Service Week

### Highlights:

- This year's Customer Service Week theme was "The Magic of Service."
  - The idea behind the theme was to recognize that good service is magical and can turn an unhappy customer into a satisfied long-term customer, and an occasional customer into a repeat customer.
  - The Call Center area was decorated with a magic theme, including magician hats and wands.
  - Employees were encouraged to dress in magic-themed attire.



### By the Numbers:

- Call Center representatives who received commendations and an overall call quality score of 100% were recognized.
- The following employees received the most commendations:
  - Alejandro Oller - 22
  - Christy Abram - 21
  - Latonia Walker - 19
  - Sharon Felton - 19
- The following employees achieved the most months with an overall call quality score of 100%:
  - Barbara Brown - 11 months
  - Celia Hernandez - 11 months
  - Anthony Craig - 9 months
  - Deborah Reeves - 9 months
  - Ebone Kincade - 9 months
  - Lorea Young - 9 months

## **Community Affairs Recap**

*Silver Line Art and Design*

*Silver Line Betterments*

### **Project Overview:**

Throughout October, November, and December, Community Affairs conducted site visits and workshops for the Silver Line Station Art and Design program, as well as betterments workshops.

The site visits and workshops were an opportunity for DART to engage with selected residents and stakeholders about the art and design elements for the different stations along the Silver Line.

Betterments workshops were conducted with adjacent property owners along the Silver Line corridor.

### **Project Elements:**

- Site visits
- Workshops

### **Highlights:**

- Silver Line Station Art and Design
  - Site-specific committees convened, participated, and contributed to station themes, concepts, and related elements.
- Betterments workshops
  - Impacted property owners worked with the Silver Line project team and city staff to coordinate betterments options for their respective neighborhoods.

### **By the Numbers:**

- Silver Line Station Art and Design
  - Oct. 2, 2019
    - Site visit for Group 3: CityLine/Bush Station
    - Site visit for Group 3: future UT Dallas Station
  - Oct. 4, 2019
    - Site visit for Group 3: Downtown Carrollton Station
  - Oct. 16, 2019
    - Report back meeting for Group 1: future Cypress Waters Station
    - Workshop 1 for Group 3: Downtown Carrollton Station
  - Oct. 22, 2019
    - Report back meeting for Group 1: future Knoll Trail Station

## Community Affairs Recap (continued)

### By the Numbers (continued)

- Oct. 23, 2019
  - Workshop 1 for Group 3: CityLine/Bush Station
- Oct. 30, 2019
  - Workshop 1 for Group 3: future UT Dallas Station
- Nov. 14, 2019
  - Workshop 2 Group 2: future Addison Station
- Dec. 4, 2019
  - Orientation meeting for Group 4: future 12th Street Station
- Dec. 11, 2019
  - Site visit for Group 4: future Shiloh Road Station
- Dec. 18, 2019
  - Site visit for Group 4: future 12th Street Station
- Betterments workshops
  - Oct. 21, 2019
    - Coppell Group 1, Meeting 3 (report back and signing): Life Safety Park
  - Oct. 29, 2019
    - Carrollton Group 1, Meeting 2 (workshop): Crosby Recreation Center
  - Oct. 30, 2019
    - Carrollton Group 3, Meeting 2 (workshop): Crosby Recreation Center
  - Nov. 6, 2019
    - Carrollton Group 3, Meeting 2 (workshop): Crosby Recreation Center
  - Nov. 7, 2019
    - Plano Groups 1, 2, and 3 (workshop): Plano Municipal Center

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# Executive Summary

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

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

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

- ✓ *Service Planning & Scheduling performs specific functions to include short-range and 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 4Q20 and bus delivery is scheduled for May 2020.
- Shuttle Service & Ridership:
  - ✓ STAR Transit - Mesquite: No ridership information to report for Route 201 (formerly Route 282). This service is now between STAR Transit and the City of Mesquite.
  - ✓ Parkland Shuttles: Route 704's average weekday ridership was 815 in October; 791 in November, and 811 in December 2019. Route 705 average weekday ridership was 453 in October; 498 in November, and 426 in December. DART developed a plan for a new

# Executive Summary

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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 200 in October, and 203 in November and 228 in December 2019.

- ✓ Park Cities: Average weekday ridership during 1Q20 was 9 passenger trips per day during October; 10 passenger trips during November; and 8 passenger trips during December. This showed a slight decrease over the same three months in FY 2019 (11, 11, 9).
- ✓ Amazon Shuttle: Average weekday ridership during 1Q20 was 41 passenger trips per day during October, 40 passenger trips during November, and 33 passenger trips during December. This showed a decrease over the same three months in FY 2019 (52, 54, 46).
- 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: Assist DART in promoting service to Legacy area of Plano.
- Special Events:
  - ✓ State Fair of Texas: The State Fair started on Friday, September 27, 2019, and continued until October 20. The operational plan was similar to that of previous years. Over 300 DART staff volunteers filled slots and assisted customers during the Fair. DART provided extra service on LRT and TRE. Additional supplemental buses and trains were added to provide extra capacity and serve as backup for overflow situations. There were no major transportation issues related to the Fair. Ridership on the Light Rail system during the State Fair period was 5% higher than 2018, with a significant increase on Columbus Day.
  - ✓ New Year's Eve special service proceeded with the same corporate sponsor as in previous years. The sponsor provided free rides on the network from 6:00 p.m. until the end of service. Rail service was also extended later (similar to the previous year), with no extension of bus service. Midnight fireworks were provided in the vicinity of Union Station (Reunion Tower) and the Party on the Plaza was held outside City Hall. 37,606 riders were reported for this event. The BMW Marathon was held on December 15, 2019. The race course crosses the Green Line tracks between Baylor and Fair Park Stations; therefore, a bus bridge between these stations was necessary for the duration of the race.
  - ✓

# Executive Summary

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- ✓ Other Special Events: Other events held during 1Q20 that were served by DART included Dia de los Muertos (October 26) at Dallas City Hall Plaza, the Switchyard Festival (November 2) in Downtown Carrollton, the Turkey Trot (November 28) in Downtown Dallas, and the Holiday Parade (December 7) in Downtown Dallas.
- Enhanced Bus Corridor: 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. The cameras installed in the Enhanced Shelters are not performing well. They will be replaced with a motion sensor camera. The motion sensor cameras will be pilot tested beginning 3Q20. Additional Enhanced Bus Shelters will not be installed until the new camera solution is approved.
- Vanpool Program: The Vanpool Program lost one van due to low ridership this quarter. The fleet included 174 vanpool groups at the end of 1Q20. Economy, fuel prices and marketing outreach continue to play a key role. The current vanpool contract expires 2Q20.
- 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 expand Uptown coverage.
- Bus Service Plan: Jarret Walker + Associates began the Bus Plan Redesign phase in 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 (1Q20). The revised Standards include several changes. Highlights include the definition and service category of Core Frequent Route Network, Route Restructuring (for more frequent service and wider service spans), Schedule Adjustments and the Realignment of Express Routes to Transit Centers and Stations. Accordingly, revisions to the Route performance measurement system occurred, and quarterly reports under the new system are now included with financial reports. A new point-based System for placement of amenities was also revised. The new standards will form the support for a number of other service planning efforts in FY20 and beyond.
- Regional Service Policy and Operations: Allen, Wylie and Fairview maintain contracts with the DART Mobility Services LGC in FY20. The contracts ended on September 30, 2019, and were renewed with the DART LGC for an additional three years. The agreements were executed with all three cities in 4Q19.

## *Mobility Program Development*

- 511DFW: The 511DFW website had 3,766,859 hits between October 1, 2019 through December 31, 2019. The Phone system received 20,746 calls during the same time. 11,203 incidents were reported citing road closures, detour information and additional traveler assistance information from TxDOT center-to-center (C2C), and 511DFW's EcoTraflix were posted on the 511DFW website. 315,593 Waze events were also posted on the 511DFW

# Executive Summary

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website during this quarter. Special event information updates on the 511DFW system's 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, Mobile App., additional Park and Ride facility locations, and EV Charging locations.

- **Integrated Corridor Management Project:** The integrated Corridor Management Project on US 75 has ended. Parking capacity repairs to the five (5) northern LRT stations along N. Central Expressway (US 75) was completed with the help of DART electrical contractors. Repairs included fixing the cut loop wires, replacement of failed solar batteries, placement of loop wires in conduit and communications were re-established for 25 out of 28 driveways. The Rowlett Parking Lot Camera Occupancy work and accuracy of the system was completed last year 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 the vendor 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 in 1Q20 as well.
- **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 1Q20 Resolutions were approved to execute Interlocal Funding Agreements with the cities of Richardson, Plano, Farmers Branch, Irving, University Park, Rowlett, Town of Addison and the County of Dallas for the use of their remaining Local Assistance Fund (LAP) and Street Repair funds were executed.
- **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.
- **Crewrooms Project:** The DART Board approved a contract to construct 13 crewroom buildings to address the deficiencies regarding the number of facilities supporting DART's bus operation. At the end of 4Q19, DART had constructed 10 crewrooms at the following locations: Dallas Convention Center Station, Parkland Hospital, Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, 8<sup>th</sup> & Corinth, Glenn Heights and Forest Lane. Certificates of Occupancy (CO) have been issued for the 9 locations by member cities. There are several major punch list deficiency items that the contractor needs to address and resolve under general warranty and the contract acceptance clause. Upon the Board approval of the

# Executive Summary

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Wastewater backflow release agreement for the Dallas Convention Center Station and Park Lane, a request for approval was forwarded to Dallas for the issuance of utility permits for those 2 locations. The City of Carrollton also approved the required Water Meter Easement and issued a construction permit for the Downtown Carrollton station. DART is awaiting to receive and analyze a new price proposal from a change order request by the contractor to resume work on the 2 remaining crewrooms. Work orders for new tasks are underway. This Project completion is expected to be complete by 3Q20 for the ten units.

- 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. The FY 20 goal is to install 70 shelters, 70 benches and 70 free standing lights. To date, 35 shelter pads have been constructed and Plans Specifications and Estimates (PS&E) has been completed for 27 bench pads.
- Collin County Rides: Ridership continued to trend up overall for Collin County Rides (CCR) during 1Q20. 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. Regular passenger ridership and registration reports are sent monthly to participating cities. These show an upward ridership over the same month previous year.
- Mobility on Demand Pilot Test: Testing ways of increasing shared ride programs. An agreement was signed 1Q20 to continue the non DART funding of Collin County Rides.
  - ✓ Uber Pool: Working with Uber Pool with new data tools, and the implementation of a new contract.
  - ✓ GoLink: Working with SpareLabs to increase the number of shared ride trips by implementing new techniques for the pilot test in Legacy, Far North Plano, and North Central Plano.

**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**

- 1Q20: The Site-Specific Shuttle Agreements for Texas Instruments and the City of Richardson were approved by the board.
- 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**

- 2Q20: McKinney Avenue Transit Authority Site-Specific Shuttle Agreement 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

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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



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<b>Strategic Priorities</b>	Priority 1: Continually improve service and safety experiences and perceptions for customers and the public Priority 2: Optimize and preserve (state of good repair) the existing transit system
<b>Description</b>	The Bicycle / Pedestrian Program Development will improve pedestrian, ADA, and bike access to rail stations, providing one major way to address the first mile/last mile problem. It will result in additional ridership as trips that are improbable via transit alone become more feasible when easy bike and other access/egress is added. Both work and recreational trips are targeted to boost system ridership.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1Q20: Field survey was completed on the condition that all bike lids were installed at rail stations and transit centers.</li><li>• 4Q19: Held an internal meeting to discuss revised standard procedures to address bike lid mis-use concerns.</li><li>• 4Q19: Continue to develop an updated draft Bike Program SOP for board review.</li><li>• 4Q19: Approved 65% design Trinity Forest Spine Trail at Longview Station.</li><li>• 4Q19: Currently at 80% near completion of the dockless bicycle/scooter RFP.</li><li>• 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.</li><li>• 1Q19: Halff Associates and NCTCOG continued preliminary planning and design work on Red Line, Blue Line Station Pedestrian areas.</li><li>• 4Q18: The evaluation for different type bike lids in the market was performed and shared with affected departments. The information and input were discussed regarding the existing and new technologies that are being used in other parts of the nation. These findings will lead to open another procurement process for a new bike lid generation in 1Q19.</li></ul>

- 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

- 1Q20: The Circuit Trail Conservancy tasked with the development of the Trinity Spine Trail that will ultimately impact Lawnview Station will go out for bid for construction in May/June 2020. Actual construction is projected for 2022.
- 2Q20: Preparation for DART's Bike to Work Week "Recharging Stations" slated for May will begin this quarter.
- 2Q20: The City of Carrollton is requesting a ROW on Broadway Street for a Bike and Hike trail that will span the distance between Downtown Carrollton Station and Frankford Station. Innovative Services is coordinating this effort with the City and DART
- 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.
- 3Q19: Anticipate posting an RFI and RFP for Dockless Bike and Scooter Station License Agreements in 3Q19.
- 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

# Construction & Installation of Standard Shelters

Service Planning  
and Scheduling

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<b>Strategic Priorities</b>	Priority 1: Continually improve service and safety experiences and perceptions for customers and the public Priority 2: Optimize and preserve (state of good repair) the existing transit system
<b>Description</b>	<ul style="list-style-type: none"><li>• 1Q20: 35 shelter amenity pads were constructed.</li><li>• 4Q19: DART and AT&amp;T resolved the shelter concerns at the Commerce and Field bus stop. Service at the bus stop was initiated on August 12, 2019. AT&amp;T will complete its retail located on Commerce and Field in March 2020. When it is completed riders will have the option of waiting/sitting in their retail area. As a result, an advertisement shelter is not required at this time.</li></ul>
<b>Accomplishments</b>	
<b>Issues</b>	None at this time.
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 4Q20: 70 benches, 70 shelters and 70 Free Standing lights are to be installed</li><li>•</li></ul>
<b>Project Manager(s)</b>	Jennifer Jones

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<b>Strategic Priorities</b>	Priority 1: Continually improve service and safety experiences and perceptions for customers and the public Priority 2: Optimize and preserve (state of good repair) the existing transit system
<b>Description</b>	Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 7, 8, 12, and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1Q20: Three proposals for a Vanpool provider have been submitted and are currently under evaluation and scoring. Current contract expires March 2020.</li><li>• 4Q19: The vanpool's in operation ended the year at 175 which was five below the goal for the year.</li><li>• 3Q19: The vanpool fleet is currently at 181 vanpools but still at goal (180).</li><li>• 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.</li><li>• 1Q19: The vanpool fleet noted a slight growth this quarter from 171 vans to 178. To avoid a conflict of interest, the vanpool provider (Enterprise) related that they would not compete for service within DART's service area.</li><li>• 4Q18: The NCTCOG has requested that DART be the sub-recipient of JARC funds related to the Inland Port Shuttle/Vanpool Project. Grant was originally awarded to Workforce Solutions. WFS and DART concurred.</li><li>• 3Q18: DART deployed a vanpool marketing campaign to three non-member cities with an ad promoting the vanpool program to four (4) local theatres in McKinney, Mesquite, and Cedar Hill, three of the highest origin locations for rideshare.</li><li>• 2Q18: The Novation Agreement (novation agreement legally transfers the Vanpool contract from one vendor to another), was signed between DART and Enterprise. This completes the transfer of the vanpool contract from DART's previous vendor vRide.</li><li>• 2Q18: DART secured \$4K from the NCTCOG for Vanpool marketing and promotions. Marketing will create "gas pump toppers" to be mounted at fueling stations in targeted areas.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• 4Q20: Expectations of a substantial price hike on leased vanpools in conjunction with a reduction of NCTCOG subsidies may impact future ridership/participation levels.</li></ul>

- 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

- 1Q20: Selection of the Vanpool Service Contract Award slated for January 2020.
- 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

- 1Q20: Replacement camera solution for the Enhanced Bus Shelters has been completed
- 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**
- 3Q20: Pilot test recommended Enhanced Bus Shelter upgrade
  - 1Q19: Award shelter contract.

**Project Manager(s)** Jennifer Jones

# FY 2020 Score Card Five-Year Action Plan

## Service Planning and Scheduling

Objectives	Services	Activities
<b>INCREASE RIDERSHIP</b>		
<ul style="list-style-type: none"> <li><i>Expand Services</i></li> </ul>	Service Changes  Core Frequent Route Network  Route Restructuring  Schedule Adjustments  Realignment of Express Routes to Transit Centers and Stations	<p>Major service changes were implemented on August 12, 2019 and include:</p> <ul style="list-style-type: none"> <li>Core Frequent Route Network changes involving a group of five major routes that would be rescheduled to have frequencies similar to the light rail system – 15 minutes peak, 20 minutes midday, and 20-30 minutes at other times are underway.</li> <li>Route Restructuring also included involves several changes to straighten route alignments and make service more direct. West Dallas changes include more frequent service on Route 52 and expanded hours on Route 59.</li> <li>Schedule Adjustments are aimed at improving scheduled recovery time and on time performance of the routes. Many adjustments target peak periods.</li> <li>Realignment of Downtown Express Routes, creating bi-directional routes in Downtown Dallas that should improve reliability and on time performance. Changes to Downtown Express route alignments would affect Routes 205, 206, 208, 210, 278, and 283.</li> </ul> <p>The Board of Directors approved changes in 3Q19, and the changes became effective August 12, 2019.</p>
<ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul>	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 20 amenity goal of installing 70 shelters, 70 free standing lights and 70 benches</p>
<b>IMPROVE COST EFFECTIVENESS</b>		



# FY 2020 Score Card Five-Year Action Plan

## Service Planning and Scheduling

<ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>	GoLink - UberPool Non-Traditional Service	During 1Q20 (October 1 <sup>st</sup> ) Mobility Management Services (MMS) which operates the Microtransit service (GoLink) restructured the contract to a brokerage model and implemented new providers. GoLink now has more service providers, more vehicles, and faster pickups. Ridership continues to grow for this group of services.
	Site-Specific Shuttles	Texas Instruments and City of Richardson Site Specific Shuttle Agreements approved 1Q20. McKinney Avenue Transit Authority projected for approval 2Q20.
	Non-Traditional Vanpool	The vanpool fleet has dropped to 174 vanpools due to low ridership and competition for service with Enterprise with federal accounts. A new vanpool service contract is projected to be awarded in 2Q20.

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Dallas Area Rapid Transit  
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PDPR-064

**TO:** Distribution

**SUBJECT: FIRST QUARTER 2020  
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the First Quarter FY 2020 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through December 31, 2019, including Systems Integration and Real Estate.



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

THM/ag

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# ACRONYMS

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APT - (Las Colinas) Area Personal Transit  
AWP - Annual Work Plan/Program  
BNSF - Burlington Northern Santa Fe Railway  
CBD - Central Business District  
CCTV - Closed-Circuit Television  
CM/GC - Construction Manager/General Contractor  
CROF - Central Rail Operating Facility  
D2 - Dallas Central Business District Second Alignment  
D-B – Design-Build  
DART - Dallas Area Rapid Transit  
DFW - Dallas/Fort Worth  
DGNO - Dallas, Garland & Northeastern Railroad Company  
EA - Environmental Assessment  
EIS - Environmental Impact Statement  
FAA - Federal Aviation Administration  
FEIS - Final Environmental Impact Statement  
FFGA - Full Funding Grant Agreement  
FHWA - Federal Highway Administration  
FRA - Federal Railroad Administration  
FTA - Federal Transit Administration  
FWTA - Fort Worth Transportation Authority (now known as Trinity Metro)  
G-2 - Northeast Corridor (to Garland) Line Section 2  
GPC - General Planning Consultant  
HVAC - Heating/Ventilation/Air Conditioning  
IFB - Invitation for Bid  
ILA - Interlocal Agreement  
I-1 - Irving/DFW Corridor Line Section 1  
I-2 - Irving/DFW Corridor Line Section 2  
I-3 - Irving/DFW Corridor Line Section 3  
IIH - Intermediate Instrument House  
KCS - Kansas City Southern Railway  
LNG - Liquefied Natural Gas  
LRT - Light Rail Transit  
LRVs - Light Rail Vehicles  
MEP - Mechanical/Electrical/Plumbing  
MKT - Missouri-Kansas & Texas Railroad Company  
MIS - Major Investment Study  
MSE - Mechanically Stabilized Earth  
NC-3 - North Central Corridor Line Section 3  
NCTCOG - North Central Texas Council of Governments  
NEPA - National Environmental Policy Act  
NTP - Notice to Proceed  
NWROF - Northwest Rail Operating Facility



OCC - Operations Control Center  
OCIP - Owner Controlled Insurance Program  
OCS - Overhead Contact System  
PA/VMB - Public Announcement/Visual Message Board  
PE/EIS - Preliminary Engineering/Environmental Impact Statement  
PMOR – Program Manager/Owner’s Representative  
QA - Quality Assurance  
QC - Quality Control  
R-1 - Rowlett Extension  
RDC - Rail Diesel Car  
RFI - Request for Information  
RFP - Request for Proposal  
ROW - Right-of-Way  
RPD - Rail Program Development  
S&I Facility - Service & Inspection Facility  
SCADA - Supervisory Control and Data Acquisition  
SCS - Supervisory Control System  
SE-1 - Southeast Corridor Line Section 1  
SE-2 - Southeast Corridor Line Section 2  
SLRV - Super LRV (LRV with additional low-floor section)  
SOC-3 - South Oak Cliff Extension  
SOCBOF - South Oak Cliff Bus Operating Facility  
SP - Southern Pacific Railroad Company  
TBD - To Be Determined  
TIGER - Transportation Investment Generating Economic Recovery (FTA Grant)  
TPSS - Traction Power Substation  
TRE - Trinity Railway Express  
TVM - Ticket Vending Machine  
TxDOT - Texas Department of Transportation  
TXU - TXU Lone Star Pipeline  
UPS - Uninterruptible Power Supply  
VAF - Vehicle Acceptance Facility  
VBS - Vehicle Business System  
WSA - Ways, Structures, & Amenities

# SCOPE OF PROJECTS

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## DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2

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

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

## PROGRAM OF INTERRELATED PROJECTS

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### Red & Blue Line Platform Extensions

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

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### 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

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### Valley View to West Irving Double Tracking

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

### Positive Train Control (PTC)

This project is a result of a 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.

**F59-PHI Overhaul**

This project allows TRE to comply with the OEM requirements for a mid-life overhaul of the locomotives to achieve the 30-year life expectancy of the vehicles. Progress Rail Inc. was awarded the overhaul contract on June 7, 2018.

**Bi-Level Overhaul and Side Sill Repair**

This project allows TRE to comply with the OEM requirements of a mid-life overhaul of the bi-level cars to achieve extended service life of the vehicles. CAD Railways was awarded the contract on September 9, 2019.

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**ADDITIONAL CAPITAL DEVELOPMENT**

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**DART Police Facilities**

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

**CBD/Traffic Signal Priority (TSP) System**

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

**CBD Rail Replacement**

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

**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.

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**SAFETY AND SECURITY PROJECTS**

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**CCTV on LRVs**

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

**Other Safety & Security**

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

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

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**STREETCAR PROJECTS**

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**Streetcar Extension Projects**

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

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

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

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

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

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

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



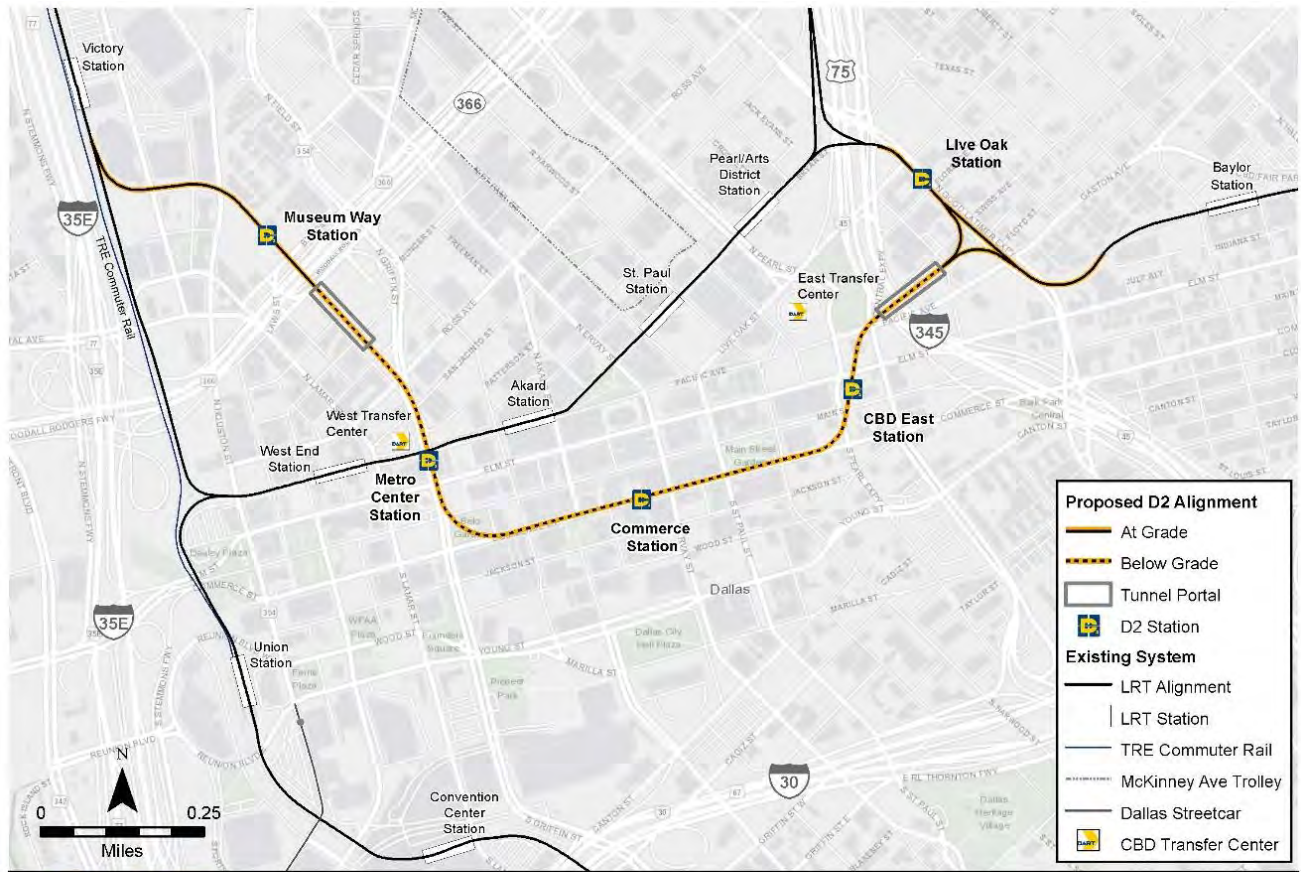
# Dallas Central Business District (CBD)

## D2 Alignment

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# Map

## D2 Alignment



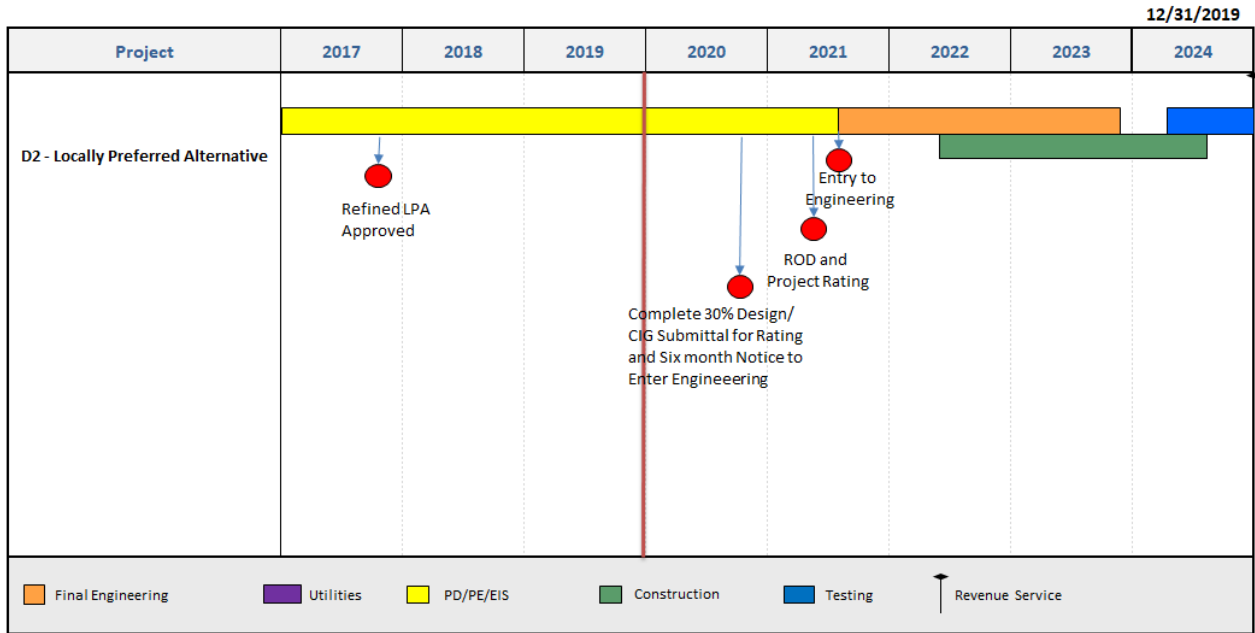
**Figure 1-1**  
**D2 Subway Light Rail Transit Project**  
 Data Source: DART, GPC6

**D2 Subway Project**  
 Supplemental Draft Environmental Impact Statement



# Summary Control Schedule

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



# Cost Summary

D2 Alignment

<b>DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT</b>			
<b>Cost Summary</b>			
<b>(in millions of dollars)</b>			
	<b>Control Budget <sup>(3)</sup></b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
Dallas Central Business District (CBD) D2	\$ 1,412.5	\$17.3	\$ 12.6

- 1) Committed values reflect activity through 12/31/19.
- 2) Expended to Date values reflect activity in DART's General Ledger through 12/31/19.
- 3) Control Budget reflects approved FY19 Financial Plan.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) Total FY19 Financial Plan value of \$1,489.5 includes projected financing costs.
- 6) Expended to Date (Prior to Removal from CIG 3/20/18) - \$4,733,460;  
Expended to Date (3/20/18 to 12/31/19 after removal from CIG) - \$ 7,915,673.

# 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.

**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, with the Urban Design Peer Review Panel on November 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; one-on-one Stakeholder meetings on an "as needed" basis, three (3) rounds of Public Meetings, four (4) Stakeholder meetings and several meetings for each of the five (5) focus areas.

**Issues** Coordinating with TxDOT to reach resolution on the location (vertical and horizontal) of the D2 Subway crossing of the IH-345 freeway corridor.

# Six-Month Look Ahead

**D2 Alignment**

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

Project	2020					
	January	February	March	April	May	June
<b>CBD - D2</b>	<div style="background-color: yellow; height: 15px; margin-bottom: 10px;"></div> <p><b>Work Activities Underway for 20% PE Submittal:</b></p> <ul style="list-style-type: none"> <li>• Finalizing station and accessportal concepts</li> <li>• Utility Composite</li> <li>• Collecting building foundation plans for key buildings along alignment</li> <li>• Civil Design for Street Modifications</li> <li>• ROW Plans in development</li> <li>• TPSS Power Load Study</li> <li>• Review of TxDOT preliminary depressed I-345 concept late Jan/Early Feb</li> <li>• Third Party Agreement list in development</li> <li>• Cost Estimate being prepared</li> <li>• Draft LONP in development for ROW review for FTA Review in Feb/March for pre-award authority</li> </ul> <p style="text-align: right; margin-right: 100px;">▲ Complete 20% PE</p> <p><b>Public &amp; Agency Outreach</b></p> <ul style="list-style-type: none"> <li>▲ COD Transportation &amp; Infrastructure Committee Mtg 01/21/20</li> <li>▲ Pegasus Plaza Headhouse Wrkshop 01/29/20</li> <li>Focus Area Meetings - February/March 2020</li> </ul> <p style="text-align: right; margin-right: 100px;">SDEIS Public Hearings Late April - Mid -May, 2020</p> <p><b>Completed Work Activities for 20% PE Submittal:</b></p> <p>Construction Methods Report</p>					
<div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 15px; height: 10px; background-color: orange; margin-right: 5px;"></div> <span>Project Development (Preliminary Engineering/EIS, Public Outreach Activities)</span> </div> <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**

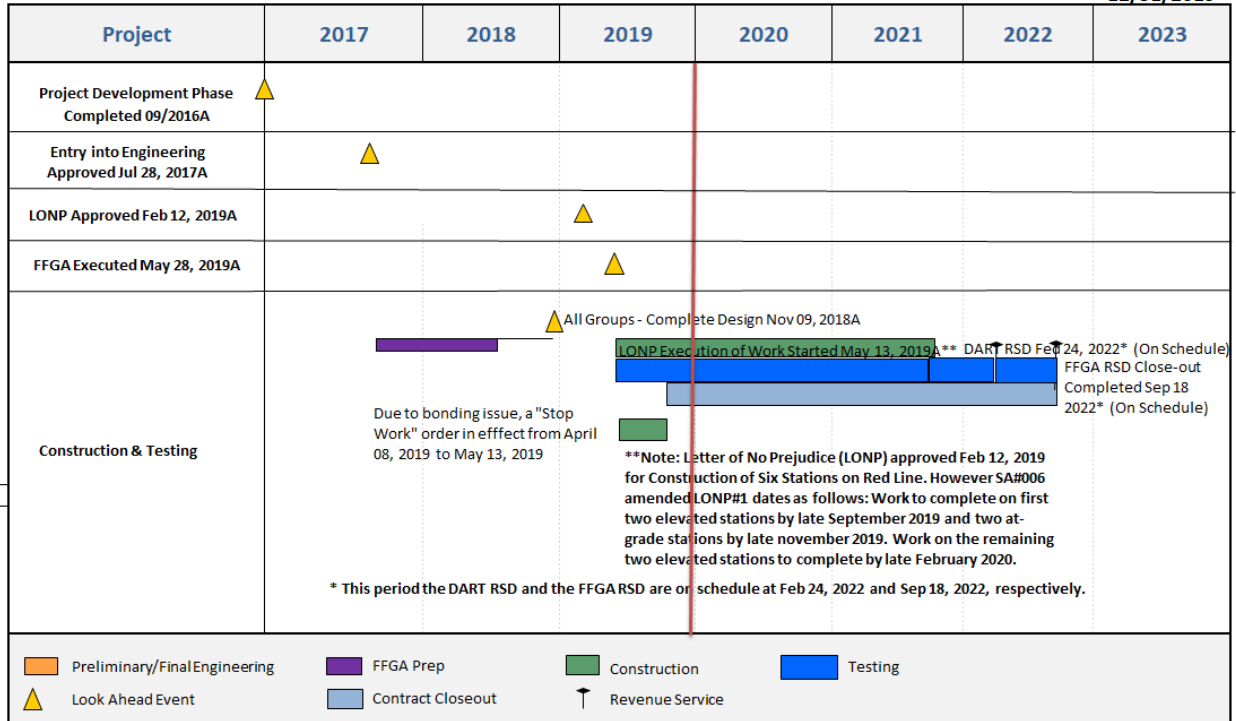
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# Summary Control Schedule

## Interrelated Projects Platform Extensions

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

12/31/2019





# Cost Summary

## Interrelated Projects Platform Extensions

<b>RED &amp; BLUE LINE PLATFORM EXTENSIONS PROJECT</b>			
<b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b> <sup>(3, 4)</sup>	<b>Current Commitment</b> <sup>(1)</sup>	<b>Expended to Date</b> <sup>(2)</sup>
Red & Blue Line Platform Extensions	\$ 128.7	\$ 102.2	\$ 34.4

- 1) Committed values reflect activity through 12/31/19.
- 2) Expended to Date values reflect activity in DART's General Ledger through 12/31/19.
- 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.

### **Group B**

5/13/2019 - Notice to Proceed after stop work order – includes purchase of long lead items for all Group B stations, Downtown Plano & Galatyn Park

6/11/2019 - Notice to Proceed: Phase 2 – Walnut Hill and Spring Valley- Downtown Plano & Galatyn, Walnut Hill and Spring Valley

9/25/2019 - Notice of Substantial Completion for Spring Valley and Walnut Hill

9/30/2019 - Notice to Proceed for Phases 3 and 4 – Park Lane, Forest Lane, Lovers Lane, LBJ Central, Bush Turnpike, Arapaho, Parker Rd

11/27/2019 - Notice of Substantial Completion for Galatyn Park and Downtown Plano

### **Group E**

8/20/2019 – Notice to Proceed

3/12/2020 – Illinois and VA station schedule finish date

### **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.

- 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 purpose of this project is to modify platforms at 28 stations along the Red and Blue Lines that were constructed before 2004, to accommodate three-car trains. Systems modifications include LRT systems that govern safe operations. Systems Integration Group (SIG) will work with Designers, Project Management, DART Maintenance and Operations staff to ensure systems modifications are verified and validated for continued LRT operations.

The Safety and Security Certification Review Team (SSCRT) and Capital Program Support, Safety and Security Certification personnel will verify Safety and Security Certifiable Items (SSCI). DART Maintenance to make systems modifications under Force Account. SIG and SSCI teams will verify.

**Status**

The RBPE project has a total of 354 Integrated tests and 655 Safety and Security Certifiable Items (SSCI).

The Systems Integration Group (SIG) activities are ongoing and will continue throughout the project. The SIG performed a total of 9 Integrated Tests as of December 2019, all passing.

Safety and Security Certification activities are ongoing and will continue throughout the project. In December 2019, 65 of the 655 SSCI's were verified and closed for the stations under construction.

DART Force Account anticipates systems work to start mid-February 2020. SIG anticipates continued integrated testing in mid-March 2020.

**Issues** None

# Six-Month Look Ahead

## Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS Six-Month Look Ahead						
Project	2020					
	January	February	March	April	May	June
<p>Red and Blue Line Platform Extensions - Pre-Construction/Force Account Systems Construction/Construction Related Activities</p>	<p>▲ NTP Group A Inside Junctions 12/23/19</p> <p>▲ DART Executes Groups A &amp; C FFPI SA's</p> <p>▲ Force Account Work Begins February, 2020</p> <p>▲ CROE Completes for Lovers Lane Station</p> <p>▲ RL - Group B Begin Arapaho Station Construction</p> <p>▲ RL - Group B Completes Park Lane &amp; Forest Lane Stations</p> <p>DART preparing Group C FFPI SA</p> <p>▲ RL - Group B Begins LBJ Central &amp; Lovers Lane Stations Construction</p> <p>▲ Inside Junct - Group A Begin Cityplace Station Construction</p> <p>▲ BL - Group E Begin Morrell &amp; Kiest Stations Construction</p> <p>▲ BL - Group E Complete Illinois &amp; VA Medical Stations</p>					
<p>Red and Blue Line Platform Extensions - Design Related Activities</p>	<p>Begin DSDC Services Mar 25, 2019A</p> <p>All 100% Final Design Submitted October 19, 2018A</p> <p>Continue DSDC Services</p>					
<p>Red and Blue Line Platform Extensions - OCIP Procurement Process - Forced Account Systems Elements</p>	<p>OCIP Coverage Continues through-out Project until Dec 2021</p> <p>Issue NTP's Long Lead Items (LLI's) August 2019A</p> <p>Force Account Work Commences May 13, 2019A</p> <p>▲ Long Lead Items arrive at Site</p>					
<p>Red and Blue Line Platform Extensions - Federal Process</p>	<p>DART submits Core Capacity &amp; SCC Templates for FFGA Application August 17, 2018A</p> <p>Receive FTA approval for Letter of no Prejudice (LONP) February 12, 2019A</p> <p>Receive FTA Region 6 approval for Long Lead Material Solicitations March 20, 2019A</p> <p>Complete Executive Review April 26, 2019A</p> <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	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 (December 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.



# **Program of Interrelated Projects**

## **Dallas Streetcar Central Link**



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# Cost Summary

## Interrelated Projects Central Link

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

- 1) Control Budget reflects approved FY19 Financial Plan value (pending City of Dallas Streetcar Interlocal Agreement Execution).
- 2) Committed values reflect activity through 12/31/19.
- 3) Expended to Date values reflect activity in DART's General Ledger through 12/31/19.

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

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

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

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

**Issues** The following are needed for project progress:

- Completion of city review of the Convention Center Loop design/cost by late 2019 to determine if all or part of project will be integrated into Central Link
- Completion of the Streetcar Master Plan in summer 2020 to determine how Central Link would interface with other potential expansion including M-line modifications
- Timely approval of request to enter Project Development once submitted to FTA, anticipated by summer 2020.

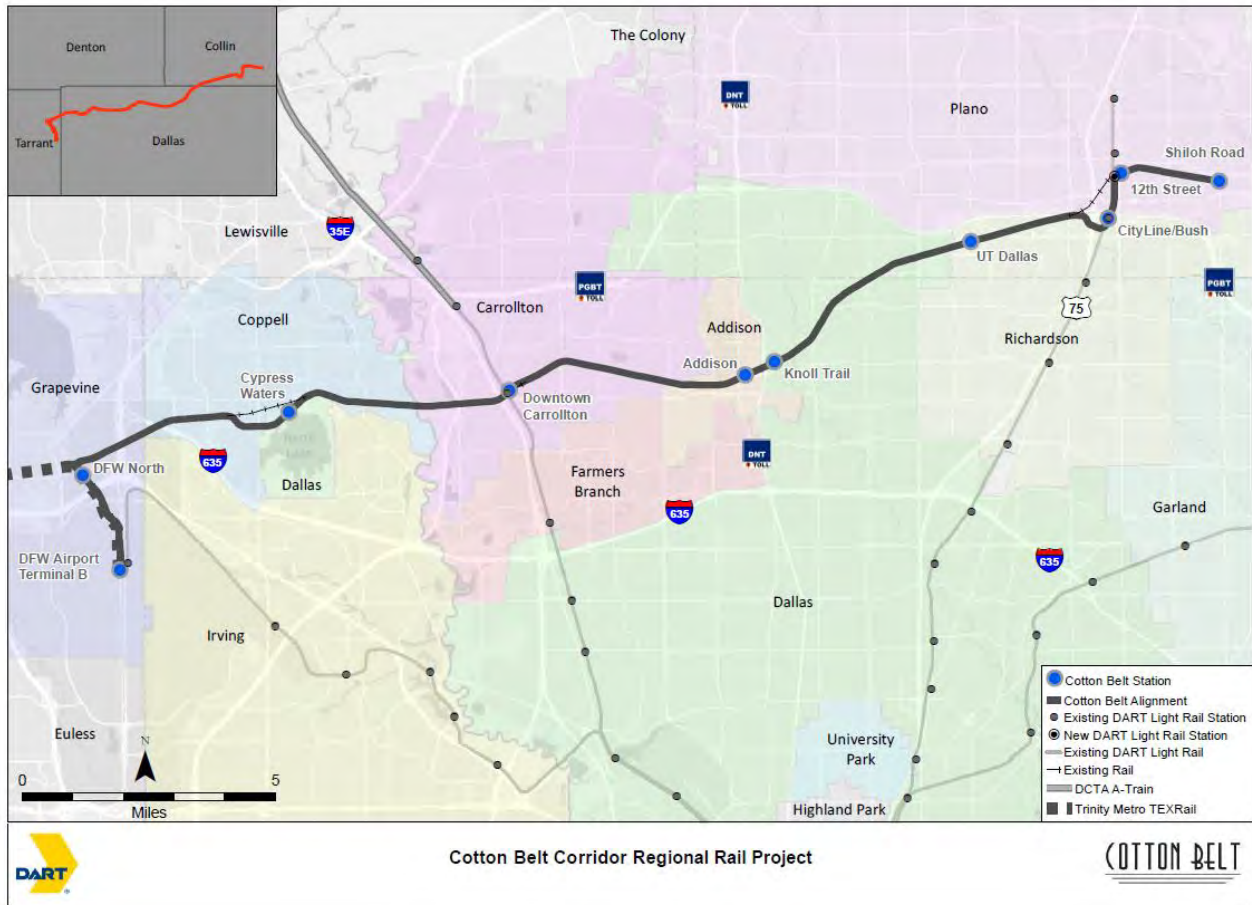


# Commuter Rail

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# Cotton Belt (Silver Line) Map

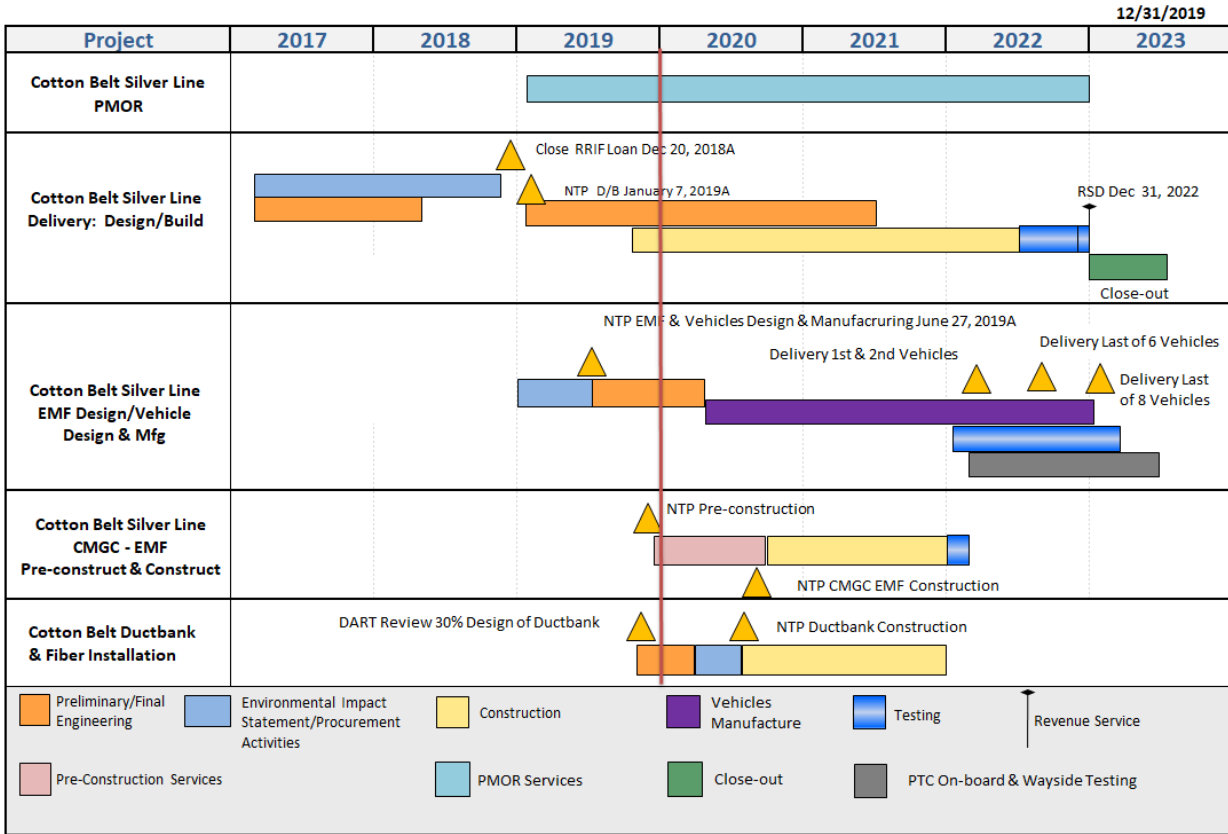
**Commuter  
Rail**



# Summary Control Schedule

Commuter Rail

## Cotton Belt Silver Line Summary Control Schedule



# Cost Summary

**Commuter  
Rail**

<b>COMMUTER RAIL Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Cotton Belt Corridor General	\$ 1,099.0	\$ 930.7	\$ 102.5
OPS/ Maintenance Facility	50.0	5.3	0.2
Commuter Rail Cars	94.0	117.7	10.5
<b>Cotton Belt Program</b>	<b>\$1,243.0</b>	<b>\$1,053.7</b>	<b>\$ 113.2</b>

- 1) Expended to date values reflect activity through 12/31/19, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 12/31/19.
- 3) Control Budget reflects FY20 approved Financial Plan value.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) 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 – 12/31/19) - \$ 105,004,289



**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](http://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. A supplemental agreement is being finalized for vehicle options including a 15-year Vehicle and EMF maintenance option.

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, evaluations and negotiations were completed for Pre-Construction services. An NTP for CMGC Pre-Construction Services is anticipated in January, 2020.

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.

**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 is not currently reviewing design plans or issuing permits for the Silver Line Project due to unresolved issues regarding Hillcrest Road and Coit Road. All parties are currently working towards mutually acceptable solutions.

# Six-Month Look Ahead



COTTON BELT SILVER LINE Six Months Look Ahead						
Project	2020					
	January	February	March	April	May	June
<b>Cotton Belt - Community Meetings</b>	Community Meetings/Art & Design Meetings Ongoing					
<b>Cotton Belt - DB Design &amp; Construction Related Activities</b>	AWH continues support of Art & Design Meetings and other jurisdictional coordination meetings, ongoing mobilization, corridor and systems design, ductbank design, design verifications, surveys of existing tracks, bridges, roadways, utility relocation agreements, geotech, reporting monthly schedule and cost progress, support Real Estate acquisitions and relocations.  ▲ AWH Submits Global Ductbank IFC Drawings - 03/26/2020					
<b>Cotton Belt - PMOR Activities</b>	PMOR Review & Approve D/B Contractor's Rev 1 Baseline Schedule Single Track May 2019A PMOR reviewed and approved AW&H revised Baseline Schedule with Double Track - 12/12/19  ▲ PMOR Review & Approve Stadler EMF/Vehicles Baseline Schedule  PMOR continues to provide Oversight for DART's Cotton Belt project - including coordination and reporting of issues					
<b>Cotton Belt - CMGC - EMF Pre-Construction &amp; Construction</b>	▲ EMF CMGC NTP Pre-Construction ▲ EMF CMGC Mobilization Begin Review of 30% EMF Design and Long Lead Items Packages  ▲ EMF CMGC Begins review of 65% EMF Design Submission					
<b>Cotton Belt - EMF Design</b>	▲ EMF 30% Design Submission (Urban Eng) ▲ Finalize Long Lead Items  ▲ EMF 65% Design Submission (Urban Eng) Modification in Progress from 03/08/2020 to 4/17/2020					
<b>Cotton Belt - Vehicle Manufacturing</b>	▲ DART Executed SA#001 - Vehicle Options and EMF/Vehicle Maintenance Contract Modification 1/3/2020 ▲ Final delivery of all spare parts ▲ Complete Final Design Authority Approval of final design review as outlined in Section 20.22 Authority Approval of Failure Modes and Effects Analysis (FMEA) Ongoing Revisions to PMP, Quality Management Plan and Proposed BL Schedule, Vehicle CDRL Preparation & Submittals Ongoing: Design & Performance Criteria/ Carbody Exterior/Operator's Cab/Doors/Heating Ventilation & AC/Lighting/Auxiliary Electrical Eqt./Propulsion System/Trucks/Friction Brack System/Communication and PTC System/Carbody Interior/Trainline and Local Signal Architecture/Monitoring & Diagnostics/Software Systems, Finalizing Order of LL Items					
<b>Cotton Belt - Ductbank &amp; Fiber Installation</b>	▲ AWH Submitted 30% Design of Ductbank DART Finalizing Ductbank Installation and Long Lead Materials Solicitations ▲ DART reviews 30% Design of Ductbank and prepares the Procurement Solicitation Documents AWH Continues Design of the Ductbank  ▲ AWH Submits Ductbank IFC Drawings - 03/26/2020 ▲ DART's review of Ductbank IFC Drawings Complete 04/09/2020					
<b>Cotton Belt - RRIF Loan Application Process</b>	RRIF Loan Closing Dec 20, 2018A					
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="display: flex; flex-direction: column; gap: 5px;"> <div style="display: flex; align-items: center;"><span style="width: 20px; height: 10px; background-color: #f4a460; border: 1px solid black;"></span> Design/Utilities/</div> <div style="display: flex; align-items: center;"><span style="width: 20px; height: 10px; background-color: #0070c0; border: 1px solid black;"></span> Design, Build,</div> </div> <div style="display: flex; flex-direction: column; gap: 5px;"> <div style="display: flex; align-items: center;"><span style="width: 20px; height: 10px; background-color: #70ad47; border: 1px solid black;"></span> GMP /IFB</div> <div style="display: flex; align-items: center;"><span style="font-size: 12px;">▲ -&gt;</span> Schedule Slippage for Look Ahead</div> </div> <div style="display: flex; flex-direction: column; gap: 5px;"> <div style="display: flex; align-items: center;"><span style="width: 20px; height: 10px; background-color: #fff2cc; border: 1px solid black;"></span> Fab/Construct/Test</div> <div style="display: flex; align-items: center;"><span style="width: 10px; height: 10px; background-color: #e67e22; border: 1px solid black; transform: rotate(45deg);"></span> Special Event</div> </div> <div style="display: flex; flex-direction: column; gap: 5px;"> <div style="display: flex; align-items: center;"><span style="width: 20px; height: 10px; background-color: #0070c0; border: 1px solid black;"></span> LRV Acceptance</div> <div style="display: flex; align-items: center;"><span style="font-size: 12px;">↑</span> Revenue Service</div> </div> </div>						



# Change Control Summary

Commuter  
Rail

## 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 (December 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-2033270-01	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 - FMOR	C-2034482-01	WSP/AZ&B 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-2037370-01	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	Statrec Consulting Services, Inc.									
Positive Train Control (Regional PTC)	FWTA Contract	Wabtec									
Positive Train Control (Regional PTC)	C-2032359-01	Meteorcomms									
Noble Branch Bridge	Pending	Pending	0	0	0	0	0	0	0%	0%	
		TOTALS:	898,818,757	32,783,064	931,601,821	0	898,818,757	32,783,064			

Legend: % Contingency = 70%

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



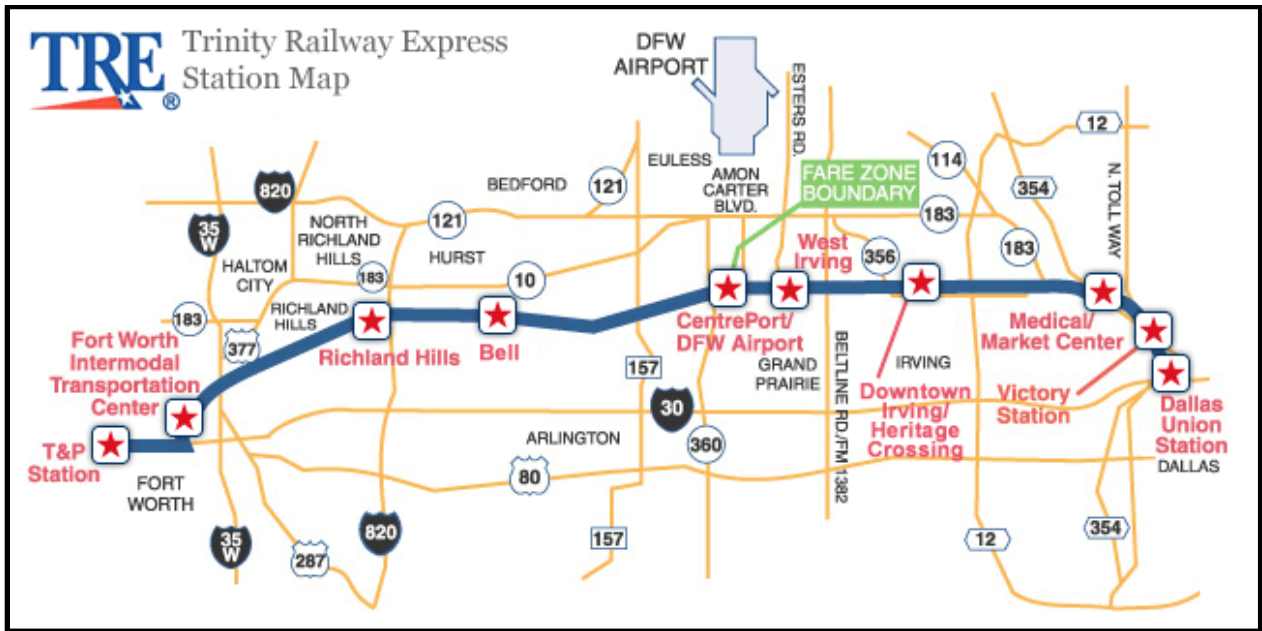
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# Trinity Railway Express (TRE) Projects



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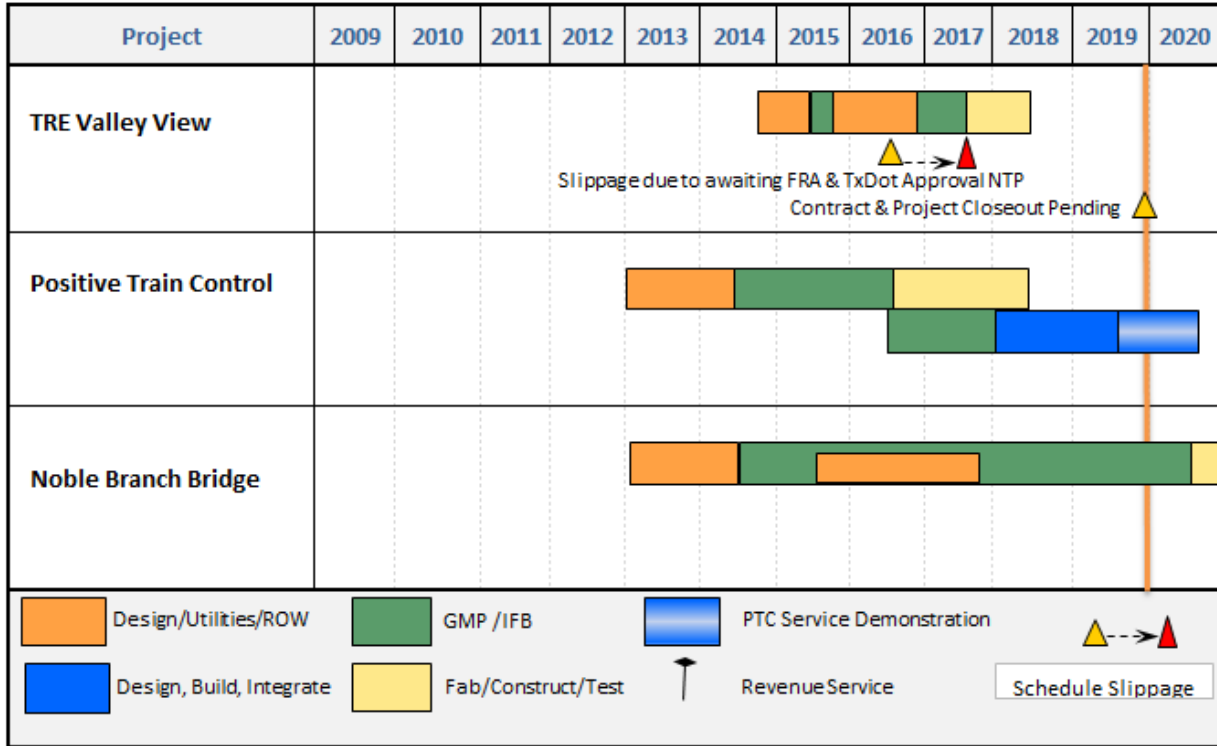


# Summary Control Schedule

TRE Projects

## TRE Projects Summary Control Schedules

12/31/2019



# Cost Summary

## TRE Projects

<b>TRE PROJECTS Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Valley View to West Irving Double Tracking <sup>(3,4,5)</sup>	\$ 22.7	\$ 23.4	\$ 23.3
Positive Train Control (PTC)	34.8	40.4	29.7
Noble Branch Bridge	10.7	0.5	0.5
MP 640.41 Inwood Bridge	1.6	0.2	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 12/31/19.
- 2) Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 12/31/19.
- 3) Control Budget value reflects DART's FY2011 approved Financial Plan value for this project.
- 4) Control Budget increased \$6.3M due to the scope of work of Bear Creek Bridge Rehabilitation being included in this project.
- 5) Control Budget increased \$2.0M (2015) for TRE Valley View.
- 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 second quarter.

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

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

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

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

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

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

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

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

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



# Positive Train Control (PTC)

TRE  
Projects

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

PTC Interoperability testing activities completed with TRE tenants includes Lab Interoperability End to End Testing with DGNO and FWWR, and Field Interoperability Testing with DGNO.

Wabtec has reported the following status as of December 31, 2019:

- System Engineering 76% complete
- Test Procedure Development 100% complete
- Engineering Functional Requirements 91% complete
- Track Data Services (GIS) 100% complete
- Communication Implementation 100% complete
- Wayside Implementation 100% complete
- Onboard Installation 100% complete
- Interoperable Train Control Message (ITCM) Hosting 100% complete
- Back Office System 100% complete
- System Integration 66% 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 June 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.

## East Side Abutment

East side abutment during drilling encountered an existing 12" water main. The relocation is ongoing. Final engineering is completed and work continues.

## 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. This was completed in 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.



# F59-PHI Locomotive Overhaul

TRE  
Projects

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

**Description** The F59-PHI Locomotive Overhaul project allows TRE to comply with the OEM requirements for a mid-life overhaul of the locomotives to achieve the 30-year life expectancy of the vehicles. TRE's small fleet consists of older model locomotives and it is important to maintain a state of good repair on all vehicles in order to meet the daily service requirements.

**Status** Notice to Proceed was issued to Progress Rail on July 19, 2018, indicating an anticipated release of the first unit by October 1, 2018. The first unit was provided to Progress Rail on October 15, 2019.

The project is funded with capital funds in the amount of \$3.8m.

Expected return dates are anticipated late 2020/early 2021, respectively.

**Issues** Delays

A series of crossing incidents damaged two TRE locomotives, removing them from revenue service. This caused further delays in providing Progress Rail the first unit for overhaul. Repairs to the two locomotives took more than a year.

The first unit was provided to Progress Rail on October 15, 2019.

# Level Overhaul and Side Sill Repair.

TRE  
Projects

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

**Description** TRE's fleet consists of eight bi-level cab cars and 17 bi-level coach cars. The Bi-Level Overhaul and Side Sill Repair project allows TRE to comply with the OEM requirements for a mid-life overhaul of the cars to achieve the 30-year life expectancy of the vehicles. It is important to maintain a state of good repair on all vehicles in order to meet the daily service requirements.

**Status** Notice to Proceed was issued to CAD Railways on September 9, 2019.

The project is funded with capital funds in the amount of \$15.9m.














**Issues Delays**  
A series of crossing incidents damaged three TRE bi-level cars, removing them from revenue service. This is causing delays in providing CAD Railways the first unit for overhaul. Repairs to the three bi-level cars are ongoing.

The first unit will be provided to CAD Railways once TRE is able to return all wrecked vehicles to revenue service.

# Six-Month Look Ahead



## TRE Projects Six-Month Look Ahead

Project	2020					
	January	February	March	April	May	June
<b>TRE Valley View</b>	Complete Bridge Slide April 10, 2018A Complete Trackwork May 3, 2018A Substantial Completion June 30, 2018A  Contract Retainage Payment & Close-out January, 2020					
<b>Noble Branch Bridge</b>	 Issue Solicitation for Construction  Solicitation response Due NTP Construction Noble Branch Bridge  Commence Construction Noble Branch Bridge  Notice of Award Noble Branch Bridge Construction  COTW/DART Brd Approve Construction Contract 					
<b>Positive Train Control (Fiber Installation)</b>	Completed					
<b>PTC Integrator</b>	 Extended PTC RSD Demonstration: Union Station to T & P Station Interoperability (Six Tenants) Lab Testing  Field Testing PTC Safety Plan - To Submit for Review March, 2020/ FRA Review Approved Sept, 2020 					
 Construct/Test  Design, Build, Integrate  PTC Service Demonstration  System Integration Testing						

# Change Control Summary

TRE  
Projects

TRE Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(December 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

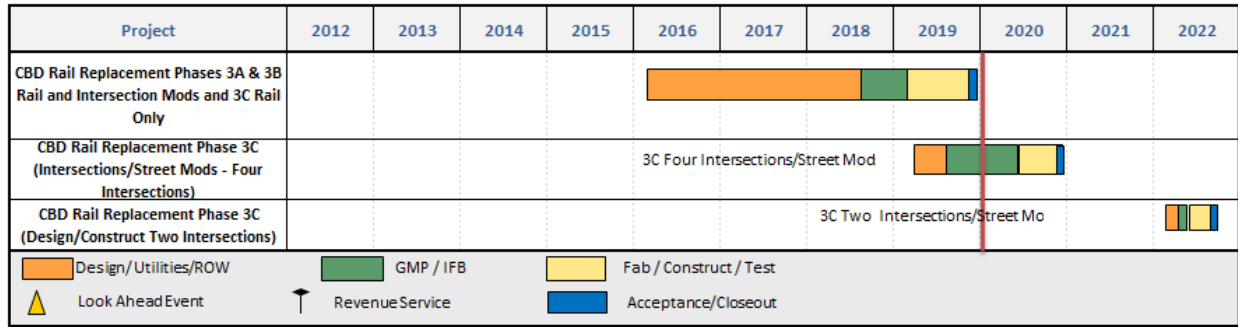
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# Summary Control Schedule

Additional Capital Development

## Additional Capital Development Projects Summary Control Schedules

12/31/2019





# Cost Summary

## Additional Capital Development

<b>ADDITIONAL CAPITAL DEVELOPMENT</b>			
<b>Cost Summary</b>			
<b>(in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
DART Police Facilities <sup>(3)</sup>	\$ 31.5	\$ 27.4	\$ 27.4
CBD Rail Replacement	43.0	27.0	25.1
Hidden Ridge Station	12.0	1.8	0.7

- 1) Expended to Date values reflect activity through 12/31/19 , as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 12/31/19 .
- 3) Control Budget reflects approved FY13 Financial Plan budget savings reduction of (\$3.5M), BCR 151.
- 4) Control Budget reflects Proposed Baseline Budget and FY19 Financial Plan Value; reflects scope related costs only and does not include projected financing costs.

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

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

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

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

**Northwest Police Substation**  
On December 21, 2017, DART enlisted architectural services to define program requirements for the police facility and other DART functions at the existing building at Walnut Hill/Denton Station. An in-progress submittal featuring schematic design floor plans dated March 23, 2018, was received by DART. Final 5% interior design plans were received and approved by DART Police in May 2018. 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

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**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 will assist City of Dallas in moving the Modbus functionalities into COD new ATC. 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 is in the process of installation P2P wireless equipment. The estimated completion of P2P network upgrade is the end of March 2020. 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.

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**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.

Authorization to utilize the traffic poles from the City of Dallas as OCS termination poles were received in late November 2019. Work was completed during the Thanksgiving holiday.

**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	2020					
	January	February	March	April	May	June
<b>CBD Rail Replacement Phase 3A &amp; 3B Rail and Intersection Mods and 3C Rail Only Construction</b> 	Milestone C - 3A, 3B, and 3C -Rail Replacement Complete					
<b>CBD Rail Replacement Phase 3C Four Intersections Modifications - Construction</b>	  Issue Solicitation Construction of Four CBD Intersection Modifications Award Contract for Construction of Four CBD Intersection Modifications  NTP Construction of Four CBD Intersection Modifications 					
 Design/Utilities/ROW  GMP /IFB  Construct/Test  Look Ahead Event						

# Change Control Summary

## Additional Capital Development

### Additional Capital Development - Change Control Summary

Facility/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Note (b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (December 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% <sup>a</sup>	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/Peolpes JV	\$13,480,787	\$674,039	\$14,154,826	\$0	\$13,480,787	\$674,039	0%	99%	
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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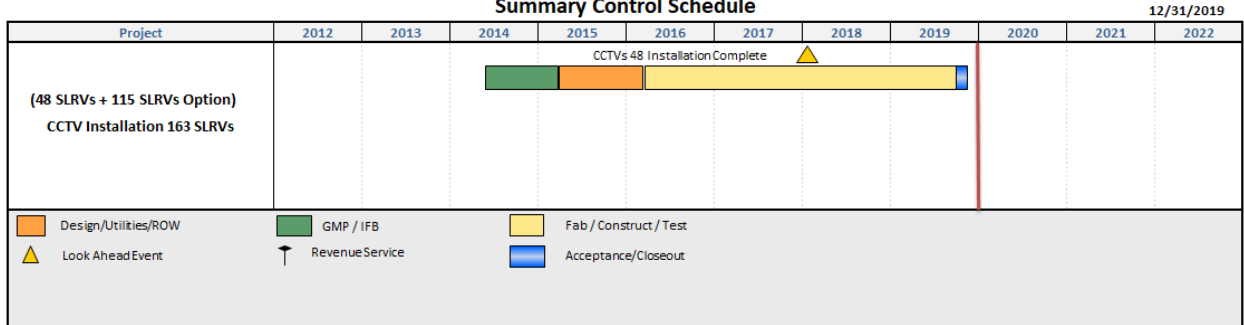
# Safety & Security Projects

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# Summary Control Schedule

## Safety & Security Projects

Safety & Security Projects  
Summary Control Schedule



# Cost Summary

## Safety & Security Projects

<b>SAFETY &amp; SECURITY PROJECTS</b>			
<b>Cost Summary</b>			
<b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
Safety & Security Improvements Outlying Stations	\$ 5.0	\$ 0.5	\$ 0.2
Safety & Security Improvements Downtown Dallas	3.0	1.1	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	10.5
Fare Barrier West End Station	3.0	0.4	0.2
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
<b>Total Safety &amp; Security Projects</b>	<b>\$ 25.5</b>	<b>\$ 12.6</b>	<b>\$ 11.7</b>

- 1) Committed values reflect activity through 12/31/19.
- 2) Expended to Date values reflect general ledger activity posted through 12/31/19.

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

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

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

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

A total of 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** DART and Digital Technology International (DTI) are working on an issue to resolve the position of the UPS batteries per LRV. Pending signature for DTI to execute SA #008 for DART to perform work in-house using contract retainage money.

DART and DTI are also working on resolving a power supply issue.

# Six-Month Look Ahead

## Safety & Security Projects

### Safety & Security Projects Six-Month Look Ahead

12/31/2019

Project	2019/2020					
	November	December	January	February	March	April
CCTV For 163 SLRVs (48 + 115)	<p>▲ CCTV Project Complete - October 22, 2019 Additional re-work on power supply is currently under review.</p>					
<p> <span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></span> Design/Utilities/ROW                <span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black;"></span> GMP /IFB                <span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Material Delivery/Install/Construct/Test  <span style="display: inline-block; width: 0; height: 0; border-left: 5px solid transparent; border-right: 5px solid transparent; border-bottom: 8px solid yellow;"></span> Look Ahead Event                <span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black;"></span> Acceptance/Closeout         </p>						



# Change Control Summary

## Safety & Security Projects

Safety and Security Projects - Change Control Summary

Rail Section/ Contract Package	Contract Number	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	(Note b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. (Note a)	Additional Comments (December 2019)
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

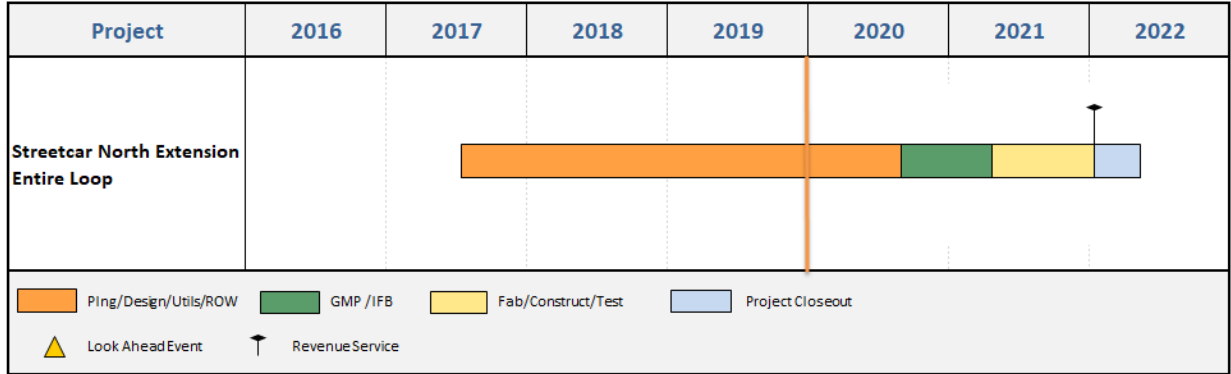
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# Summary Control Schedule

Streetcar Projects

## Dallas Streetcar Projects Summary Control Schedules

12/31/2019



# Cost Summary

## Streetcar Projects

<b>STREETCAR PROJECTS</b>			
<b>Cost Summary</b>			
<b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2,3,5)</sup></b>
Northern Streetcar Extension <sup>(4)</sup>	\$ 7.9	\$ 0.9	\$ 0.7
Streetcar Extension Vehicles	8.7	8.8	8.6
Streetcar Vehicles	10.4	10.4	10.5
<b>Streetcar Projects Total</b>	<b>\$ 27.0</b>	<b>\$ 20.3</b>	<b>\$ 19.8</b>

- 1) Committed values reflect activity through 12/31/19.
- 2) Expended to Date provided by DART Finance/Accounting through 12/31/19.
- 3) Expended to Date values exclude City of Dallas reimbursements.
- 4) Northern Streetcar Extension control budget reflects value of City of Dallas TMF Grant.

# 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.

The 30% design deliverable was submitted to the City of Dallas on October 2019.

**Issues** None

# Northern Streetcar Extension Project

Streetcar  
Projects

## Dallas Streetcar Projects Six-Month Look Ahead

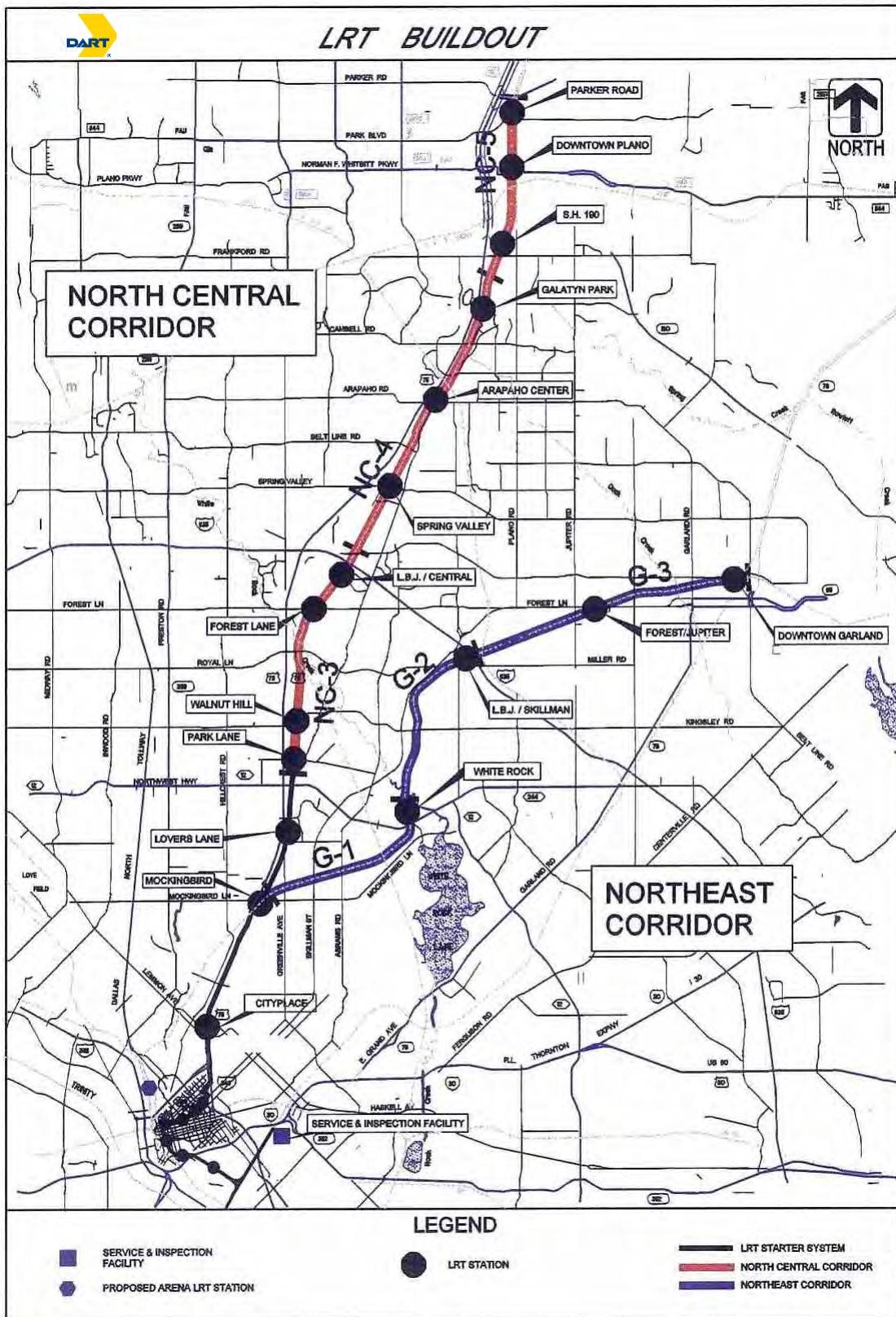
Project	2020					
	January	February	March	April	May	June
<b>Streetcar North Extension Entire Loop</b>	Ping/Design/Utils/ROW					
	▲ Streetcar Master Plan Wkshop COD 01/17/20		▲ COD Approve Funding	▲ COD / DART Approve ILA ▲ CATX - Approval ▲ NTP to Proceed for Final Design		
	← DART Continues Project Development/Preliminary Engineering/Environmental Impact Studies →					
		<span style="background-color: #f4a460; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Ping/Design/Utils/ROW	<span style="background-color: #6aa84f; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> GMP / IFB			
		▲ Look Ahead Event				



# 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.

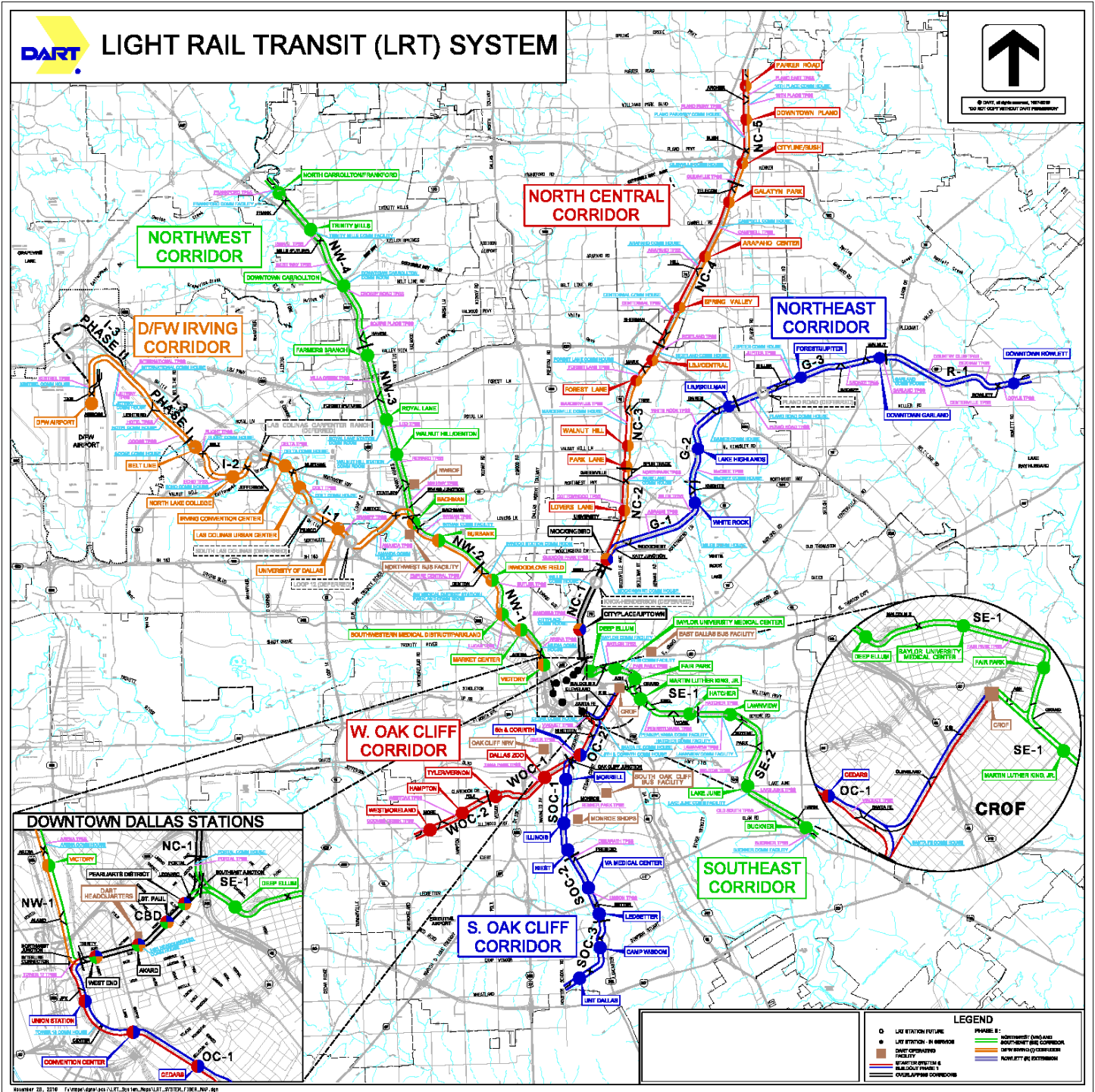
### **Quantum Hearing**

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



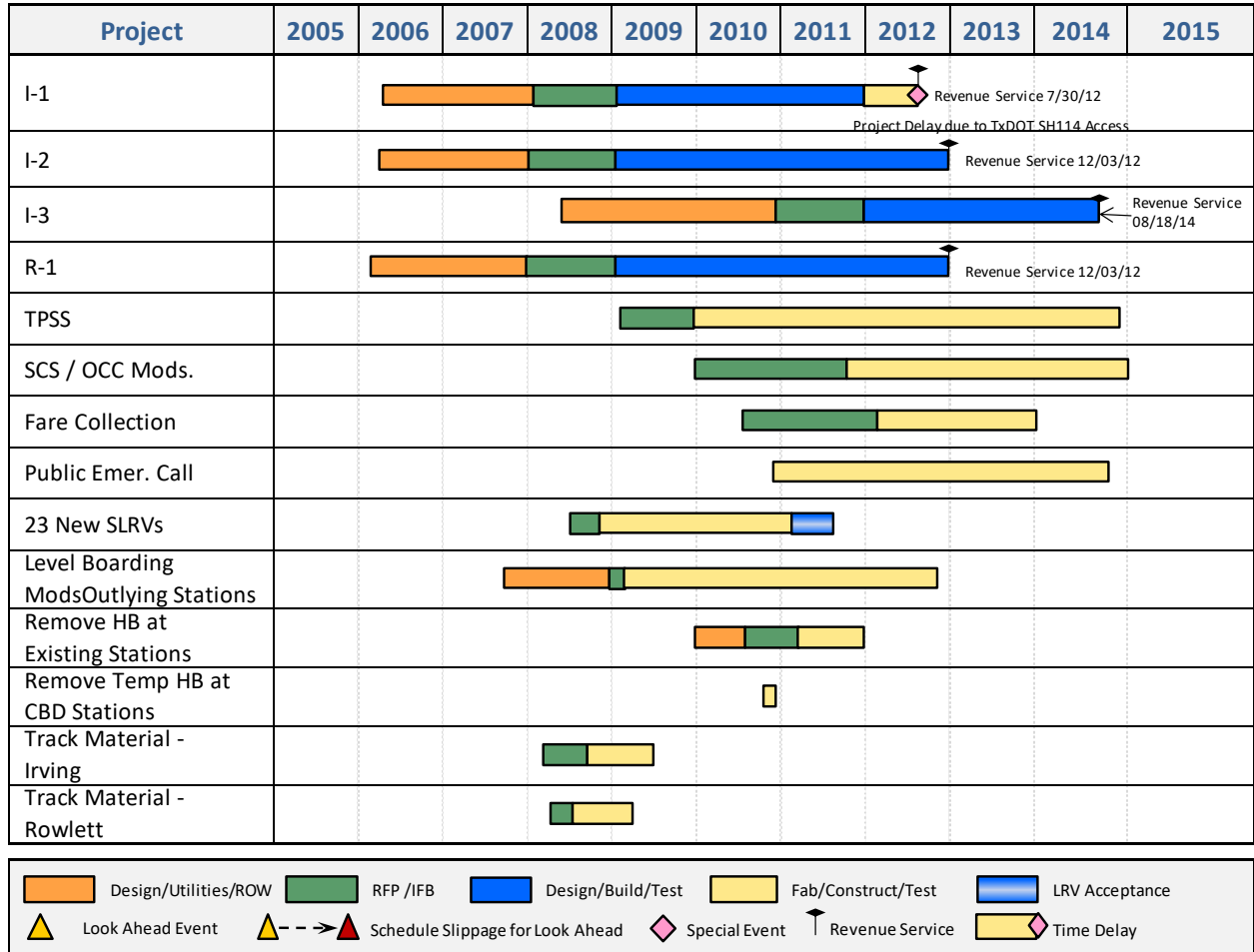
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# Summary Control Schedule

**LRT Buildout  
Phase IIB**

## LRT Buildout Phase IIB Summary Control Schedule

12/31/2017



# Cost Summary

## LRT Buildout Phase IIB

<b>LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)</b>			
	<b>Control Budget</b> <small>(3,4,5,6,7,8,9,10,11,12)</small>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
General Phase IIB	\$ 86.9	\$ 68.8	\$ 68.8
Irving-1	329.0	329.0	316.2
Irving-2	211.1	211.1	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
<b>LRT Buildout Phase IIB Total</b>	<b>\$ 1,318.5</b>	<b>\$ 1,300.5</b>	<b>\$ 1,299.5</b>

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



# LRT Buildout

## Phase III

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# Cost Summary

## LRT Buildout Phase III

<b>LRT BUILDOUT PHASE III Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(3,4,5)</sup></b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
General Phase III	\$ 43.7	\$ 20.7	\$ 20.7
SOC-3	128.4	128.4	128.2
NWROF <sup>(6)</sup>	18.0	18.0	18.0
Systems – Phase III <sup>(6)</sup>	4.5	4.5	4.5
Vehicles – Phase III <sup>(6)</sup>	20.6	20.6	20.6
<b>LRT Buildout Phase III Total</b>	<b>\$ 215.2</b>	<b>\$ 192.2</b>	<b>\$ 192.0</b>

- 1) Committed values reflect activity through 12/31/19.
- 2) Expended to date values reflect activity through 12/31/19.
- 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 – December 2019

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3	Security Transactions – Purchases
4	Security Transactions – Maturities, Calls, & Sales
5 – 6	Current Portfolio – Total
7	Portfolio Analysis by Fund
8 – 9	Changes in Market Value of Investments
10	Callable Securities Analysis
11	Debt Obligations
12 – 14	Glossary





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

**As Of**  
**December 31, 2019**

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

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

Handwritten signature of Joseph Costello in blue ink.

\_\_\_\_\_  
*Joseph Costello, Chief Financial Officer*

Handwritten signature of Dwight Burns in black ink.

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

Handwritten signature of Beverly Adler in black ink.

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

Handwritten signature of Wallace Waits in black ink.

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

# Quarterly Investment Report - Summary

**1st Qtr** FY20

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 1-1/2 to 1-3/4 percent on December 16th. Economic indicators released since October's Committee meeting pointed to a continued tight U.S. labor market with the unemployment rate near historic lows (3.5%). The long-term inflation expectations increased to two point three percent (2.3%) on a 12-month basis, and real gross domestic product (GDP) increase approximately two percent (2.0%) in 2019.

## Yield to Maturity Managed Funds

FY19	3/31	2.083
	6/30	2.073
	9/30	2.011
FY20	12/31	1.842

Ending Amortized Book Value as of December 31, 2019									
Portfolio	Agencies	Treasuries	CP	Pools	MMF's	Fund Totals	YTM	Compliant	
<b>Managed Funds</b>									
Operating	\$ 86,275,000	\$ -	\$ -	\$ 162,963,848	\$ -	\$249,238,848	1.819%	Yes	
Financial Reserve	48,455,000	-	-	1,545,001	-	50,000,001	1.958%	Yes	
MAIF	-	-	-	11,375,447	-	11,375,447	1.818%	Yes	
Platform Extensions	-	-	-	64,037,223	-	64,037,223	1.817%	Yes	
Silver Line	18,450,000	-	-	1,650,002	-	20,100,002	1.915%	Yes	
Insurance	12,200,000	-	-	59,506	-	12,259,506	1.863%	Yes	
SEAF	-	-	-	54,436,972	-	54,436,972	1.802%	Yes	
	\$ 165,380,000	\$ -	\$ -	\$ 296,067,999	\$ -	\$461,447,999	1.842%		
<b>Constrained Funds</b>									
Debt Service	\$ -	\$ -	\$ -	\$ 29,146,256	\$ 477,960	\$ 29,624,216	1.831%	Yes	
RTR	-	-	-	-	1,540,176	1,540,176	1.166%	Yes	
City of Irving ILA	-	-	-	3,312,248	-	3,312,248	1.817%	Yes	
COD Streetcar	-	-	-	-	11,800	11,800	1.166%	Yes	
Toyota	-	-	-	368,603	-	368,603	1.817%	Yes	
	\$ -	\$ -	\$ -	\$ 32,827,107	\$ 2,029,936	\$ 34,857,043	1.798%		
<b>All Funds</b>	<b>\$ 165,380,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 328,895,106</b>	<b>\$ 2,029,936</b>	<b>\$496,305,042</b>	<b>1.834%</b>		

The investment rating of each investment was reviewed on 12/31/19 and found to be in compliance with PFIA.

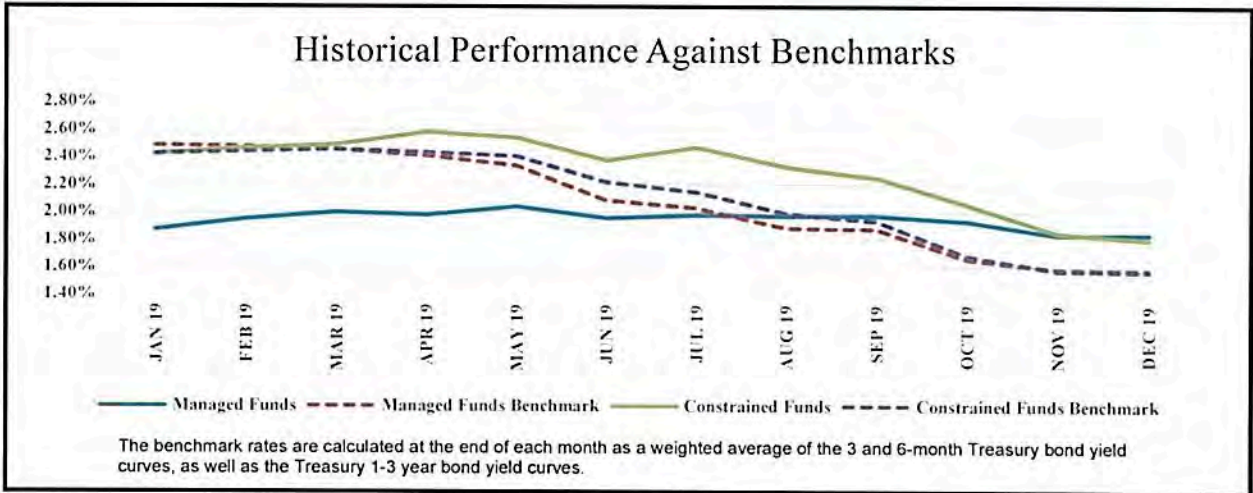
The investment strategy for the **Operating Fund** is to seek higher yielding liquid investments in the 1 day to 5 years range while increasing the coverage to shorter term investments. Strategies for the other funds are:

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



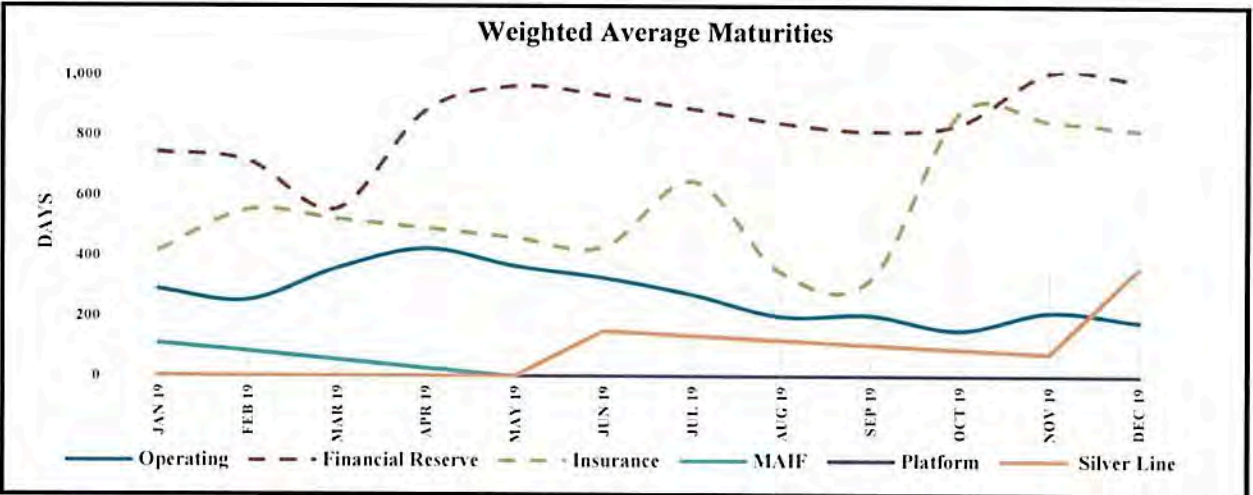
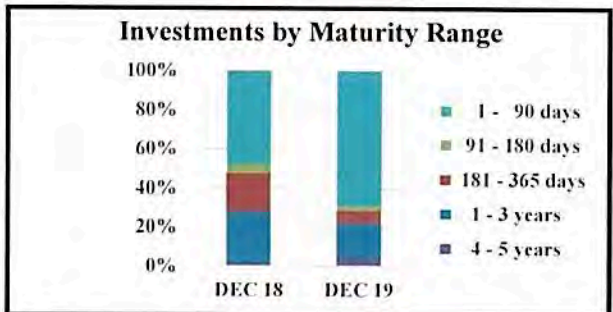
# Quarterly Investment Report - Summary

**1st Qtr** FY20



### Average Yield to Worst All Funds

	12 months ending		3 months	
	FY17	FY18	FY19	FY20
Actual	1.04%	1.46%	2.02%	1.90%
Benchmark	1.02%	1.95%	2.30%	1.60%



# Security Transactions - Purchases

**1st Qtr** **FY20**

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<b><u>OPERATING FUND</u></b>								
11/8/19	3134GUPZ7	FHLMC 1.76 11/8/2021-20	\$ 10,000,000	11/08/21	05/08/20	1.760	\$ 10,000,000	20-0006
11/12/19	3133EK5X0	FFCB 1.68 2/12/2021-20	\$ 5,000,000	02/12/21	02/12/20	1.680	\$ 5,000,000	20-0007
11/19/19	3133EK7L4	FFCB 1.66 11/19/2020-20	\$ 10,000,000	11/19/20	05/19/20	1.660	\$ 10,000,000	20-0008
11/25/19	3134GUTK6	FHLMC 1.75 8/25/2022-20	\$ 10,000,000	08/25/22	08/25/20	1.749	\$ 10,000,000	20-0010
12/30/19	3133ELEX7	FFCB 1.65 12/30/2021-20	\$ 13,000,000	12/30/21	12/30/20	1.650	\$ 13,000,000	20-0013
<b>TOTAL</b>			<b>\$ 48,000,000</b>			<b>1.699</b>	<b>\$ 48,000,000</b>	
<b><u>FINANCIAL RESERVE</u></b>								
10/3/19	3134GUEM8	FHLMC 2 10/3/2022-20	\$ 8,650,000	10/03/22	04/03/20	2.000	\$ 8,650,000	20-0001
10/15/19	3134GUGV6	FHLMC 2 10/15/2021-20	\$ 2,795,000	10/15/21	01/15/20	2.000	\$ 2,795,000	20-0003
10/30/19	3134GUME7	FHLMC 2 10/30/2023-20	\$ 10,000,000	10/30/23	04/30/20	2.000	\$ 10,000,000	20-0005
11/27/19	3133ELAP9	FFCB 1.95 11/27/2023-20	\$ 4,030,000	11/27/23	02/27/20	1.950	\$ 4,030,000	20-0011
11/27/19	3134GUSP6	FHLMC 2 11/27/2023-20	\$ 4,900,000	11/27/23	02/27/20	2.000	\$ 4,900,000	20-0009
<b>TOTAL</b>			<b>\$ 30,375,000</b>			<b>1.993</b>	<b>\$ 30,375,000</b>	
<b><u>SILVER LINE</u></b>								
12/16/19	3134GUXB1	FHLMC 1.7 12/16/2021-20	\$ 8,450,000	12/16/21	06/16/20	1.700	\$ 8,450,000	20-0012
<b>TOTAL</b>			<b>\$ 8,450,000</b>			<b>1.700</b>	<b>\$ 8,450,000</b>	
<b><u>PLATFORM EXTENSION</u></b>								
<b>TOTAL</b>			<b>\$ -</b>			<b>0.000</b>	<b>\$ -</b>	
<b><u>INSURANCE RESERVE</u></b>								
10/10/19	3133EKX84	FFCB 2.07 7/10/2023-20	\$ 3,600,000	07/10/23	01/10/20	2.070	\$ 3,600,000	20-0002
10/16/19	3134GUGA2	FHLMC 2 10/16/2023-20	\$ 1,500,000	10/16/23	04/16/20	2.000	\$ 1,500,000	20-0004
<b>TOTAL</b>			<b>\$ 5,100,000</b>			<b>2.049</b>	<b>\$ 5,100,000</b>	
<b><u>REGIONAL TOLL ROAD FUND</u></b>								
<b>TOTAL</b>			<b>\$ -</b>			<b>0.000</b>	<b>\$ -</b>	
<b><u>TOYOTA FUND</u></b>								
<b>TOTAL</b>			<b>\$ -</b>			<b>0.000</b>	<b>\$ -</b>	
<b>GRAND TOTAL</b>			<b>\$ 91,925,000</b>				<b>\$ 91,925,000</b>	



# Security Transactions - Maturities, Calls & Sales

**1st Qtr** **FY20**

Sale Date	Action	Maturity Date	CUSIP	Security Description	Beg Cost Val & Accrued Int.	Int Received Current Qtr	Realized Gain/Loss	Original Disc/(Prem)
<b><u>OPERATING FUND</u></b>								
10/8/19	Called	01/08/21	3130AG7L3	FHLB 2.5 1/8/2021-19	\$ 5,000,000	\$ 62,500	\$ -	\$ -
10/11/19	Matured	10/11/19	3133EGXK6	FFCB 1.12 10/11/2019-17	9,995,300	56,000	7,500.00	7,500.00
10/25/19	Matured	10/25/19	3130A9U82	FHLB 1.14 10/25/2019-17	10,000,000	57,000	-	-
10/26/19	Called	07/26/21	3130ABV94	FHLB Step 7/26/2021-18	9,985,000	0	15,000	15,000
11/9/19	Called	02/09/22	3130ABVZ6	FHLB Step 2/9/2022-18	5,000,000	0	-	-
11/15/19	Matured	11/15/19	3130AA3R7	FHLB 1.375 11/15/2019	9,997,700	68,750.00	2,300	2,300
11/21/19	Called	12/27/19	3133EG2M6	FFCB 1.7 12/27/2019-17	10,000,000	-	-	-
11/29/19	Matured	11/29/19	3136G4HF3	FNMA 1.35 11/29/2019-17	9,500,000	64,125	-	-
12/19/19	Matured	12/19/19	3133EGU86	FFCB 1.5 12/19/2019-17	10,000,000	75,000	-	-
12/23/19	Called	09/23/20	3130AH5K5	FHLB 2 9/23/2020-19	10,000,556	0	-	-
12/27/19	Called	03/27/20	3136G4JR5	FNMA 1.625 3/27/2020-17	3,000,000	-	-	-
12/27/19	Called	09/27/21	3134GUEJ5	FHLMC 2 9/27/2021-19	10,000,000	0	-	-
12/29/19	Called	09/29/20	3130ACFY5	FHLB Step 9/29/2020-18	10,000,000	0	-	-
12/29/19	Called	12/29/20	3130ACDS0	FHLB Step 12/29/2020-18	10,000,000	0	-	-
12/30/19	Matured	12/30/19	3134GAYY4	FHLMC 1.5 12/30/2019-17	10,000,000	75,000	-	-
<b>TOTAL \$</b>					<b>132,478,556</b>	<b>\$ 458,375</b>	<b>\$ 24,800</b>	<b>\$ 24,800</b>
<b><u>FINANCIAL RESERVE FUND</u></b>								
10/1/19	Called	04/01/24	3134GTCJ0	FHLMC 2.75 4/1/2024-19	\$ 8,650,000	\$ 118,938	\$ -	\$ -
10/15/19	Called	07/15/22	3134GTA29	FHLMC 2.35 7/15/2022-19	2,795,000	-	-	-
10/26/19	Called	07/26/21	3130ABWA0	FHLB Step 7/26/2021-18	10,000,000	-	-	-
11/24/19	Called	11/24/21	3134GAZE7	FHLMC 2 11/24/2021-17	4,030,000	40,300.00	-	-
11/26/19	Matured	11/26/19	3136G4JA2	FNMA 1.5 11/26/2019-17	4,900,000	36,750.00	-	-
<b>TOTAL \$</b>					<b>30,375,000</b>	<b>\$ 195,988</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>SILVER LINE</u></b>								
<b>TOTAL \$</b>					<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u></b>								
<b>TOTAL \$</b>					<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>PLATFORM EXTENSION FUND</u></b>								
<b>TOTAL \$</b>					<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>INSURANCE</u></b>								
10/11/19	Matured	10/11/19	3133EGXK6	FFCB 1.12 10/11/2019-17	\$ 1,497,933	\$ 8,400	\$ 3,000	\$ 3,000
<b>TOTAL \$</b>					<b>1,497,933</b>	<b>\$ 8,400</b>	<b>\$ 3,000</b>	<b>\$ 3,000</b>
<b>GRAND TOTAL \$</b>					<b>164,351,489</b>	<b>\$ 662,763</b>	<b>\$ 27,800</b>	<b>\$ 27,800</b>



# Current Portfolio - Total

**1st Qtr** **FY20**

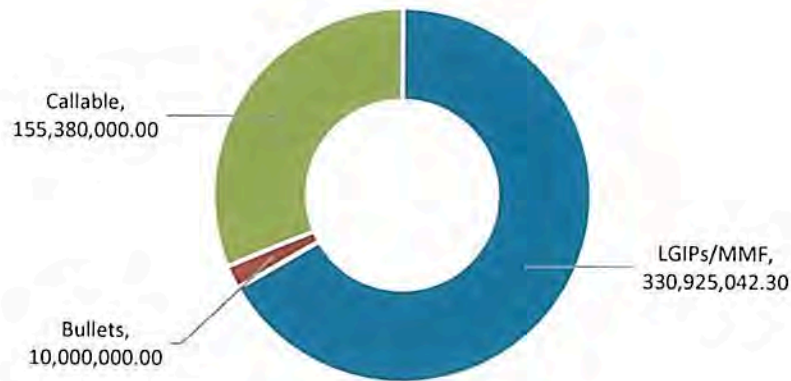
Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Settle Date	Invest #
FFCB 1.12 10/11/2019-17	3133EGXK6	1,500,000	1.12	10/11/2019	1.19	1.19	\$ 1,500,000	-	-	10/31/2016	17-0006
FFCB 1.12 10/11/2019-17	3133EGXK6	10,000,000	1.12	10/11/2019	1.15	1.15	10,000,000	-	-	10/20/2016	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	-	-	10/25/2016	17-0004
FHLB 1.375 11/15/2019	3130AA3R7	10,000,000	1.38	11/15/2019	1.38	1.38	9,999,903	-	-	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	-	-	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	-	-	11/29/2016	17-0011
FFCB 1.5 12/19/2019-17	3133EGLU6	10,000,000	1.50	12/19/2019	1.50	1.50	10,000,000	-	-	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	-	-	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	-	-	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	-	-	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	9,986,301	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	10,013,438	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	3,273,165	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	3,990,287	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	9,999,876	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	4,991,220	8/30/2016	16-0119
FHLB 2 9/23/2020-19	3130AH5K5	10,000,000	2.00	9/23/2020	2.00	2.00	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	-	-	9/29/2017	17-0044
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	2,993,851	11/9/2016	17-0008
FHLB Step 12/29/2020-18	3130ACDS0	10,000,000	1.75	12/29/2020	1.88	1.56	10,000,000	-	-	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	-	-	4/8/2019	19-0012
FFCB 1.66 11/19/2020-20	3133EK7L4	10,000,000	1.66	11/19/2020	1.66	1.66	-	10,000,000	10,001,983	11/19/2019	20-0008
FFCB 1.68 2/12/2021-20	3133EK5X0	5,000,000	1.68	2/12/2021	1.68	1.68	-	5,000,000	5,000,226	11/12/2019	20-0007
FHLB 2.1 4/29/2021-20	3130AGT54	5,000,000	2.10	4/29/2021	2.10	2.10	5,000,000	5,000,000	5,000,728	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	-	-	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	-	-	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	4,100,000	4,100,884	7/29/2019	19-0016
FHLMC 2 10/15/2021-20	3134GUGV6	2,795,000	2.00	10/15/2021	2.00	2.00	-	2,795,000	2,793,784	10/15/2019	20-0003
FHLMC 1.76 11/8/2021-20	3134GUPZ7	10,000,000	1.76	11/8/2021	1.76	1.76	-	10,000,000	10,001,167	11/8/2019	20-0006
FHLMC 1.7 12/16/2021-20	3134GUXB1	8,450,000	1.70	12/16/2021	1.70	1.70	-	8,450,000	8,443,375	12/16/2019	20-0012
FFCB 1.65 12/30/2021-20	3133ELFX7	13,000,000	1.65	12/30/2021	1.65	1.65	-	13,000,000	12,997,996	12/30/2019	20-0013
FHLMC 2 9/27/2021-19	3134GUEJ5	10,000,000	2.00	9/27/2021	2.00	2.00	10,000,000	-	-	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	-	-	11/30/2016	17-0013
FHLB Step 2/9/2022-18	3130ABVZ6	5,000,000	1.85	2/9/2022	2.06	1.80	5,000,000	-	-	8/9/2017	17-0038
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	10,012,560	3/25/2019	19-0004
FHLB Step 8/22/2022-17	3130AC2B9	5,245,000	1.75	8/22/2022	1.75	1.75	-	5,245,000	5,245,569	8/28/2017	17-0040
FHLMC 1.75 8/25/2022-20	3134GUTK6	10,000,000	1.75	8/25/2022	1.75	1.75	-	10,000,000	9,993,162	11/25/2019	20-0010
FHLMC 2 10/3/2022-20	3134GUEM8	8,650,000	2.00	10/3/2022	2.00	2.00	-	8,650,000	8,637,902	10/3/2019	20-0001
FHLMC 2.625 5/22/2023-20	3134GTMV2	3,835,000	2.63	5/22/2023	2.63	2.63	-	3,835,000	3,843,185	5/22/2019	19-0013
FFCB 2.07 7/10/2023-20	3133EKX84	3,600,000	2.07	7/10/2023	2.07	2.07	-	3,600,000	3,558,591	10/10/2019	20-0002
FHLMC 2 10/16/2023-20	3134GUGA2	1,500,000	2.00	10/16/2023	2.00	2.00	-	1,500,000	1,487,048	10/16/2019	20-0004
FHLMC 2 10/30/2023-20	3134GUME7	10,000,000	2.00	10/30/2023	2.00	2.00	-	10,000,000	9,980,157	10/30/2019	20-0005
FHLMC 2 11/27/2023-20	3134GUSP6	4,900,000	2.00	11/27/2023	2.00	2.00	-	4,900,000	4,881,587	11/27/2019	20-0009
FFCB 1.95 11/27/2023-20	3133ELAP9	4,030,000	1.95	11/27/2023	1.95	1.95	-	4,030,000	4,025,089	11/27/2019	20-0011
FHLMC 2.35 7/15/2022-19	3134GTA29	2,795,000	2.35	7/15/2022	2.35	2.35	2,795,000	-	-	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	-	-	8/28/2017	17-0040
FHLMC 2.625 5/22/2023-20	3134GTMV2	3,835,000	2.63	5/22/2023	2.63	2.63	3,835,000	-	-	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	-	-	4/1/2019	19-0009
Amegy Debt Serv MM	MM0002	246,332	N/A	N/A	2.05	2.05	246,332	477,960	477,960	9/30/2011	MMI-0002
LOGIC - Op LGIP	MM0041	38,722,283	N/A	N/A	2.17	2.17	38,722,283	60,545,678	60,545,678	9/2/2016	MMI-0041
LOGIC - Fin Res LGIP	MM0042	1,545,003	N/A	N/A	2.25	2.25	1,545,003	1,545,001	1,545,001	9/7/2016	MMI-0042
LOGIC -MAIF LGIP	MM0043	10,956,846	N/A	N/A	2.25	2.25	10,956,846	11,375,447	11,375,447	9/7/2016	MMI-0043
LOGIC - Irving ILA LGIP	MM0046	3,296,381	N/A	N/A	2.25	2.25	3,296,381	3,312,248	3,312,248	7/10/2018	MMI-0046
LOGIC - Silver Line LGIP	MM0047	10,100,015	N/A	N/A	2.25	2.25	10,100,015	1,650,002	1,650,002	7/2/2018	MMI-0047
LOGIC - (T) Bond Prin LGIP	MM0071	52,984,701	N/A	N/A	2.25	2.25	52,984,701	7,938,300	7,938,300	2/7/2017	MMI-0071



# Current Portfolio - Total

**1st Qtr** **FY20**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #	
Wells RTR Plano MM	MM0019	1,535,278	N/A	N/A	1.58	1.58	\$ 1,535,278	\$ 1,540,176	\$ 1,540,176	9/30/2011	MM-0019	
Wells Streetcar MM	MM0022	11,762	N/A	N/A	1.58	1.58	11,762	11,800	11,800	9/30/2011	MM-0022	
LOGIC - Insurance LGIP	MM0040	3,656,926	N/A	N/A	2.25	2.25	3,656,926	59,506	59,506	8/29/2019	MM-0040	
LOGIC - Platform LGIP	MM0044	63,730,452	N/A	N/A	2.25	2.25	63,730,452	64,037,223	64,037,223	9/7/2016	MM-0044	
LOGIC - Toyota LGIP	MM0045	866,606	N/A	N/A	2.25	2.25	866,606	368,603	368,603	9/29/2016	MM-0045	
LOGIC - SEAF LGIP	MM0049	66,923,880	N/A	N/A	2.17	2.17	66,923,880	54,436,972	54,436,972	5/7/2019	MM-0049	
TexasCLASS OP- LGIP	MM0050	26,072,414	N/A	N/A	2.21	2.21	26,072,414	47,242,721	47,242,721	8/6/2019	MM-0050	
TexPool - Op LGIP	MM0051	27,100,834	N/A	N/A	2.27	2.27	27,100,834	50,136,996	50,136,996	9/6/2016	MM-0051	
TexasDaily OP - LGIP	MM0052	5,015,776	N/A	N/A	2.15	2.15	5,015,776	5,038,453	5,038,453	8/9/2019	MM-0052	
TexPool - (T) Bond Int LGIP	MM0072	66,372,153	N/A	N/A	2.27	2.27	66,372,153	21,207,956	21,207,956	1/26/2017	MM-0072	
<b>GRAND TOTALS</b>					<b>1.834</b>	<b>1.828</b>	<b>\$ 616,967,546</b>	<b>\$ 496,305,042</b>	<b>\$ 496,178,174</b>			



# Portfolio Analysis by Fund

1st Qtr

FY20

( \$ = 000s )

	Operating	Financial Reserve	MAIF	Insurance	Platform	Silver Line	SEAF	Irving I/A	R/R	Streetcar	Toyota	Debt Service	TOTAL
Face Value	\$ 249,239	\$ 50,000	\$ 11,375	\$ 12,260	\$ 64,037	\$ 20,100	\$ 54,437	\$ 3,312	\$ 1,540	\$ 12	\$ 369	\$ 29,624	\$ 496,305
Market Value	249,231	49,934	11,375	12,200	64,037	20,107	54,437	3,312	1,540	12	369	29,624	496,178
Unrealized Gain (Loss)	(8)	(66)	-	(60)	-	7	-	-	-	-	-	-	(127)
Ending Amort. Book Value	249,239	50,000	11,375	12,260	64,037	20,100	54,437	3,312	1,540	12	369	29,624	496,305
Cash Balance in dda accounts	591	-	-	-	-	-	-	-	-	-	-	-	591
Amortized Value Plus Cash	249,830	50,000	11,375	12,260	64,037	20,100	54,437	3,312	1,540	12	369	29,624	496,896
Accrued Interest	276	195	-	43	-	41	-	-	-	-	-	-	555
<b>TOTAL FUND VALUE</b>	<b>\$ 250,106</b>	<b>\$ 50,195</b>	<b>\$ 11,375</b>	<b>\$ 12,303</b>	<b>\$ 64,037</b>	<b>\$ 20,141</b>	<b>\$ 54,437</b>	<b>\$ 3,312</b>	<b>\$ 1,540</b>	<b>\$ 12</b>	<b>\$ 369</b>	<b>\$ 29,624</b>	<b>\$ 497,451</b>
<b>KEY COMPLIANCE TARGETS</b>													
Minimum Fund Requirement	\$ 137,600			\$ 12,068									
Excess / (Shortfall) in Fund	\$ 112,506			\$ 235									
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)	184	981	1	817	1	361	1	1	1	1	1	1	226
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)	968	1,427	1	1,385	1	716	1	1	1	1	1	1	
Are Funds TX PEIA 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? <sup>2</sup>	Yes												
<b>INVESTMENT COMPARISON</b>													
Yield to Worst	1.819%	1.894%	1.818%	1.863%	1.817%	1.915%	2.166%	2.246%	1.166%	1.166%	1.828%	1.831%	1.828%
6-Month T-Bill	1.582%	1.582%	1.582%	1.582%	1.582%	1.582%	1.582%	1.582%	1.582%	1.582%	1.582%	1.582%	1.582%
Wgt. Average Fund Variance	0.237%	0.312%	0.236%	0.281%	0.235%	0.333%	0.584%	0.664%	-0.416%	-0.416%	0.246%	0.249%	0.246%

**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

**1st Qtr FY20**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	09/30/19 Market Value	12/31/19 Market Value	Change from Prior Quarter
Operating	FFCB 1.12 10/11/2019-17	1.12	10/11/19		\$ 10,000,000	\$ 9,998,000	\$ -	\$ (9,998,000)
Insurance	FFCB 1.12 10/11/2019-17	1.12	10/11/19		1,500,000	1,499,700	-	(1,499,700)
Operating	FHLB 1.14 10/25/2019-17	1.14	10/25/19		10,000,000	9,995,000	-	(9,995,000)
Operating	FHLB 1.375 11/15/2019	1.38	11/15/19		10,000,000	9,993,000	-	(9,993,000)
Financial Reserve	FNMA 1.5 11/26/2019-17	1.50	11/26/19		4,900,000	4,896,570	-	(4,896,570)
Operating	FNMA 1.35 11/29/2019-17	1.35	11/29/19		9,500,000	9,491,450	-	(9,491,450)
Operating	FFCB 1.5 12/19/2019-17	1.50	12/19/19		10,000,000	9,993,000	-	(9,993,000)
Operating	FFCB 1.7 12/27/2019-17	1.70	12/27/19		10,000,000	9,996,000	-	(9,996,000)
Operating	FHLMC 1.5 12/30/2019-17	1.50	12/30/19		10,000,000	9,990,000	-	(9,990,000)
Operating	FNMA 1.625 3/27/2020-17	1.63	03/27/20	12/27/2019	3,000,000	2,996,700	-	(2,996,700)
Operating	FNMA 1.3 3/30/2020-17	1.30	03/30/20	12/30/2019	10,000,000	9,960,000	9,986,301	26,301
Silver Line	FAMC 2.12 4/30/2020	2.12	04/30/20		10,000,000	10,008,000	10,013,438	5,438
Operating	FHLB 1.5 6/15/2020-17	1.50	06/15/20		3,275,000	3,267,468	3,273,165	5,697
Financial Reserve	FHLB 1.23 7/14/2020-17	1.23	07/14/20		4,000,000	3,977,600	3,990,287	12,687
Operating	FNMA 1.5 8/25/2020-17	1.50	08/25/20	11/25/2019	10,000,000	9,976,000	9,999,876	23,876
Financial Reserve	FNMA 1.4 8/28/2020-17	1.40	08/28/20	11/30/2019	5,000,000	4,979,500	4,991,220	11,720
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	10,006,000	-	(10,006,000)
Insurance	FFCB 1.36 11/9/2020-17	1.36	11/09/20		3,000,000	2,985,900	2,993,851	7,951
Operating	FFCB 1.66 11/19/2020-20	1.66	11/19/20	5/19/2020	10,000,000	-	10,001,983	10,001,983
Operating	FFCB 1.68 2/12/2021-20	1.68	02/12/21	2/12/2020	5,000,000	-	5,000,226	5,000,226
Operating	FHLB Step 12/29/2020-18	2.00	12/29/20	12/29/2019	10,000,000	10,005,000	-	(10,005,000)
Operating	FHLB 2.5 1/8/2021-19	2.50	01/08/21	10/8/2019	5,000,000	5,000,500	-	(5,000,500)
Operating	FHLB 2.1 4/29/2021-20	2.10	04/29/21	1/29/2020	5,000,000	5,000,500	5,000,728	228
Financial Reserve	FHLB Step 7/26/2021-18	2.00	07/26/21	10/26/2019	10,000,000	10,003,000	-	(10,003,000)
Operating	FHLB Step 7/26/2021-18	2.00	07/26/21	10/26/2019	10,000,000	10,002,000	-	(10,002,000)
Insurance	FHLMC 2 7/29/2021-20	2.00	07/29/21	4/29/2020	4,100,000	4,100,820	4,100,884	64
Financial Reserve	FHLMC 2 10/15/2021-20	2.00	10/15/21	1/15/2020	2,795,000	-	2,793,784	2,793,784
Operating	FHLMC 1.76 11/8/2021-20	1.76	11/08/21	5/8/2020	10,000,000	-	10,001,167	10,001,167
Silver Line	FHLMC 1.7 12/16/2021-20	1.70	12/16/21	6/16/2020	8,450,000	-	8,443,375	8,443,375
Operating	FFCB 1.65 12/30/2021-20	1.65	12/30/21	12/30/2020	13,000,000	-	12,997,996	12,997,996
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	4,031,209	-	(4,031,209)
Operating	FHLB Step 2/9/2022-18	2.00	02/09/22	11/9/2019	5,000,000	5,002,000	-	(5,002,000)
Operating	FAMC 2.63 3/25/2022-20	2.63	03/25/22	3/25/2020	10,000,000	10,028,000	10,012,560	(15,440)
Financial Reserve	FHLMC 2.35 7/15/2022-19	2.35	07/15/22	10/15/2019	2,795,000	2,795,280	-	(2,795,280)
Financial Reserve	FHLB Step 8/22/2022-17	1.75	08/22/22	11/22/2019	5,245,000	5,246,049	5,245,569	(480)
Operating	FHLMC 1.75 8/25/2022-20	1.75	08/25/22	8/25/2020	10,000,000	-	9,993,162	9,993,162
Financial Reserve	FHLMC 2 10/3/2022-20	2.00	10/03/22	4/3/2020	8,650,000	-	8,637,902	8,637,902
Financial Reserve	FHLMC 2.625 5/22/2023-20	2.63	05/22/23	5/22/2020	3,835,000	-	3,843,185	3,843,185
Insurance	FFCB 2.07 7/10/2023-20	2.07	07/10/23	1/10/2020	3,600,000	-	3,558,591	3,558,591
Insurance	FHLMC 2 10/16/2023-20	2.00	10/16/23	4/16/2020	1,500,000	-	1,487,048	1,487,048
Financial Reserve	FHLMC 2 10/30/2023-20	2.00	10/30/23	4/30/2020	10,000,000	-	9,980,157	9,980,157
Financial Reserve	FHLMC 2 11/27/2023-20	2.00	11/27/23	2/27/2020	4,900,000	-	4,881,587	4,881,587
Financial Reserve	FFCB 1.95 11/27/2023-20	1.95	11/27/23	2/27/2020	4,030,000	-	4,025,089	4,025,089
Financial Reserve	FHLMC 2.625 5/22/2023-20	2.63	05/22/23	5/22/2020	3,835,000	3,851,491	-	(3,851,491)
Financial Reserve	FHLMC 2.75 4/1/2024-19	2.75	04/01/24	10/1/2019	8,650,000	8,650,000	-	(8,650,000)
Insurance	LOGIC-Insurance LGIP	2.25	N/A	N/A	3,656,926	3,656,926	59,506	(3,597,421)
Debt Service	LOGIC - (T) Bond Prin LGIP	2.25	N/A	N/A	52,984,701	52,984,701	7,938,300	(45,046,401)
Operating	TexPool - Op LGIP	2.27	N/A	N/A	27,100,834	27,100,834	50,136,996	23,036,162
Debt Service	TexPool - (T) Bond Int LGIP	2.27	N/A	N/A	66,372,153	66,372,153	21,207,956	(45,164,197)
Operating	TexasDaily LGIP	2.15	N/A	N/A	5,015,776	5,015,776	5,038,453	22,677
Platform	LOGIC - Platform LGIP	2.25	N/A	N/A	63,730,452	63,730,452	64,037,223	306,771
Irving ILA	LOGIC - Irving ILA LGIP	2.25	N/A	N/A	3,296,381	3,296,381	3,312,248	15,867
Operating	TexasCLASS LGIP	2.21	N/A	N/A	26,072,414	26,072,414	47,242,721	21,170,307
Operating	LOGIC - Op LGIP	2.17	N/A	N/A	38,722,283	38,722,283	60,545,678	21,823,395



# Change in Market Value of Investments

**1st Qtr** **FY20**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	09/30/19 Market Value	12/31/19 Market Value	Change from Prior Quarter
RTR Funding	Wells RTR Plano MM	1.58	N/A	N/A	\$ 1,535,278	\$ 1,535,278	\$ 1,540,176	\$ 4,898
SEAF	LOGIC - SEAF LGIP	2.17	N/A	N/A	66,923,880	66,923,880	54,436,972	(12,486,909)
Financial Reserve	LOGIC - Fin Res LGIP	2.25	N/A	N/A	1,545,003	1,545,003	1,545,001	(2)
Silver Line	LOGIC -Silver Line LGIP	2.25	N/A	N/A	10,100,015	10,100,015	1,650,002	(8,450,013)
Capital Reserve	LOGIC - Cap Res LGIP	2.25	N/A	N/A	10,956,846	10,956,846	11,375,447	418,601
Streetcar	Wells Streetcar MM	1.58	N/A	N/A	11,762	11,762	11,800	38
Debt Service	Amegy Debt Serv MM	2.05	N/A	N/A	246,332	246,332	477,960	231,628
Toyota	LOGIC - Toyota LGIP	2.25	N/A	N/A	866,606	866,606	368,603	(498,003)
Sub-total for Securities held at the end of both periods						\$ 72,718,542	\$ 72,736,726	\$ 18,184
% Change as a result of market movement								0.03%
Holdings at 9/30/19 maturing during Q1, FY20						65,890,933		(65,890,933)
Holdings at 9/30/19 called during Q1, FY20						98,460,556		(98,460,556)
Holdings at 9/30/19 sold during Q1, FY20						-		-
Values of Money Market Mutual Funds (All)						379,137,643	330,925,042	(48,212,601)
Holdings purchased during Q1, FY20							91,925,000	91,925,000
Securities and/or cash held in DDA						656,705	591,405	(65,300)
<b>TOTAL PORTFOLIO VALUE</b>						<b>\$ 616,864,379</b>	<b>\$ 496,178,174</b>	<b>\$ (120,686,205)</b>

# Callable Securities Analysis

**1st Qtr** **FY20**

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
17-0005	Operating	3/30/20	FNMA 1.3 3/30/2020-17	3135G0Q63		\$10,000,000	1.30	1.55	Low
17-0017	Operating	6/15/20	FHLB 1.5 6/15/2020-17	3130AA3Z9		3,275,000	1.50	1.55	Low
17-0007	Financial Reserve	7/14/20	FHLB 1.23 7/14/2020-17	3130A8QD8		4,000,000	1.23	1.56	Low
17-0010	Operating	8/25/20	FNMA 1.5 8/25/2020-17	3136G4GW7	2/25/20	10,000,000	1.50	1.56	Low
16-0119	Financial Reserve	8/28/20	FNMA 1.4 8/28/2020-17	3136G35C5	2/29/20	5,000,000	1.40	1.57	Low
17-0008	Insurance	11/9/20	FFCB 1.36 11/9/2020-17	3133EGF42		3,000,000	1.36	1.57	Low
20-0008	Operating	11/19/20	FFCB 1.66 11/19/2020-20	3133EK7L4	5/19/20	10,000,000	1.66	1.57	High
20-0007	Operating	2/12/21	FFCB 1.68 2/12/2021-20	3133EK5X0	2/12/20	5,000,000	1.68	1.58	High
19-0017	Operating	4/29/21	FHLB 2.1 4/29/2021-20	3130AGT54	1/29/20	5,000,000	2.10	1.58	High
19-0016	Insurance	7/29/21	FHLMC 2 7/29/2021-20	3134GTK51	4/29/20	4,100,000	2.00	1.59	High
20-0003	Financial Reserve	10/15/21	FHLMC 2 10/15/2021-20	3134GUGV6	1/15/20	2,795,000	2.00	1.59	High
20-0006	Operating	11/8/21	FHLMC 1.76 11/8/2021-20	3134GUPZ7	5/8/20	10,000,000	1.76	1.59	High
20-0012	Silver Line	12/16/21	FHLMC 1.7 12/16/2021-20	3134GUXB1	6/16/20	8,450,000	1.70	1.59	High
20-0013	Operating	12/30/21	FFCB 1.65 12/30/2021-20	3133ELFX7	12/30/20	13,000,000	1.65	1.59	High
19-0004	Operating	3/25/22	FAMC 2.63 3/25/2022-20	31422BDU1	3/25/20	10,000,000	2.63	1.59	High
17-0040	Financial Reserve	8/22/22	FHLB Step 8/22/2022-17	3130AC2B9	2/22/20	5,245,000	1.75	1.59	High
20-0010	Operating	8/25/22	FHLMC 1.75 8/25/2022-20	3134GUTK6	8/25/20	10,000,000	1.75	1.59	High
20-0001	Financial Reserve	10/3/22	FHLMC 2 10/3/2022-20	3134GUEM8	4/3/20	8,650,000	2.00	1.58	High
19-0013	Financial Reserve	5/22/23	FHLMC 2.625 5/22/2023-20	3134GTMV2	5/22/20	3,835,000	2.63	1.58	High
20-0002	Insurance	7/10/23	FFCB 2.07 7/10/2023-20	3133EKX84	1/10/20	3,600,000	2.07	1.58	High
20-0004	Insurance	10/16/23	FHLMC 2 10/16/2023-20	3134GUGA2	4/16/20	1,500,000	2.00	1.58	High
20-0005	Financial Reserve	10/30/23	FHLMC 2 10/30/2023-20	3134GUME7	4/30/20	10,000,000	2.00	1.58	High
20-0009	Financial Reserve	11/27/23	FHLMC 2 11/27/2023-20	3134GUSP6	2/27/20	4,900,000	2.00	1.58	High
20-0011	Financial Reserve	11/27/23	FFCB 1.95 11/27/2023-20	3133ELAP9	2/27/20	4,030,000	1.95	1.58	High

# Debt Obligations

**1st Qtr** **FY20**

Issue Date	Maturity Date	Face Value	Coupon %	Issue Term (Days)	Dealer
<b>Commercial Paper Programs</b>		<b>12/31/2019</b>			
* 9/26/2019	1/7/2020	13,500,000	1.33%	61	JPMorgan Chase
** 9/27/2019	1/9/2020	34,000,000	1.43%	104	JPMorgan Chase
* 11/5/2019	1/30/2020	15,000,000	1.21%	104	Loop Capital
* 12/2/2019	3/2/2020	21,500,000	1.13%	86	JPMorgan Chase
** 12/5/2019	3/4/2020	5,000,000	1.13%	61	JPMorgan Chase
* 12/11/2019	3/12/2020	20,000,000	1.19%	92	Loop Capital
** 12/12/2019	5/14/2020	40,000,000	1.22%	154	Loop Capital
Total/Average:		\$149,000,000	1.23%	95	
*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
<b>Bond Principal Outstanding &amp; Rates</b>		<b>12/31/2019</b>	
2007	4.49%	\$118,395,000	12/1/2032
2009B*	4.01%	466,970,000	12/1/2044
2010A	2.74%	39,975,000	12/1/2023
2010B*	3.26%	729,390,000	12/1/2048
2012	3.51%	111,375,000	12/1/2042
2012A	2.91%	96,512,291	12/1/2047
2014A	3.22%	339,215,000	12/1/2036
2014B	3.92%	46,555,000	12/1/2043
2015	2.09%	88,955,000	12/1/2027
2016A	3.78%	482,530,000	12/1/2048
2016B	2.91%	210,140,000	12/1/2038
2018	2.98%	11,706,343	12/1/2057
2019	2.69%	301,095,000	12/1/2035
Combined Weighted Average		3.39%	\$3,042,813,634

\*Build America Bonds subject to federal subsidy changes.

# Glossary

<b>Accrued Interest</b>	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.
<b>Agency Bond</b>	Debt instruments (FFCB, FHLB, FHLMC, etc.) issued with the implied, but not specific, guarantee of the U.S. government.
<b>Banker's Acceptance</b>	A short-term debt instrument issued by a firm that is guaranteed by a commercial bank.
<b>Benchmark</b>	A standard or value against which to compare values of a like nature.
<b>Broker</b>	An individual or party (brokerage firm) that arranges transactions between a buyer and a seller for a commission when the deal is executed.
<b>Bullet</b>	a bond that pays interest through periodic payments and the principal amount at maturity through a single payment, which means the bond(s) are not callable.
<b>Callable Bond</b>	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.
<b>City of Dallas (COD) Streetcar Fund</b>	Funds provided by the City of Dallas, used to reimburse DART for expenses related to various smaller projects (i.e. urban circular, extensions, etc.)
<b>Commercial Paper (CP)</b>	A short-term security issued (sold) by large corporations or other entities to obtain funds to meet debt obligation (for example payroll), and is backed only by an issuing bank or an entity's promise to pay the face amount on the maturity date specified on the note.
<b>Constrained Funds</b>	Consist of the Debt Service Fund, City of Irving ILA, Regional Toll Road, COD Streetcar, and Toyota Funds where investment options are limited because of the special purpose of these funds.
<b>CP Self-Liquidity Program</b>	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.
<b>Demand Deposit Accounts (DDA)</b>	A non-interest bearing bank account used primarily for transactions, receipts, and payments.
<b>Debt Service Fund</b>	Cash and investments held by DART's Trustee/Paying Agent solely for paying principal and interest on bond and commercial paper obligations.
<b>Defeased Lease</b>	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

<b>Face Value</b>	The full value of a security at issuance or maturity. Also known as par value.
<b>FAMCA</b>	Federal Agriculture Mortgage Corporation, a government agency which purchases mortgages of ranches, farms and rural homeowners.
<b>FFCB</b>	Federal Farm Credit Bank, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
<b>FHLB</b>	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
<b>FHLMC</b>	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
<b>Financial Reserve Fund</b>	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.
<b>Fixed Rate Bond</b>	The interest rate is constant for the life of the investment.
<b>FNMA</b>	Federal National Mortgage Administration, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
<b>Insurance Fund</b>	Holds assets for DART's self-insurance program covering liability and workers' compensation claims to ensure funding capability.
<b>Laddered Maturities</b>	The purchase of two or more bonds with the intention that the maturity dates would be evenly spaced across several months or several years so that the proceeds would be made available to be spent or reinvested at regular intervals as the bonds mature.
<b>Local Government Investment Pool</b>	LGIPs are structured similar to mutual funds, but set up by governments for the purposes of investing money.
<b>Market Value</b>	The price at which an asset would trade in a competitive auction setting.
<b>Mobility Assistance and Innovation Fund (MAIF)</b>	Funds reserved to enhance the quality and affordability of public transportation or as described by Financial Standard G7, which speaks specifically to the purposes of the Mobility Assistance and Innovation Fund.
<b>Money Market Fund (MMF)</b>	An investment instrument comprised of short-term (less than one year) securities representing high-quality, liquid debt and monetary instruments.
<b>Platform Fund</b>	Funds designated for platform extensions on the Red and Blue lines to accommodate three car trains.

# Glossary

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<b>Step-up Bond</b>	A bond in which subsequent future coupon payments are received at a predetermined higher interest rate(s) on one or more future specific dates.
<b>Treasury Bill (T-Bill)</b>	A marketable debt obligation backed by the U.S. government with a maturity of less than one year.
<b>Texas Public Funds Investment Act (PFIA)</b>	Legislation enacted to provide investment controls and guidelines to government / municipal entities in Texas. Texas Government Code 2256.
<b>Treasury Note (T-Note)</b>	A marketable U.S. government debt security with a fixed rate and a maturity between one and ten years.
<b>Average Dollar-Weighted Maturity</b>	The average time a maturity of all securities in a fund taking into account the dollar amount maturing at each specific date.
<b>Yield to Maturity (YTM)</b>	The yield an investor can expect if the security is held to its stated end, and all coupon payments are made. This value is highly dependent on what price was paid for the security.
<b>Yield to Worst (YTW)</b>	The lowest potential yield that can be received on a bond without the issuer actually defaulting.
<b>Zero Coupon Bond</b>	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:** January 30, 2020  
**TO:** DART Board  
**THROUGH:** Gary C. Thomas   
**FROM:** Marcus Moore, Jr.  
**SUBJECT:** **First Quarter 2020 D/M/WBE Participation**

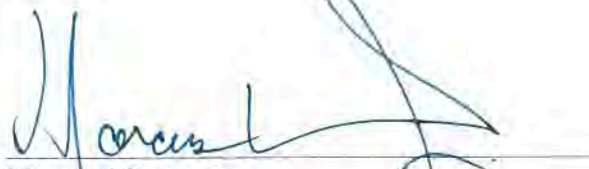
This memorandum provides a summary of contracts, Board-approved contract modifications and small purchases awarded during the first quarter of Fiscal Year 2020. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 24 new contracts (eligible for goal setting) were awarded in the first quarter of FY 2020. These contract awards have a total dollar value of \$9,841,566 which represents 52% of eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, Board-approved contract modifications and small purchases during the first quarter of FY 2020. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the first quarter of 2020. The total amount awarded was \$18,926,564. Of the foregoing amount, \$6,067,116 was committed to D/M/WBEs during the first quarter (32%).

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

Should you have any questions, do not hesitate to contact Gary Thomas at 214-749-2544 or by email at [gthomas@dart.org](mailto:gthomas@dart.org).

  
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Marcus Moore, Jr.  
Interim Vice President, Diversity & Inclusion

# PROCUREMENT DOLLARS BY AGREEMENT TYPE FIRST QUARTER FOR FISCAL YEAR 2020

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	\$9,841,566	24	52%	\$2,769,489	28%
Contract Mods/Options	\$4,671,658	2	25%	\$1,571,818	34%
Small Purchases	\$4,413,340	747	23%	\$1,725,809	39%
<b>Total Awards</b>	<b>\$18,926,564</b>	<b>773</b>	<b>100%</b>	<b>\$6,067,116</b>	<b>32%</b>

*New State Contract Awards	\$1,998,497	12	10%	State Monitored
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\*Monitored by State

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$6,067,116	32%
Non D/M/WBE Procurement Dollars	\$12,859,448	68%
<b>TOTAL PROCUREMENT DOLLARS AWARDED</b>	<b>\$18,926,564</b>	<b>100%</b>



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## Section 8 - Quarterly Procurement Report

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






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## INTEROFFICE MEMORANDUM

**DATE:** January 27, 2020

**TO:** DART Board

**THROUGH:** Gary C. Thomas   
Nicole Fontayne-Bardowell 

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

**SUBJECT:** Quarterly Procurement Report - First Quarter Fiscal Year 2020

The following is a report of DART'S procurement activities for the First Quarter of Fiscal Year 2020. 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 2020 - First Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	36	\$12,060,739.50
Approved Modifications	2	\$112,567,081.00
Purchase Orders*	702	\$3,255,551.01
Blanket Purchase Orders (BPOs)*	45	\$1,157,789.00
<b>Totals</b>	<b>785</b>	<b>\$129,041,160.51</b>

(\*) Details provided upon request.

## Contracts Awarded

### Fiscal Year 2020 - First Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2044868-01	(1736)	PENN MACHINE CO	10/01/2019	\$1,030,896.00
		<b>Contract Name:</b> Kit 21 Disc and Hardware for LRV		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS	
2045472-01	(1737)	TRANSTECH OF SC INC	10/01/2019	\$481,656.00
		<b>Contract Name:</b> Carbon Shoe Inserts		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-BUSES	
2048280-01	(1738)	Jarrett Walker+Associates, LLC	10/01/2019	\$494,594.00
		<b>Contract Name:</b> Updated Bus Transit Plan		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2048890-01	(1615)	Black Box Network Svices	10/01/2019	\$72,708.00
		<b>Contract Name:</b> VOIP Hardware Support		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2048937-01	(1616)	Black Box Network Svices	10/01/2019	\$351,040.00
		<b>Contract Name:</b> VOIP On-Site Support		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2051572-01	(1732)	DeSpain and Associates	10/01/2019	\$190,740.00
		<b>Contract Name:</b> IBM Software Maintenance		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2037574-01	(1741)	VAPOR STONE RAIL SYSTEMS	10/07/2019	\$227,363.00
		<b>Contract Name:</b> Faiveley Light Rail Vehicles (LRV) Components		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-BUS PARTS	
2051995-01	(1756)	FALKENBERG CONSTRUCTION CO	10/07/2019	\$81,620.53
		<b>Contract Name:</b> Condenser Pipe Replacement		
		<b>Classification:</b> CONSTRUCTION	<b>Sub-Classification:</b> CONST-MINOR CONSTRUCTION	
2048823-01	(1745)	DH Pace Company Inc	10/08/2019	\$448,722.30
		<b>Contract Name:</b> Roll Up Door Replacement		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-BUS OPERATION	
2051924-01	(1744)	ORACLE CORPORATION	10/10/2019	\$163,648.05
		<b>Contract Name:</b> Oracle Core RDBMS Maintenance 2020		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2051996-01	(1743)	SHI GOVERNMENT SOLUTIONS	10/10/2019	\$86,069.58
		<b>Contract Name:</b> Tableau Maintenance 2020		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2048737-01	(1742)	Swagit Productions LLC	10/11/2019	\$187,763.13
		<b>Contract Name:</b> Board Video Recording & Streaming		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	



## Contracts Awarded

### Fiscal Year 2020 - First Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2051029-01	(1746)	Rischer Consulting LLC	10/21/2019	\$50,000.00
		<b>Contract Name:</b> Executive Coaching Services- Rischer		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2051029-02	(1747)	Insight Strategies, Inc.	10/21/2019	\$50,000.00
		<b>Contract Name:</b> Executive Coaching Services- Insight		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2052869-01	(1748)	NF Consulting Services	10/28/2019	\$85,000.00
		<b>Contract Name:</b> IT Business Analyst - Tech Writer		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2052609-01	(1749)	Cloud Consulting Services Inc	10/29/2019	\$124,800.00
		<b>Contract Name:</b> Business Analyst		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2049481-01	(1751)	MOTIVEPOWER	10/31/2019	\$78,980.00
		<b>Contract Name:</b> Rebuild Traction Motor for LRV Overhaul		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAIL VEHICLES	
2052014-01	(1750)	SHI GOVERNMENT SOLUTIONS	10/31/2019	\$158,390.87
		<b>Contract Name:</b> Sitefinity Renewal		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2051453-02	(1755)	WELDON WILLIAMS & LICK	11/04/2019	\$77,400.00
		<b>Contract Name:</b> Farebox Ticket Stock		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2052177-01	(1752)	Doublehorn Communications, LLC	11/05/2019	\$169,291.50
		<b>Contract Name:</b> Dell Boomi Integration		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2050178-01	(1754)	KB-POWERTECH USA	11/15/2019	\$235,522.00
		<b>Contract Name:</b> Inverter Module for DART's Kinkisharyo LRV Fleets		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS	
2052957-01	(1757)	ORACLE CORPORATION	11/26/2019	\$102,961.13
		<b>Contract Name:</b> Oracle ODA Maintenance 2020		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2052682-01	(1758)	IMAGINE SOLUTIONS LLC	12/01/2019	\$249,000.00
		<b>Contract Name:</b> FileNet Encapture Managed Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2052866-01	(1753)	Gartner INC	12/01/2019	\$227,324.42
		<b>Contract Name:</b> Gartner EPL Package		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	



## Contracts Awarded

### Fiscal Year 2020 - First Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2050595-01	(1759)	SOUTHERN COACH MFG. CO., INC.	12/02/2019	\$164,000.00
		<b>Contract Name:</b> Rebuild HVAC Components for DART's Light Rail		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS	
2051014-01	(1762)	Vehicle Maintenance Program	12/05/2019	\$183,171.00
		<b>Contract Name:</b> Transit Bus Wheels for DART's Bus Fleets		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-BUS PARTS	
2052915-01	(1768)	SHI GOVERNMENT SOLUTIONS	12/05/2019	\$144,999.99
		<b>Contract Name:</b> Microsoft Azure Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2053354-01	(1767)	CALDWELL COUNTRY CHEVROLET	12/10/2019	\$241,600.00
		<b>Contract Name:</b> NRV Sedans		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-VEHICLES NON REV	
2047827-01	(1763)	PENN MACHINE CO	12/11/2019	\$2,622,183.00
		<b>Contract Name:</b> LRV Tire Installation Kit		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS	
2048535-01	(1765)	NEOPART LLC	12/13/2019	\$318,775.00
		<b>Contract Name:</b> Front and Rear Disc Brake Pad Kits		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-OTHER VEHICLES-REV	
2048627-01	(1764)	VAPOR STONE RAIL SYSTEMS	12/13/2019	\$528,200.00
		<b>Contract Name:</b> Light Rail Vehicle HVAC and Door Sys Replacement		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS	
2049160-01	(1766)	RAILROAD FRICTION PRODUCTS COR	12/13/2019	\$346,402.00
		<b>Contract Name:</b> Light Rail Vehicle (LRV) Disc Brake Shoe Kits		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-OTHER VEHICLES-REV	
2047923-01	(1774)	CINTAS	12/18/2019	\$1,067,334.00
		<b>Contract Name:</b> Uniform Rental and Laundering		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2049887-01	(1778)	FIRST TRANSIT	12/18/2019	\$247,000.00
		<b>Contract Name:</b> Universal Inspection Services - Lot A In Plant Bus		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-BUS OPERATION	
2050103-01	(1771)	Consumer and Market Insights	12/23/2019	\$657,600.00
		<b>Contract Name:</b> Mystery Rider and Quality Assurance Program		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2053908-01	(1779)	NF Consulting Services	12/27/2019	\$113,984.00
		<b>Contract Name:</b> Web & Mobile Technical Lead		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
<b>Report Totals: 36 Contracts Awarded</b>				<b>\$12,060,739.50</b>





## Contracts Awarded

### Fiscal Year 2020 - First Quarter

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

SPECIAL TYPE	TOTAL
Emergency	1
Sole Source	3
<b>TOTAL</b>	<b>4</b>

### Contracts Awarded Summary

		TOTAL
<b>COMMODITIES</b>	SUP/EQUIP-BUS PARTS	\$410,534.00
	SUP/EQUIP-BUSES	\$481,656.00
	SUP/EQUIP-OTHER VEHICLES-REV	\$665,177.00
	SUP/EQUIP-RAIL VEHICLES	\$78,980.00
	SUP/EQUIP-RAILPARTS	\$4,580,801.00
	SUP/EQUIP-VEHICLES NON REV	\$241,600.00
	<b>Total</b>	<b>\$6,458,748.00</b>
<b>CONSTRUCTION</b>	CONST-MINOR CONSTRUCTION	\$81,620.53
	<b>Total</b>	<b>\$81,620.53</b>
<b>SERVICES</b>	SVSC-BUS OPERATION	\$695,722.30
	SVSC-OTHER	\$3,802,052.17
	SVSC-SOFT/HARDWARE MAINT	\$1,022,596.50
	<b>Total</b>	<b>\$5,520,370.97</b>
<b>Grand Total</b>		<b>\$12,060,739.50</b>

**Board Approved Contract Modifications**  
**Fiscal Year 2020 - First Quarter**

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
MedWatch, LLC	\$210,873	Increase Funding for Concierge Service Medical Plan [Resolution No. 190131]	10/22/2019
Stadler US, Inc.	\$112,356,208	Exercise Option and Increase Contract Funding for the Vehicle Procurement and Equipment Maintenance Facility (EMF) Design Contract for the Cotton Belt Regional Rail Silver Line Project [Resolution No. 190132]	10/22/2019
<b>TOTAL MODIFICATION AWARDED DOLLARS:</b>	<b>\$112,567,081</b>	<b>TOTAL MODIFICATIONS AWARDED: 2</b>	

## Special Procurements

### Fiscal Year 2020 - First Quarter

**Includes a detailed listing of 5 special procurements**

Purchase Order Type	Count	Amount
<b>Emergency [a]</b>	7	\$275,620.53
<b>Unauthorized Procurement Actions (UPAs) [b]</b>	3	\$31,500.00
<b>Sole Source (Noncompetitive) [c]</b>	29	\$1,523,250.76
<b>Revenue Generating [d]</b>	0	\$0.00
<b>Deviations to the DART Procurement Regulations [e]</b>	2	\$68,377.85
<b>Totals</b>	<b>41</b>	<b>\$1,898,749.14</b>

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

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

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

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

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

# Special Procurements

## Fiscal Year 2020 - First Quarter

### Emergency

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

There are 7 "Emergency" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1359483	11/04/2019 KIT, 21" DISC AND HARDWARE	WABCO PTD CORP	\$49,500.00
1359511	11/08/2019 KIT, 21" DISC AND HARDWARE	WABCO PTD CORP	\$49,500.00
1359512	11/08/2019 KIT, 21" DISC AND HARDWARE	WABCO PTD CORP	\$49,500.00
1359513	11/08/2019 KIT, 21" DISC AND HARDWARE	WABCO PTD CORP	\$16,500.00
1359653	11/26/2019 SECURITY CONTROLS AUDIT	Kroll	\$22,000.00
1359684	12/03/2019 LIGHT,ASSY.LED ,STROBE,W/BULB	STAR HEADLIGHTS LANTERN CO	\$7,000.00
2051995-01	10/07/2019 Condenser Pipe Replacement	FALKENBERG CONSTRUCTION CO	\$81,620.53
<b>PO Count = 6      Contract Count = 1</b>			<b>\$275,620.53</b>



# Special Procurements

## Fiscal Year 2020 - First Quarter

### Unauthorized Procurement Actions (UPAs)

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

There are 3 "Unauthorized Procurement Actions (UPAs)" Procurements in this Quarter.

<b>PO / Contract # and Date</b>	<b>PO Item Description / Contract Name</b>	<b>Vendor Name</b>	<b>Total Amt</b>
1359436	10/01/2019 Focus Group	TROY A GEESAMAN	\$5,600.00
1359474	11/01/2019 LIMITED SITE INVESTIGATION	TERRACON CONSULTANTS, INC.	\$20,300.00
1359475	10/01/2019 Focus Group	CONSUMER AND MARKET INSIGHTS	\$5,600.00
<b>PO Count = 3</b>			<b>\$31,500.00</b>



## Special Procurements

### Fiscal Year 2020 - First Quarter

#### Sole Source (Noncompetitive)

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

There are 30 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1359201	10/02/2019 CONTACTOR, APSE UNIT, K106 PRE	KB-POWERTECH USA	\$3,900.68
1359208	10/03/2019 SENSOR, SPEED TOYO MOTOR TRUCK	TOYO DENKI USA, INC.	\$6,804.00
1359262	10/10/2019 BRAKE DISC, SPLIT SET SIGN,INTERIOR MESSAGE,SINGLE	BROOKVILLE EQUIPMENT CORP	\$24,192.00 \$24,847.20
1359300	10/15/2019 HOLDER,BULB,LIGHT,#1828	BOMBARDIER TRANSPORTATION	\$6,100.00
1359330	10/16/2019 REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$21,027.16
1359333	10/17/2019 SWITCH,PRESSURE	BOMBARDIER TRANSPORTATION	\$9,750.00
1359341	10/17/2019 MODULE, INVERTER,A300	KB-POWERTECH USA	\$49,721.28
1359406	10/24/2019 REBUILT, RELAY B 1000 OHM 2FB-	ALSTOM SIGNALING INC	\$49,767.12
1359416	10/25/2019 REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$7,958.55
1359491	11/05/2019 MAINTAIN PARKING EQUIPMENT	Streetline	\$49,500.00
1359497	11/06/2019 REBUILT,VALVE,LEVELING,LV5N	KINKISHARYO INTERNATIONAL LLC	\$19,071.00
1359542	11/13/2019 SENSOR,SPEED,T-AXLE, flt. 53	TOYO DENKI USA, INC.	\$28,700.00
1359549	11/14/2019 MODULE,SIB	WABCO PTD CORP	\$46,250.00
1359550	11/14/2019 PROBE,DATA,HI SPEED	SPX CORPORATION	\$5,940.00
1359624	11/21/2019 REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$10,300.00
1359657	11/27/2019 TUBE, PISTON , ACTUATOR, PBAF,	WABCO PTD CORP	\$11,925.00
1359658	11/27/2019 HEAD ASM.,PRINT,THERMAL,COMPLE	SPX CORPORATION	\$3,937.20
1359738	12/10/2019 REBUILT,LCR,LOGIC CONTROL RACK	GETS Global Signaling, LLC	\$11,085.00
1359772	12/13/2019 RELAY,SOLID STATE,200 VDC,AIR	WABCO PTD CORP	\$2,650.00
1359825	12/19/2019 TUBE, PISTON , ACTUATOR, PBAF,	WABCO PTD CORP	\$30,900.00
1359854	12/24/2019 RELAY,3/LSB RELAY,TIME DELAY 1/LSB	BOMBARDIER TRANSPORTATION	\$5,720.00 \$14,030.00
1359862	12/24/2019 COIL, RIGHT	ALSTOM SIGNALING INC	\$5,368.14
1359863	12/24/2019 SHOE,DISC BRAKE, 3PA	RAILROAD FRICTION PRODUCTS COR	\$46,008.00
1359868	12/24/2019 SOLENOID,BILL TECH PACK	SPX CORPORATION	\$8,811.00



## Special Procurements

### Fiscal Year 2020 - First Quarter

#### Sole Source (Noncompetitive)

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

There are 30 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1359869	12/24/2019 COIL, TRACK BRAKE	KNORR BRAKE CORP	\$25,740.00
1359886	12/27/2019 BIT SIGHT SECURITY RATING SVC	BitSight Technologies, Inc	\$48,706.43
2037574-01	10/07/2019 Faiveley Light Rail Vehicles (LRV) Components	VAPOR STONE RAIL SYSTEMS	\$227,363.00
2045472-01	10/01/2019 Carbon Shoe Inserts	TRANSTECH OF SC INC	\$481,656.00
2050178-01	11/15/2019 Inverter Module for DART's Kinkisharyo LRV Fleets	KB-POWERTECH USA	\$235,522.00
<b>PO Count = 26</b>	<b>BPO Count = 0</b>	<b>Contract Count = 3</b>	<b>\$1,523,250.76</b>



## **Special Procurements**

### **Fiscal Year 2020 - First Quarter**

#### **Revenue Generating**

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

*There are no Revenue Generating procurements in this Quarter.*



# Special Procurements

## Fiscal Year 2020 - First Quarter

### Deviations to the DART Procurement Regulations

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

There are 2 "Deviations to the DART Procurement Regulations" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1359203	10/03/2019 EXACOM SUPPORT CONTRACT	EXACOM	\$24,432.85
1359291	10/14/2019 ENGHOUSE ANNUAL MAINTENANCE	ENGHOUSE TRANSPORTATION LLC	\$43,945.00
<b>PO Count = 2</b>			<b>\$68,377.85</b>



## Active Requirements Contracts

\$250,000+ Only and Expiring between 01/01/2020 and 12/31/2020

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Within 6 Months</b>				
2008851-01	BCBSTX	Medical Benefits TPA	01/01/2020	\$10,420,000
2007098-02	Dikita Enterprises, Inc.	Data Collection Services	01/01/2020	\$1,314,612
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
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
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	\$6,808,933
2005220-17	Paragon Project Resources, Inc	Comprehensive Professional Services	03/31/2020	\$2,157,842
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
2005220-36	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
2005220-43	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	Transtech 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
2025815-05	TRC Environmental Corporation	Environmental Response	05/31/2020	\$264,245
2031876-01	TransTech of SC, Inc.	Miscellaneous Transtech Light Rail Vehicle Stock	06/03/2020	\$730,683



## Active Requirements Contracts

\$250,000+ Only and Expiring between 01/01/2020 and 12/31/2020

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Within 6 Months (continued)</b>				
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



## Active Requirements Contracts

\$250,000+ Only and Expiring between 01/01/2020 and 12/31/2020

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Over 6 Months To 1 Year</b>				
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
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
2013818-01	Promotional Designs, Inc.	DART Logo Merchandise	08/26/2020	\$1,205,050
2032257-01	HALLCON CORPORATION	Light Rail Vehicle Cleaning Services	08/28/2020	\$5,255,353
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
2005220-11	VAIArchitects Incorporated	Comprehensive Professional Services	09/30/2020	\$3,700,895
2005220-20	PSA Constructors, Inc	Comprehensive Professional Services	09/30/2020	\$880,565
2005220-23	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	09/30/2020	\$5,378,194
2005220-27	Hill International, Inc.	Comprehensive Professional Services	09/30/2020	\$11,374,474
2005220-33	CMTS	Comprehensive Professional Services	09/30/2020	\$528,030
2048280-01	Jarrett Walker+Associates, LLC	Updated Bus Transit Plan	10/01/2020	\$494,594
2025812-01	Belmont Icehouse	Agency Advertising	10/04/2020	\$3,900,625
2030692-01	Blanks Printing & Imaging, Inc	Large Format Digital on Various Substrates	10/27/2020	\$408,448
2018899-02	Central Alert, Inc.	Fire Protection and Safety	11/02/2020	\$356,299
2032360-01	Bellphi Environmental, LLC	Asbestos Abatement & Demolition Services	11/12/2020	\$750,000
2026141-01	Metropolitan Security Services	Armed Security Guard Services	11/21/2020	\$17,073,810
2005220-40	Urban Engineers, Inc.	Comprehensive Professional Services	11/30/2020	\$3,986,160
2039439-01	M & D Distributors	Rebuilt Cummins Engine Parts with Core Exchange	12/12/2020	\$695,272
2031954-01	Valero Marketing and Supply Co	NRV Fuel Management	12/30/2020	\$4,072,217
2013012-01	Aetna	Medicare Advantage HMO/PPO	12/31/2020	\$4,623,507
2025815-01	Half Associates, Inc	Environmental Response	12/31/2020	\$896,114
2026895-01	HealthSCOPE Benefits	Third-Party Administrator Services	12/31/2020	\$6,150,590
<b>Total Contracts = 87</b>			<b>Total Value of All Contracts Above:</b>	<b>\$484,896,473</b>



# Upcoming Procurement Opportunities

As of January 1, 2020

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## **Collision Repair Services for DART Non-Revenue Vehicles (NRV) Fleet**

Upcoming Item: **B-2053779**

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

**Description:**

Provider to furnish towing of DART bus vehicles.

The NIGP Codes associated with this event are:

928 Equipment Maintenance and Repair Services for Automobiles

928-19 Body and Framework (Including Undercoating)

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## **Northwest Bus Operating Facility Bus Switchgear**

Upcoming Item: **B-2053222**

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

**Description:**

The Agency has a requirement to replace the incoming switchgear at the Northwest Bus Operating Facility.

The NIGP code associated with this event is:

910 Building Maintenance, Installation and Repair Services

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## **Lake Highland Fencing Project**

Upcoming Item: **B-2052616**

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

**Description:**

Construction and installation of an 8 high ornamental fence along rail lines.

The NIGP code associated with this event is:

558 Mass Transportation-Rail Vehicles and Systems

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## **Central Rail Intrusion Detection System**

Upcoming Item: **B-2050363**

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

**Description:**

The Agency has a requirement to Install a new system to protect the Central Rail Operations Facility (CROF) and property.

The NIGP code associated with this event is:

257 Defense System and Homeland Security Equipment

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# Upcoming Procurement Opportunities

As of January 1, 2020

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## Meritor Bus Parts

Upcoming Item: **B-2053661**

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

**Description:**

The Authority has a requirement to purchase Meritor Parts for DART's Bus Fleets.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

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## DART.org Redesign

Upcoming Item: **P-2053240**

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

**Description:**

Dallas Area Rapid Transit (DART), is seeking a firm to redesign the DART.org website.

The NIGP Codes associated with this event are:

915 COMMUNICATIONS AND MEDIA RELATED SERVICES

204 COMPUTER HARDWARE AND PERIPHERALS FOR MICROCOMPUTERS

208 COMPUTER SOFTWARE FOR MICROCOMPUTERS, SYSTEMS, INCLUDING CLOUD-BASED (PREPROGRAMMED)

209 COMPUTER SOFTWARE FOR MAINFRAMES AND SERVERS, PREPROGRAMMED

920 DATA PROCESSING, COMPUTER, PROGRAMMING, AND SOFTWARE SERVICES

961 MISCELLANEOUS SERVICES, NO. 1 (NOT OTHERWISE CLASSIFIED)

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## Misc. NABI CNG Bus Parts

Upcoming Item: **B-2050835**

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

**Description:**

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

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories And Parts

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## Retiree Medical Coverage

Upcoming Item: **P-2053265**

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

**Description:**

Dallas Area Rapid Transit has a requirement for Retiree Medical Coverage.

The NIGP code associated with this event is:

953 Insurance and Insurance Services, (All Types)

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# Upcoming Procurement Opportunities

As of January 1, 2020

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## **Police Body Armor**

Upcoming Item: **B-2052815**

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

**Description:**

The Authority has a requirement to procure Police Body Armor.

The NIGP code associated with this event is:

680 Police and Prison Equipment and Supplies

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## **Miscellaneous Rail Propulsion Parts**

Upcoming Item: **B-2050179**

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

**Description:**

Miscellaneous Rail Propulsion Parts

The NIGP code associated with this event is:

559 Mass Transportation - Rail Vehicle Parts and Accessories

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## **Customer Information Signage**

Upcoming Item: **P-2052468**

**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:

966 Printing and Typesetting Services

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## **Central Business District (CBD) Rail Replacement Phase 3, Intersections**

Upcoming Item: **B-2052194**

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

**Description:**

Dallas Area Rapid Transit Authority is seeking individuals or firms interested in construction services for Central Business District (CBD) Rail Replacement Phase 3, Intersections.

The NIGP codes associated with this event are:

912 Construction Services, General, Including Maintenance and Repair Services)

913 Construction, Railroad

940 Construction, Railroad Track

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# Upcoming Procurement Opportunities

As of January 1, 2020

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## **Presidio Turnout Replacement**

Upcoming Item: **B-2052193**

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

**Description:**

Dallas Area Rapid Transit Authority is seeking individuals or firms interested in providing construction services for the Presidio Turnout Replacement.

The NIGP codes associated with this event are:

912 Construction Services, General, Including Maintenance and Repair Services

913 Construction Services, Heavy, Including Maintenance and Repair Services

914 Construction Services, Trades, New Construction

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## **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

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## **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

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## **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

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# Upcoming Procurement Opportunities

As of January 1, 2020

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## **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)

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## **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

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## **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

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# CURRENT AND FUTURE SERVICES



### Future Services

**DESIGN/CONSTRUCTION UNDERWAY**

- Silver Line (2022)

**PLANNING/DESIGN UNDERWAY**

- D2 Subway (Inset Map)

### TRE and TEXRail to Fort Worth

This inset map shows the connection between Dallas and Fort Worth. It highlights the Trinity Railway Express (TRE) route from downtown Dallas to Fort Worth Central Station and Fort Worth T&P Station. The TEXRail route is also shown connecting the DFW Airport to Fort Worth.

### Downtown Dallas

This detailed inset map of downtown Dallas shows the convergence of multiple transit lines. Key stations include Victory Station, Akard Station, St. Paul Station, Pearl/Arts District Station, and Convention Center Station. It also shows the M-Line Trolley and Dallas Streetcar routes.

### 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**

**Inset Map**

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

