



DART Board Budget & Finance Committee
Monday, May 20, 2024, 2:00 P.M.
DART Conference Room C – 1st Floor
1401 Pacific Ave., Dallas, Texas 75202
(Estimated Meeting Time: 3 hours)

1. Approval of Minutes: May 8, 2024
2. *Discussion of FY 2025 Budget (Paul N. Wageman/Elizabeth Reich)
[30 minutes - Discussion]
3. *Briefing on the Mobility Assistance and Innovation Fund
(Paul N. Wageman/Elizabeth Reich)
[10 minutes - presentation; 20 minutes - Q&A]
4. *Briefing on FY 2025 Capital Budget (Paul N. Wageman/Elizabeth Reich)
[30 minutes - presentation; 90 minutes - Q&A]
5. Identification of Future Agenda Items
6. Adjournment

*This is a Briefing Item

The DART Board Budget & Finance Committee may go into Closed Session under the Texas Open Meetings Act, Section 551.071, Consultation with Attorney, for any Legal issues, under Section 551.072, Deliberation Regarding Real Property for real estate issues, or under Section 551.074 for Personnel matters, or under section 551.076 or Section 551.089, for Deliberation Regarding the deployment or implementation of Security Personnel or devices, arising or regarding any item listed on this Agenda.

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Chair – Paul N. Wageman
Vice-Chair – Flora M. Hernandez
Members – Rick H. Stopfer,
Marc C. Abraham, and Rodney Schlosser

**MINUTES
DALLAS AREA RAPID TRANSIT
BOARD BUDGET AND FINANCE COMMITTEE
May 8, 2024**

The Dallas Area Rapid Transit Board **Budget and Finance Committee Meeting** came to order at 3:22 p.m., Wednesday, May 8, 2024, at DART Headquarters, 1401 Pacific Avenue, Dallas, Texas, with Chair Wageman presiding. These minutes provide a brief overview and are not a transcript. For complete details, please visit the following link: <https://www.dart.org/about/public-access-information/Board-meetings-information/dart-Board-meeting-video>.

The following Committee members were present: Paul N. Wageman, Flora M. Hernandez, Rick Stopfer, and Marc C. Abraham.

Other Board Members present: Gary Slagel, Enrique MacGregor, Carmen Garcia, Michele Wong Krause, Mark Enoch, and Randall Bryant.

Others present: Nadine S. Lee, Gene Gamez, M. Elizabeth Reich, Jamie Adelman, Andrew Kramer, Chelsea Monty, Donna Henry, Josefina Chavira, and Paul Gagliano.

1. Approval of Minutes: April 12, 2024

Ms. Hernandez moved to accept the April 12, 2024, DART Board Budget and Finance Committee meeting Minutes into the record as written.

Mr. Abraham seconded, and the Minutes were accepted as written unanimously.

Mr. Enoch and Mr. MacGregor stepped out of the meeting at 3:23 p.m.

Due to the late start, Chair Wageman stated he would need to modify the planned agenda. Specifically, he said the committee would take up Agenda Item 2, Approval of Additional Amendments to Financial Standards for FY 2025 Budget and 20-Year Financial Plan, and postpone Agenda Item 3, *Briefing on the Mobility Assistance and Innovation Fund, to the next upcoming meeting on May 20, 2024, and conclude the meeting with the discussion of Agenda Item 4, *Briefing on FY 2025 Budget Discussion.

Mr. Enoch reentered, and Ms. Wong Krause stepped out of the meeting at 3:24 p.m.

2. Approval of Additional Amendments to Financial Standards for FY 2025 Budget and 20-Year Financial Plan

Chair Wageman provided a preamble of this item.

Mr. MacGregor reentered the meeting at 3:26 p.m.

Mr. Andrew Kramer, Assistant Vice President, Financial Planning and Analysis, briefed the Committee (slides on file with the Office of Board Support) as follows:

- Approval of Additional Amendments to Financial Standards for FY 2025 Budget & Financial Plan (slide 1)
- Overview (slide 2)
- General Standards (slide 3)

- General: G1 (slide 4)
- General: G3 (slide 5)
- General: G8 (slide 6)

Ms. Wong Krause entered the meeting during the presentation.

After some discussion, Ms. Wong Krause noted that the American Public Transportation Association (APTA) was looking at increasing its reserves on a national level, as were other agencies. She then inquired how DART's reserves compared to those of other similar-sized agencies. Mr. Kramer responded that it was difficult to say because the other agencies the staff had reviewed did not have a reserve policy. Ms. Wong Krause noted that she would discuss this further with Mr. Kramer offline, however, she favored DART increasing its reserves amounts.

Mr. Bryant noted many interchangeably used adjectives in the presentation and requested staff use a broader term for fiscally conservative, which was used on page two within the Overview section of the agenda report provided.

Concluding the discussion on slide 6, General: G8, Mr. Kramer continued with the presentation as follows:

- General: G10 (slide 7)

Mr. Abraham questioned how the remaining funds, referred to in the Revised Standard section of the slide, would be titled in the Financial Standards. After some discussion, Chair Wageman recommended that Mr. Abraham and the other board members think about a word to use in reference to the remaining funds in place of restricted cash. Mr. Kramer recommended the word designated. Mr. Abraham voiced his preference for that word. Chair Wageman stated that for what they were doing, the committee would use that word. He further noted that Mr. Kramer would work with Mr. Gene Gamez, General Counsel, to fix the language of G1.

In discussing the deadline for adopting the financial plan, Chair Wageman suggested making it a "soft deadline" for Mr. Kramer and to allow flexibility for him and his team.

After some discussion, Chair Wageman asked if there was a motion to approve this item with the recommended modifications.

Ms. Hernandez motioned to approve this item, with the discussed modifications.

Mr. Abraham seconded, and the motion was approved unanimously.

3. ***Briefing on the Mobility Assistance and Innovation Fund**

This item was not discussed.

4. ***Briefing on FY 2025 Budget Discussion**

Mr. Kramer briefed the Committee (slides on file with the Office of Board Support) as follows:

- FY 2025 Budget Discussion (slide 1)
- Overview (slide 2)
- FY 2025 Budget Discussion (slide 3)
- April 12 B&F Committee (slide 4)
- Operating Budget Growth (slide 5)
- Financial Standard B5 (slide 6)

- Operating Budget History (slides 7-8)
- Personnel Expenses (slide 9)
- Headcount (slide 10)
- Emerging Needs (slide 11)
- Strategic Initiatives (slide 12)
- Service Growth & Special Events (slide 13)
- Discussion Questions (slide 14)
- Budget Development Calendar (slide 15)
- FY 2025 Financial Planning Calendar (slide 16)
- Appendix (slide 17)
- FY 2024 Financial Projection (slide 18)
- Revenues (slide 19)
- FY 2024 YE Revenue Forecast (slide 20)
- Sales Tax Collections (slide 21)
- 12-Month Moving Average of Current-Month Sales Tax Receipts (slide 22)
- FY 2024 Sales Tax Forecast (slide 23)
- Passenger Revenues (slide 24)
- Expenses (slide 25)
- FY 2024 Expense Overview (slide 26)
- FY 2024 Operating Expenses (slide 27)
- Capital Projects by Department (slide 28)
- Ridership Improvement Funds (slide 29)
- Preliminary FY 2025 Financial Outlook (slide 30)
- Financial Plan - Revenues (slide 31)
- Sales Taxes (slide 32)
- Sales Tax Forecast to Actuals (\$M) (slide 33)
- Sales Tax Trends and Forecast (slide 34)
- Service Area Population Growth (slide 35)
- 20-Year Sales Tax Projections (\$M) (slide 36)
- Ridership (slides 37-38)
- Grants (slide 39)
- Formula and Discretionary Funds (\$M) (slide 40)
- Grants (slide 41)
- Debt (slide 42)
- Debt Assumptions (slide 43)
- Market Expectations for Rates (slide 44)
- Inflation and Expenses (slide 45)
- Consumer Price Index Projection (slide 46)
- External Estimates Congressional Budget Office (slide 47)
- External Estimates Cleveland Fed (slide 48)
- Adopted Financial Plan Operating Expenses (slide 49)
- Primary Operating Expense Drivers (slide 50)
- Adopted Financial Plan Capital & Non-Operating Expenses (slide 51)
- Adopted Financial Plan Debt Service (slide 52)

In reference to slide 10, Headcount, Ms. Hernandez inquired about headcount between 2018 and 2019, especially given that ridership has decreased. She expressed whether headcount should continue to increase. She also asked questions around the number of vacancies that carry over from year to year and whether overtime usage is being considered. Ms. Nadine S. Lee, President and Chief Executive Officer responded that headcount is not solely tied to ridership; it is influenced by the scope of work, system size, and maintenance needs. She further explained that the maintenance staff may be understaffed given system expansion and age. She also cited ongoing challenges of absenteeism among operators, and measures are being taken to address them. She further stated that in budget discussions, it's essential to consider maintenance staffing needs and the demands of operating an aging system.

Mr. Abraham appreciated Ms. Lee's answers, including budget information in discussions. Approving headcount annually involves considering budget constraints. He recommended emphasizing labor metrics and Key Performance Indicators (KPIs). He further noted tracking factors like long-term leave, underutilization, and hours worked can help identify inefficiencies. Mr. Abraham also stated that despite ridership fluctuations, analyzing detailed numbers is crucial for informed decision-making during budget discussions.

Mr. Enoch felt that despite ridership fluctuations, maintaining a large system with buses and trains requires adequate staffing. He noted that the current headcount is a concern given the reduced ridership. He strongly recommended addressing absenteeism more aggressively, emphasizing that removing underperforming employees benefits both productivity and overall morale.

Mr. Stopfer discussed the need for hard decisions given increases in contracts and costs. He opined that reevaluating expenses, addressing labor issues, and considering necessity versus niceties are crucial. He also stated that it's essential to balance headcount during good and tough times and address inefficiencies, and a "tightening of belts" may be necessary.

Chair Wageman stated that the previous decision to implement a Reduction in Force (RIF) had two main reasons. Firstly, he said, there was a concern that the sales tax might disappear, affecting all member cities and other agencies in Texas and across the country. Secondly, he continued, the agency recognized administrative staff bloat and aimed to reduce headcount. While frontline workers (operators and maintenance staff) have faced challenges due to service growth, Chair Wageman opined the focus should be on administrative positions to achieve sustainability and not on the front-line workers, as that is where he believes they are understaffed.

After much continued discussion, there were three core action items identified at the end of the briefing:

Mr. Kramer will provide more detail on department-level staffing and budgets at the June 17th meeting.

Ms. Reich will have DART General Counsel review the possibility of shortening the financial planning horizon from 20 to 10 years.

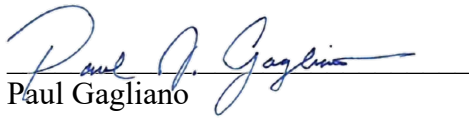
Also, for staff to consider implementing an annual growth limit on the operating budget beyond the 90% inflation cap outlined in the financial standards.

5. Identification of Future Agenda Items

The MAIF (Mobility Assistance and Innovation Fund) will be discussed at a future meeting of the committee.

6. **Adjournment**

There being no further business to discuss, the meeting was adjourned at 4:58 p.m.

A handwritten signature in blue ink, reading "Paul Gagliano", is written over a horizontal line.

Paul Gagliano
Secretary of the Board

/pg

*Briefing Item



Agenda Report

DATE: May 20, 2024

SUBJECT: Discussion of FY 2025 Budget

RECOMMENDATION

This is a discussion item. No action is required at this time.

BUSINESS PURPOSE

- The purpose of this item is to continue a discussion of the FY 2025 budget and financial plan from the May 8 Budget and Finance Committee meeting.
- This briefing supports Board Strategic Priority 2: Provides stewardship of the transit system, agency assets, and financial obligations.



Agenda Report

DATE: May 20, 2024

SUBJECT: Briefing on the Mobility Assistance and Innovation Fund

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

- The purpose of this item is to brief the Committee on the Mobility Assistance and Innovation Fund (MAIF) and to facilitate a discussion of the MAIF's definition and purpose.
- Discussion of this item supports Board Strategic Priority 2: Provide stewardship of the transit system, agency assets, and financial obligations.



Agenda Report

Attachments:

- 1. FY 2025 Capital Project Requests**

DATE: May 20, 2024

SUBJECT: Briefing on FY 2025 Capital Budget

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

- The purpose of this item is to brief the Budget & Finance Committee on DART's capital program and solicit the committee's feedback on capital priorities.
- Attachment 1 lists all the capital project requests for FY 2025 by mode. Please note the requested funds may be spread across multiple years of the financial plan.
- Discussion of this item supports Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.

Agency-Wide															
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows						
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	
1	260 - 2025 - 1401 Pacific DART HQ Construction	105 - Deputy Executive Director	General	53,000,000			Construction to bring 1401 Pacific-DART HQ up to code and refurbish to state of good repair. Cost includes construction only.	1. Mission Critical	42,302,752	10,697,248					
2	870 - 2025 - Lancaster Corridor Improvements - RAISE Grant	090 - Capital Program Development	Grants, General	4,439,600		4,000,000	Increasing transit access along the Lancaster corridor requires upgrading DART transit accommodations to support bus and rail riders. As part of these improvements, bus stops on DART Route 217 will be upgraded with the next generation technology shelters, improving the passenger experience with better lighting, increased seating, branding and next bus arrival information. DART station platform areas will also be upgraded to maintain their state of good repair at Kiest, VA Medical Center, Illinois, Morrell, and Ledbetter Stations with updated windscreens, seating, canopies, walkways and improved lighting. Additionally, DART will make safety improvements at the DART stations and along the corridor on Lancaster Road. Improvements will include upgrading crosswalk signals, enhancing lighting, adding cameras for surveillance, and creating barriers either through landscaping or physical infrastructure. This will improve passenger and vehicle safety by reducing train/vehicular accidents, discouraging pedestrians from walking across the tracks and along the right of way, and reduce vandalism. This project's focus will be on customer experience enhancements and safety improvements at the stations and along the corridor.	1. Mission Critical	1,546,500	1,446,500	1,446,600				
3	458 - 2024 - Upgrade Vehicle Gateways (Bus, LRV, TRE, SC, Police, NRV)	115 - Technology	General	3,753,453	181,832		Increase scope and cost. The original project was for bus and LRV only. When discussing with Operations they requested we add to TRE, SC and some NRVs. Police was added after further discussions.	1. Mission Critical	1,678,593	622,458	829,944	622,458			
4	870 - 2025 - DART Design Criteria Redraft	090 - Capital Program Development	General	3,500,000			To support state of good repair projects and upcoming system modernization, DART needs to revise current design standards. These standards require revision for fleet and facility modifications under system modernization. At a minimum, the following documents should be evaluated. Additional standards to be evaluated as needed. Design Criteria: 2003-01-31 – Rev10 Design Criteria Manual Vol1 Facilities Design 2007 – Jan Rev5 Design Criteria Vol2 Systems 2010 – May Rev14 Design Criteria Vol3 CADD Standards 2016 – Nov Rev7 Design Review Procedures Commuter Rail Design Criteria Manual (New) Standard Drawings Facilities Standard Drawings Nov 05 Systems Standard Drawings Baselined Phase II - 17-Mar-06 Commuter Rail Standard Drawings (New) Specifications Facilities and System Standard Specifications May 2016 Commuter Rail Standard Specifications (New) Facilities Engineering Project Manager Capital Project Handbook Directive Drawings DART Environmental Impact Assessment and Mitigation Guidelines September 2022 2016 – Nov Rev7 Design Review Procedures 2017 – May Rev3 Project Acceptance Manual 2007 – Jan Rev8 Residential Construction Manual 2010-08-21 – Rev14 Capital Improvement Program Management Plan DART Tunnel Inspection Manual DART Corrosion Protection Manual Industry standards or guidelines related to resiliency and sustainability	2. Scale Down	1,120,000	2,380,000					
5	331 - 2025 - Police RMS/CAD Software	155 - DART Police	SGR	1,245,000	50,000		The current police software was purchased in 2009. There is better technology for police computer-aided dispatch (CAD) and RMS. We need a better system for our dispatchers to assign calls, track officers on a map, and prioritize calls by location and type. We need the software to incorporate a records management system (RMS) that will speak with CAD and provide mapping for calls and crime.	1. Mission Critical	828,925	416,075					
6	608 - 2022 - SW - Generator Modification at Bus Facilities	Capital Design & Construction		1,000,000	95,000		Transfer \$1M into Generator project due to budget shortfall. Budget will be transferred from project BCRR00322.	1. Mission Critical	1,000,000						
7	607 - 2025 - Third-Party Consultant Support Services	090 - Capital Program Development	General	560,000		560,000	Services supporting DART's review, approval and operational support process for projects proposed adjacent to, on, over, or under DART property and/or facilities which may impact an existing DART facility, the Roadway, bus routes and/or bus stops. This includes, but not limited to, overall design reviews, internal and external coordination, construction management oversight, quality, and schedule control.	1. Mission Critical	560,000						
8	850 - 2025 - TOD & Economic Development	Real Estate and Economic Development	General	500,000			Preparation and documentation of all potential TOD properties and DART TOD initiatives; Process properties for RFPs, selection of developer, negotiation, and implementation; Special studies; Special appraisals; Select significant TOD properties for RFP market analysis and due diligence; TOD property value impact update; and assistance for currently active TOD projects.	1. Mission Critical	500,000						
9	460 - 2025 - Network Switch Power Supply	115 - Technology	General	475,745			This project will upgrade primary power supplies and secondary power supplies in network switches across the agency with new power supplies. These network switches provide network access for user workstations, printers, IOT devices, and wireless access points. The current primary power supplies and secondary power supplies are approaching end of support. The new primary power supplies and secondary power supplies will provide a good state of repair and extend the life of network switches across the agency.	1. Mission Critical	379,723	96,022					

Agency-Wide														
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows					
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
10	433 - 2025 - Fare Roadmap Study/Analysis and RFP Requirements	040 - Finance	General	400,000			DART is looking into the future roadmap of the fare payment systems to deliver a simple customer payment experience across various sub systems including ticket vending machines, automatic fare collection, app, bus fareboxes and all other fare payment needs. We intend to upgrade and enhance aging validators, automatic fare collection (AFC) and farebox systems as part of the roadmap. This upgrade and enhance project is a dual phased approach that will occur over approximately 3 to 5 years to help with the roadmap of our fare systems and develop completed requirements and tech specs for AFC and farebox systems.	2. Scale Down	200,000	200,000				
11	698 - 2025 - COMM - NRV Purchase	122 - MOW and Facilities Maintenance	SGR	330,000	6,000		Purchase of 6 new NRVs required for the new Camera Shop that was created within Comm for the maintenance of the CCTV systems at the agency. 10 new positions plus 5 moved over from Police need vehicles in order to do their jobs in the field.	1. Mission Critical	330,000					
12	331 - 2025 - Use of Force Simulator	155 - DART Police	SGR	250,000	15,000		DART Police is interested in replacing the use of force simulator. The current simulator was purchased in 2014. It is one-dimensional with a single projector on a flat screen. There is better technology, with 3D technology using the entire room in the scenarios. Programs that listen to the officer's decisions and create new scenarios based on the reaction. This simulator will give Officers better de-escalation training through a better system.	1. Mission Critical	200,156	49,844				
13	253 - 2025 - Distribution Center Climate Control	140 - Materials Management	General	245,000	2,500		Purchasing 8- 18' Powerfoil Fan Kits, 5 Evaporative Coolers, 8 BTU Heaters. The proposed project will improve airflow and is projected to bring temperature to around 78-80 degrees during the summer months.	1. Mission Critical	245,000					
14	333 - 2025 - Key Machine	155 - DART Police	SGR	75,000	10,000		DART Police has had a vehicle key machine since 2009. The machine dispenses patrol car keys and the gas card based on parameters built into the system. It currently has slots that need to be fixed, sometimes lose connection, and software is limited. We are looking to upgrade or replace what we have with a key machine with better software and hardware for dispensing and tracking vehicle keys.	1. Mission Critical	75,000					
15	433 - 2025 - Count Room Equipment	040 - Finance	SGR	55,519			To replace older equipment in the count room to process revenue received from the TVMs and fareboxes.	1. Mission Critical	55,520					
Total Agency-Wide				\$69,829,317	\$360,332	\$4,560,000			\$51,022,169	\$15,908,147	\$2,276,544	\$622,458	\$0	\$0

Bus														
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows					
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
1	870 - 2025 - On-Street Legacy Shelter Replacement	090 - Capital Program Development	SGR	52,500,000			Legacy DART on-street bus shelters are not routinely replaced but maintained to support functionality. There are approximately 875 of these legacy shelters within the system today. With DART investing in a new shelter design, this project aims to transition the existing shelter inventory to the new inventory over a seven-year period. On-street transit stops have a useful life of approximately 7-10 years. Replacement of shelters will include minor sidewalk and pedestrian network improvements to ensure ADA compliance. 150 bus shelters will be replaced annually.	2. Scale Down	8,750,000	8,750,000	8,750,000	8,750,000	8,750,000	8,750,000
2	870 - 2025 - Large Shelter Replacement (DART Super Stops)	090 - Capital Program Development	SGR	22,350,000			DART currently maintains 17 large format shelters for stops with heavy boarding/alighting activity and multiple transfers. These structures are approaching the end of their useful life. Additionally, stops of this size are not considered in the new shelter design concepts. This project would create a design standard for these 'super stops' and replace the legacy structures with a new design. These stops will require civil/sidewalk improvements and dedicated electrical connections. Stations to include real time signage and certain elements from mobility hub guidelines to improve micromobility options throughout network.	1. Mission Critical	650,000	6,500,000	7,600,000	7,600,000		
3	651 - 2025 - NABI Bus Repower	130 - Bus Operations	SGR	3,680,017			Delay in replacement in the fleet coupled with higher annual mileage accumulation from DARTZoom is necessitating a second repower of a select group of buses in order for them to reliably remain in service. Projected mileage on engines through a potential replacement in Q1 of 2026 takes the powertrain beyond its reliable limits.	1. Mission Critical	1,840,009	1,840,008				
4	606 - 2025 - LuminAir Air Sanitization System	170 - Engineering	SGR, General	3,183,730	62,000		Install LuminAir system in transit buses. Number to be determined based on remaining bus life	3. Defer	3,183,730					
5	374 - 2025 - Mobility Hubs	165 - Capital Planning	General	1,500,000			This project will design and build a new mobility hub as part of the system modernization projects, using the design concepts illustrations from the GPC.	2. Scale Down	1,121,777	378,224				
6	686 - 2025 - PA/FS Bus Facilities Concrete Repairs	122 - MOW and Facilities Maintenance	SGR	350,000			This project will make necessary concrete repairs to bus facilities throughout the service area, including repair of concrete drives, curbs and walkways at various facilities. This will include condition-based repair / replacement of site concrete that varies by facility. Examples include parking lot pothole repairs, concrete repairs to bus lanes, uneven pavement in walkways, pavement sealing to prevent further settling and shifting of concrete. Paved surfaces have been severely damaged by extreme summer heat and drought.	1. Mission Critical	175,000	175,000				
Total Bus				\$83,563,747	\$62,000	\$0			\$15,720,515	\$17,643,232	\$16,350,000	\$16,350,000	\$8,750,000	\$8,750,000

Light Rail Transit														
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows					
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
1	840 - 2023 - Mockingbird Depression Retaining Wall Inspection - Phase 2	Capital Design & Construction	General	55,808,068			Detailed investigation of the retaining wall of the Mockingbird Depression to come up with a cause on the structural deformation and develop resolution. There is an approved budget of \$596,295 for Phase 1. Additional Budget of \$3,632,682 is required for Phase 2 Design, DSDC, and construction management services per the attached supporting documents.	1. Mission Critical	589,991	3,594,278	24,080,400	24,080,400	3,462,999	
2	840 - 2025 - Replace Tactile Warning Strip at LRT Stations	090 - Capital Program Development	General	34,800,000	350,000		In consideration of DART Safety recommendations, design and construct replacement of the tactile warning strip at edge of 42 light rail station platforms, including removal of the glass fiber reinforced concrete panel set in high-strength setting grout and replace with concrete pavement section to support surface applied tactile warning strip in yellow color similar to the Dallas Streetcar Station at Okenwald and other locations(glass fiber reinforced plastic as manufactured by Armortile or equal.) This project does not include 23 light rail stations that will be addressed under the Station Modernization Program. This project does not include commuter rail only stations.	3. Defer	3,016,353	25,411,670	6,371,977			
3	840 - 2025 - Remove Center Crosswalks at LRT Stations	090 - Capital Program Development	General	20,300,000			In anticipation of level boarding at all doors of all cars and in coordination with DART Safety recommendations, design, and construct removal of center crosswalks at 28 existing light rail stations, including installation of trackway fencing and modification of platform to remove 8-inch step and sloped areas and replace with level boarding area. It is anticipated that the existing center crosswalks at an additional 16 Red and Blue Line stations will be addressed under the Platform Raise project under the Station Modernization Program.	3. Defer	1,751,109	14,698,595	3,850,296			
4	840 - 2025 - Loop 12 Station	090 - Capital Program Development	ILAs	20,000,000	50,000	16,000,000	Design and construct infill station at Loop 12 (former Texas Stadium Site) in the City of Irving on the operating Orange Line. This supersedes and replaces the previous FY16 Capital Project placeholder amount of \$12M (workflow#1865234) at the request of the City of Irving in anticipation of an adjacent property development opportunity. Request assumes funding by the City of Irving pending Board authorization and execution of DART-City of Irving ILA similar to Hidden Ridge Station at Carpenter Ranch. This cost estimate will be subject to validation at the end of preliminary engineering.	1. Mission Critical	2,079,383	14,225,604	3,695,013			
5	870 - 2025 - System-Wide Elevator Replacement	090 - Capital Program Development	SGR	14,770,000			Replace current hydraulic elevators at rail stations to traction elevators consistent with new Silver Line elevators. DART currently operates 28 passenger elevators at rail stations. This project includes a feasibility study to determine the replacement strategy and preliminary phasing plan. This project is also inclusive of an install solicitation coordinated by System Modernization Professional Management Consultants. This project assumes existing hydraulic pistons can be abandoned in place after removal of hydraulic fluid. Project also assumes modest station augments to facilitate install of new elevators. Project assumes enclosures and elevator shaft structures are sufficient to support new system. This will result in slightly smaller cabs to maintain current exterior elevator shaft dimensions. Given conceptual nature of project, a larger unallocated contingency is included in project cost.	2. Scale Down	250,000	7,260,000	7,260,000			
6	870 - 2025 - Cityplace Station Rehabilitation	090 - Capital Program Development	SGR	8,800,000			Cityplace station is scheduled for several improvements with ongoing capital projects including escalator replacement, inclinator replacement, and platform raise. With so many ongoing activities and a request from ownership of Cityplace to refresh the station, this is a good time to re-imagine the station and provide an update to the aesthetic elements throughout the station. This project would include an analysis by the GPC to identify project opportunities that complement the upcoming station projects. The project would then include construction of recommended elements including access points, station finishes, art & design refresh, etc.	1. Mission Critical	362,500	3,817,500	4,620,000			
7	607 - 2025 - LRT Bridge Repair	090 - Capital Program Development	SGR	6,314,675			Bridge repairs based on FY 2023 bridge inspections = \$4,814,675 Bridge repairs based on FY 2024 SGR reports (Placeholder = \$1.5M) Total Bridge Repairs FY 2025 = \$6,314,675	1. Mission Critical	4,814,675	1,500,000				
8	663 - 2025 - LRV Journal Bearing and Pantograph Monitoring Sensors	170 - Engineering	SGR	3,151,896	109,800		Purchase of a sensor system to perform real-time monitoring of the journal bearing performance (temperature and vibration) and pantograph of 163 LRV's. The system will help support predictive maintenance to increase reliability and safety of the LRV.	2. Scale Down	3,139,866	12,030				

Light Rail Transit														
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows					
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
9	688 - 2025 - CROF Wheel Truing Replacement	122 - MOW and Facilities Maintenance	SGR	3,136,000			The replacement of the wheel truing machine at the Central Rail Operating Facility at 3021 Oak Lane Dallas, TX 75226 The replacement of the old wheel truing machine with a new one and modern equipment to facilitate the truing of the DART LRV wheels. The current wheel truing machine has reached its end of useful life. The new wheel truing machine will be needed beyond current fleet.	1. Mission Critical	1,568,000	1,568,000				
10	717 - 2025 - Railyard Management System	120 - Rail Operations	General	3,000,000			Install Yard Information Management System that will modernize, digitize and streamline the tracking of rolling stock equipment inventories and status availability between CROF/NWROF Rail Fleet Shops, Station Yards and Parker Road satellite location.	1. Mission Critical	1,500,000	1,500,000				
11	663 - 2025 - Rail Wheel Press Machine	170 - Engineering	SGR	2,671,387			Purchase 1 Rail Wheel Press machine to perform axle work on the current LRV's, new LRV's and the Streetcar. The machine will allow us to remove and install wheel back plates, journal bearings, and disassemble gear boxes in-house. Currently this type of work is contracted out and has a long lead time.	1. Mission Critical	2,661,191	10,196				
12	688 - 2025 - Senate Street Bus Wash Bay Replacement	122 - MOW and Facilities Maintenance	General	1,500,000			This project includes replacing the bus wash bay structure as well as all of the equipment/parts and plumbing to successfully wash and maintain the cleanliness of DART Paratransit and GoLink vehicles. The current wash bay structure is deteriorated as well as the plumbing and equipment. The current wash bay is non-operational. Utility task vehicles will improve the efficiency and effectiveness of maintenance technicians. Facility Mechanics must carry tools and supplies from one end of the campus to another. There are times which require multiple trips throughout the day. This would allow the use of these utility task vehicles to not only transport tools and materials but to also use during inclement weather. Vehicles will be used at CROF, NWROF, NW, SOC, East Dallas, and CBD.	1. Mission Critical	1,001,279	498,721				
13	375 - 2025 - Cockrell Hill and Bernal-Singleton PTLs camera and Digital Signage Installation	090 - Capital Program Development	Grants, General	1,472,645	22,270	833,000	To install cameras and digital/next bus signs at the Cockrell Hill and Bernal-Singleton PTLs. The scope also includes developing the design for the installation of cameras and digital/signs and installing trail blazer signs for the PTLs. Project will be funded by an earmark grant and TSM reserves.	1. Mission Critical	730,723	730,723	11,199			
14	606 - 2025 - LRV Electric Horn Retrofit	170 - Engineering	General	1,388,395			Supply DART with an all-in-one Electric Horn assembly for the replacement of air operated Train Horns, Gongs, and whistles.	1. Mission Critical	426,190	427,829	427,829	106,547		
15	607 - 2025 - Southbound Tunnel Repairs	090 - Capital Program Development	SGR	1,037,169			Tunnel Track 2 Shotcrete, Cast-In Place liner repairs and drains. Includes all labor, equipment, materials, demolition and incidentals required to complete detailed in the cost estimate spreadsheet.	1. Mission Critical	1,037,169					
16	687 - 2025 - Tunnel Emergency Ventilation Fan Controls	122 - MOW and Facilities Maintenance	SGR	1,010,000			The scope of this SOW is to upgrade life safety equipment ventilation fan controls for Cityplace in the tunnel. The emergency ventilation fan controls are over 22 years old, and replacement parts are no longer manufactured. To make repairs, PA/FS & Comms must find workarounds.	1. Mission Critical	674,194	335,806				
17	687 - 2025 - Stair Replacement at Royal Lane and Walnut Hill/Denton Stations	122 - MOW and Facilities Maintenance	SGR	940,000			The stairs need replacement due to age, vandalism and the weather. The stairs will be a safety hazard to the public. The rust will eventually cause the structure to fail. The stairs have been sanded and treated with a rust inhibitor and an epoxy coating. This method is only buying time until the stairs can be replaced.	1. Mission Critical	940,000					
18	687 - 2025 - Fire Standpipe Replacements at Various LRT Stations	122 - MOW and Facilities Maintenance	SGR	800,000			This project will include testing and repair or replacement of standpipes at various aerial and at-grade stations as well attached to bridges which is needed to comply with city, state and NFPA fire codes. This does not include Cityplace/Tunnel standpipes as that is a completely separate project. Standpipes are Fire Life Safety equipment that must be repaired.	1. Mission Critical	100,000	600,000	100,000			
19	607 - 2025 - DFW Station Concierge Booth	090 - Capital Program Development	General	626,470			Projected design and construction cost of the fabricated booth with electrical and communication connections at DFW Station Concierge. Finance requested to close-out this project and resubmit for FY25.	3. Defer	626,470					
20	672 - 2025 - Rail Car Movers	120 - Rail Operations	General	540,000			To provide a suitable vehicle that can dead tow Light Rail Vehicles and Streetcars around the storage yards, maintenance shops, and unpowered tracks.	1. Mission Critical	540,000					

Light Rail Transit														
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows					
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
21	687 - 2025 - Tunnel Emergency Ventilation Fan Spare Parts	122 - MOW and Facilities Maintenance	General	500,000			The scope of this SOW is to have one spare 150 hp motor and 10-foot fan blade for tunnel emergency fans, which are needed because not doing this project could lead to not being in code compliance with the NFPA code for life safety equipment.	1. Mission Critical	500,000					
22	687 - 2025 - Cityplace and Tunnel Equipment Room Door Replacements	122 - MOW and Facilities Maintenance	General	500,000			The scope of this SOW is to replace equipment room doors for electrical traction stations TPPS, Communication rooms and electrical equipment rooms in the tunnel and Cityplace that have fatigued over the past 22 years from pressure differentials caused by train movement in the tunnel.	1. Mission Critical	250,000	250,000				
23	687 - 2025 - PA/FS Rail Facilities Concrete Replacement	122 - MOW and Facilities Maintenance	SGR	450,000			The scope of this SOW is make necessary concrete repairs to rail facilities throughout the service area. Repair of concrete drives, curbs and walkways at various facilities. This will include condition-based repair / replacement of site concrete that varies by facility. Examples include parking lot pothole repairs, concrete repairs to bus lanes, uneven pavement in walkways, pavement sealing to prevent further settling and shifting of concrete. Paved surfaces have been severely damaged by extreme summer heat and drought.	2. Scale Down	225,000	225,000				
24	686 - 2025 - PA/FS Wayside HVAC Replacement	122 - MOW and Facilities Maintenance	SGR	400,000			Repair of HVAC for wayside facilities. This will include condition base repair/replacement of site HVAC systems that varies by facility and removing systems requiring R22 refrigerant. Examples include CIH, TPSS and Signal house HVAC systems. Aging equipment is susceptible to failure causing damage to sensitive equipment that increased potential for train delays and inordinate repairs. As per the US Environmental Protection Agency, R22 refrigerant has become illegal in the United States on January 1, 2020. After that R22 refrigerant phase out date, R22 refrigerant can no longer be manufactured or imported into the US.	1. Mission Critical	200,000	200,000				
25	850 - 2025 - CBD Trackway Pavement Evaluation	090 - Capital Program Development	General	350,000			DART's CBD Trackway pavement and street crossing need maintenance and repair. DART desires to retain a consultant to evaluate and establish limits for the necessary pavement repair and maintenance. Under this scope of work the selected consultant shall investigate pavement failure reasons, review as-builts, and provide a report and maintenance recommendations including exhibits and typical pavement repair sections for DART's use to repair and/or replace the failed pavement.	1. Mission Critical	350,000					
26	687 - 2025 - NFPA Code Compliant Stairwell Pressurization Fans	122 - MOW and Facilities Maintenance	SGR	300,000			The scope of this SOW is to replace life safety equipment for Cityplace and tunnel. Replace stairwell pressurization ductwork exposed elements, and remanufacture fan motors and fans. The scope of this SOW is to keep the Cityplace and tunnel in NFPA code requirements for life safety equipment. DART is required to have stairwell pressurization fans and fresh air fans for its emergency exits from the Cityplace platform to street level. The ductwork there is exposed to the elements has reached the end of its service life and has a high rate of repair in patches. Fan motors run 24 / 7.	1. Mission Critical	239,450	60,550				
27	686 - 2025 - PA/FS Rowlett Shop Repair	122 - MOW and Facilities Maintenance	SGR	250,000			This project is to maintain a state of good repair, functionality and safety for employees using the facility. The HVAC systems no longer function properly and replacement parts are no longer available for the old units. New units need to be installed. The roof has severe leaks that require repair causing damage to ceiling panels and computer equipment inside the building. A security gate is needed to ensure that the facility, tools, equipment and materials at this location are secure at all times.	1. Mission Critical	125,000	125,000				
28	680 - 2025 - NRV Hi-Rail Trucks	122 - MOW and Facilities Maintenance	SGR	250,000			The Track Department needs 4 one-ton hi-rail pick ups to allow access to areas of the right of way that you cannot drive up to with materials and labor. The ability to hi-rail will increase our productivity allowing our work order count to decrease.	2. Scale Down	199,541	50,459				
29	687 - 2025 - SMU Mockingbird Emergency Generator Quick Connects and Transfer Switches	122 - MOW and Facilities Maintenance	SGR	225,000			The scope of this SOW is to install 2 emergency generators quick connects sufficient to run 100 hp pump. The 2nd one is to operate Security lighting and one elevator at SMU Mockingbird Station. This will allow for the safety and security of passengers, ADA compliance, and avoid train stoppages due to pump failure.	1. Mission Critical	225,000					
30	687 - 2025 - Kiest Station Adjacent Lot Fencing	122 - MOW and Facilities Maintenance	SGR	224,350			East of Kiest Station is a lot (DART property) that borders a neighborhood. Part of our responsibility is to maintain a solid wood fence at the perimeter of the lot. This fence is beyond repair and needs to be replaced.	1. Mission Critical	224,350					

Light Rail Transit															
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows						
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	
31	688 - 2025 - Utility Task Vehicles	122 - MOW and Facilities Maintenance	General	200,000	25,000		The scope of this SOW is to procure 10 utility task vehicles (2-seater with truck bed) for the transportation of personnel, tools and equipment. Utility task vehicles will improve the efficiency and effectiveness of maintenance technicians. Facility Mechanics must carry tools and supplies from one end of the campus to another. There are times which require multiple trips throughout the day. This would allow the use of these utility task vehicles to not only transport tools and materials but to also use during inclement weather. Vehicles will be used at CROF, NWROF, NW, SOC, East Dallas, and CBD.	3. Defer	200,000						
32	697 - 2025 - Signals - Tama Power Cable	122 - MOW and Facilities Maintenance	SGR	200,000			Install underground duct bank between Tama SPDC and Zoo Station, then replace the damaged 480vac 60hz and 100hz power cable that supplies signal power to signal system equipment between Ewing Grade to Rock Tenn.	1. Mission Critical	200,000						
33	687 - 2025 - Equipment for Cityplace and Aerial Stations	122 - MOW and Facilities Maintenance	General	170,000			<p>Passenger Amenities is requesting to purchase the following equipment to aid hourly staff to repair and replace components at that are located at heights from 20-80 feet in the air in a more timely manner: 1 trailer to carry lift and other heavy equipment, 1 Genie Lift Z to reach aerial platforms, 1 Genie lift for Cityplace, and 1 floor cleaning machine for Cityplace.</p> <p>The Genie Lift Z extends to 50-80 feet in the air and the Genie Lift for Cityplace extends 20-30 feet in the air to allow employees to safely reach plumbing, lighting, electrical and structural items for repair or replacement at varying heights at the Cityplace Station on the Green/Orange Line. Extension ladders do not reach this far, nor are they safe at certain heights. The trailer will be used to transport the Genie Lifts but can also be used to transport other large, bulky equipment when it is not needed to transport the Genie Lifts. A heavy-duty floor cleaner is being requested to better and more efficiently clean the high traffic floors in Cityplace.</p>	2. Scale Down	170,000						
34	688 - 2025 - Concrete Replacement at CROF	122 - MOW and Facilities Maintenance	SGR	140,000			The replacement of the damaged concrete will prevent further damage to the area and NRV equipment that use the driveway to enter and exit the facility.	1. Mission Critical	140,000						
35	697 - 2025 - Signals - Service Truck Crane	122 - MOW and Facilities Maintenance	SGR	120,000			Have a qualified crane installation vendor replace the existing cranes installed on two of the signal section service trucks. The current crane installed on the unit is not rated for the reach and weight required for Signals personnel to safely lift entire signal equipment assemblies such as switch machines, ABS & Interlocking signals, impedance bonds and grade crossing gate assemblies during normal and emergency repair operations.	1. Mission Critical	120,000						
36	697 - 2025 - Signals - Railroad Battery Recycle	122 - MOW and Facilities Maintenance	SGR	116,600			Railroad battery recycle/disposal service contract with a qualified vendor to recycle/dispose of signal system batteries used at grade crossing, central instrument houses and wayside cases along the DART LRT system to maintain compliance with EPA regulations for battery recycle/disposal.	1. Mission Critical	29,150	29,150	29,150	29,150			
37	672 - 2025 - CNC Machine for NWROF	120 - Rail Operations	General	85,000			Purchase of a Haas F1 Team CNC Toolroom Mill with Tool Changer. This machine will be used for building replacement parts for the LRVs and streetcars and will be located at NWROF.	1. Mission Critical	85,000						
38	688 - 2025 - Repair of the CROF High Mast Pole	122 - MOW and Facilities Maintenance	SGR	35,000			The repair of the perimeter high mast pole light will provide proper illumination to the train tracks, and areas where the illumination is currently not adequate and will allow us to perform preventive maintenance.	2. Scale Down	35,000						
39	830 - 2025 - Sidewalk Replacement - 2644 Ross Avenue	Real Estate and Economic Development	SGR	31,582			Replace the damaged sidewalk at 2644 Ross Avenue, Dallas, TX 75201. The City of Dallas Code Compliance is requiring that DART repair the sidewalk along Ross Avenue. The work will consist of demolition of the existing sidewalk and installation of a new sidewalk concrete pavement.	1. Mission Critical	31,582						
40	697 - 2025 - Signals - NWROF Wire Trough	122 - MOW and Facilities Maintenance	SGR	25,000			Remove NWROF Yard roadway trough lids and center the cables in the trough. Place a 16" half-pipe over the cables to provide highway rated crush protection conduit for the cables. Apply hot asphalt road product to repair the roadway.	1. Mission Critical	25,000						

Light Rail Transit

#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows						
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	
41	685 - 2025 - Extension Ladder for Monroe Shops	122 - MOW and Facilities Maintenance	General	11,000			This project is to install an extending ladder to the catwalk between the interior building/exterior wall at Monroe Shops for easy maintenance access. This is a safety matter to add additional precautions to prevent trip and fall accidents.	1. Mission Critical	11,000						
Total Light Rail Transit									\$31,394,166	\$77,131,112	\$50,445,863	\$24,216,098	\$3,462,999	\$0	

Line items in green represent budget increase requests for existing projects.

Commuter Rail														
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows					
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
1	607 - 2011 - TRE Noble Branch to West of Medical District Drive Double Tracking	Capital Design & Construction	Grants, General	11,880,000		11,500,000	Finalize the construction phase to double track the DFW Subdivision between west of Medical Market Station and East of IH-35E Bridge. This segment of track will include the addition of two new bridges at Inwood and Knights Branch. The current cost estimate for design and construction is \$35,033,226.35. There is an approved budget of \$13,136,718 in CCEG00121, CNMG14005 and CCMG13001 and NT MOVES BUILD GRANT of \$11,500,000 and we are requesting additional budget of \$11.880,000 for FY 2025.	1. Mission Critical	1,333,521	7,276,562	1,634,959	1,634,958		
2	607 - 2024 - Relocate Irving Yard to Lumber Yard/Install Track	Capital Design & Construction	General	2,673,709			The current ICE to move the Irving Yard to Lumber Yard is \$8,041,310.16. There is \$5,367,601.01 approved budget for FY2024, and we are requesting for an additional budget of \$2,673,709.0 in FY2025 for civil portion of construction fee, DSDC and CM services. The additional budget of \$2,673,709.0 will be evenly split in FY 2025 and FY 2026.	1. Mission Critical	315,444	1,179,132	1,179,133			
3	526 - 2025 - TRE - Track Panel Replacement W to E Richland Hills MP 617.66-618.61. M.L.#2	160 - Commuter Rail	SGR	2,162,000		1,078,406	Replace existing track panel with new track panel. Upgrade the running rail from 115lb. to 136lb. and existing wood ties with concrete ties. Surface the area.	1. Mission Critical	2,162,000					
4	526 - 2025 - TRE - Bungalow Replc - W.C. Junct MP 634.55	160 - Commuter Rail	SGR	1,100,346		548,853	TRE Bungalow Replacement - W.C. Junction M.P. 634.55	1. Mission Critical	1,100,346					
5	526 - 2025 - TRE - HD Link Replacement - Nursery/Britain Road	160 - Commuter Rail	SGR	1,041,027		519,264	526 - 2025 - TRE - HD Link Replacement - Nursery/Britain Road	1. Mission Critical	1,041,027					
6	526 - 2025 - TRE - Spill Containment Installation on All Service Tracks	160 - Commuter Rail	General	639,815		319,140	Safety and environmental need. Spills from fueling and/or leaks from engines have potential to become an environmental concern.	1. Mission Critical	639,815					
7	526 - 2025 - TRE - Bi-Level Overhaul Specification Development	160 - Commuter Rail	General	591,488		295,744	TRE has 10 vehicles overdue for midlife overhaul. These 10 vehicles were purchased new and have never been overhauled. The scope of work needs to incorporate enhanced modifications. These estimated costs will be negotiated with the selected Contractor. TRE - Bi-Level Overhaul Specification Development	1. Mission Critical	591,488					
8	526 - 2025 - TRE - Bridge Panel Replacement FM157 ML#1 MP 625.8	160 - Commuter Rail	SGR	433,396		216,178	Bridge Panel Replacement @ 157 Overpass Mainline Track #1 Credit back for rail price Replace all wood ties and surface through the area.	1. Mission Critical	433,396					
9	526 - 2025 - TRE - Resurface Service Track Roads w/Asphalt	160 - Commuter Rail	SGR	309,888		154,572	Roads are showing excessive repair and they need curbing to keep ballast (stone under the tracks) in place. Currently, ballast is rolling into the roadway, causing tripping hazards to crews and mechanics. This Project will use asphalt as an alternative to concrete and will consider sidewalks in place of curbing.	1. Mission Critical	247,342	62,546				
#	526 - 2025 - TRE - Install RailSentry Grade Xing Protection @ Calloway Cemetery Road MP 626.29.	160 - Commuter Rail	General	282,960		141,140	Install RailSentry @ Calloway Cemetery Road Grade Xing. Milepost 626.29.	1. Mission Critical	282,960					
#	526 - 2025 - TRE - Install RailSentry Grade Xing Protection @ Market Center Blvd. MP 641.66	160 - Commuter Rail	General	282,960		141,140	Install RailSentry Grade Xing Protection at Market Center Blvd.	1. Mission Critical	282,960					
#	526 - 2025 - TRE - Remodel Mens/Womens Locker Rooms	160 - Commuter Rail	General	243,035		121,518	The men's/women's locker rooms currently do not meet ADA standards. This project is to remodel these locker rooms and bring them to ADA standards.	1. Mission Critical	243,035					
#	510 - 2025 - Madill Elm Fork Trinity River Bridge	Real Estate and Economic Development	SGR	218,000			Resurfacing of access road for Madill Elm Fork Trinity River Bridge.	1. Mission Critical	218,000					
#	830 - 2025 - TRE - Bridge Lead Paint Encapsulation	Real Estate and Economic Development	General	200,215		100,107	The TRE bridge at O'Connor/Heritage Crossing is presently covered with lead-based paint. The City of Irving desires to encapsulate the bridge with new paint and DART has agreed to contribute half the costs. The estimated cost is \$200,214.76; consequently, DART would be responsible for \$100,107.38.	4. Cancel	200,215					
#	607 - 2025 - Madill Crossing Replacement at Crosby MP 701.17	090 - Capital Program Development	SGR	149,246			Madill Subdivision Grade Crossing Replacement at Crosby Road Milepost 701.17. The current grade crossing has reached its life expectancy. There is visible movement of the running rail that is encased in the crossing when vehicle traffic crosses.	3. Defer	149,246					
#	607 - 2025 - Madill Crossing Replacement at Nursery Rd. MP 711.90	090 - Capital Program Development	SGR	116,080			TRE Madill Subdivision Nursery Road Grade Crossing Replacement Milepost 711.90. The current grade crossing has reached its life expectancy. This crossing experiences high volume of vehicular traffic including tractor trailers. Maintenance Crews are constantly responding to replace crossing panels at this location. The replacement will benefit both train and vehicular traffic.	3. Defer	116,080					
#	526 - 2025 - TRE - Grade Crossing Replacement @ Mosier Valley MP 625.50	160 - Commuter Rail	SGR	103,246		51,499	Remove and replace existing crossing panels and ties, and surface through the area..	1. Mission Critical	103,246					
#	526 - 2025 - TRE - #20 TO-W. Tie E. Mockingbird Main MP 639.44	160 - Commuter Rail	SGR	100,093		49,926	Change all wood ties in #20 Turnout at Milepost 639.44	1. Mission Critical	100,093					
#	526 - 2025 - TRE - #20 TO-W. Tie WC Junction Mileposts 634.46	160 - Commuter Rail	SGR	100,093		49,926	Change all wood ties in #20 Turnout @ Milepost 634.46.	1. Mission Critical	100,093					
#	510 - 2025 - Dixon Road at Scyene Road Track Removal	Real Estate and Economic Development	General	96,640			Elam subdivision grade crossing of old freight line adjacent to DART Green Line between Hatcher Station and Lawnview Station. This is no longer an active freight track. DART receives many complaints about the condition of this crossing. There is no freight carrier responsible for maintenance. DART will cut the rail at the crossing and replace with concrete.	1. Mission Critical	96,640					
#	526 - 2025 - TRE - 200 Ton Hydraulic Press	160 - Commuter Rail	General	90,850		45,425	Current press is beyond repair. Needing to be replaced with 200 Ton, 3-Phase, 480V Hydraulic Press.	1. Mission Critical	90,850					
#	526 - 2025 - TRE - Train Radios	160 - Commuter Rail	General	88,111		44,056	Train radios need to be upgraded for reliability of communications.	1. Mission Critical	88,111					
#	526 - 2025 - TRE - Track Panel Replacement @ CPT 217 MP 644.15	160 - Commuter Rail	SGR	50,191		25,035	Remove existing turnout that is not connected and install new track panel at Milepost 644.15. Eliminate existing switch and straight rail.	1. Mission Critical	50,191					
#	526 - 2025 - TRE - Band Saw	160 - Commuter Rail	General	13,225		6,613	Current band saw is beyond repair. Needs to be replaced with new band saw.	1. Mission Critical	13,225					
Total Commuter Rail				\$22,966,614	\$0	\$15,408,542			\$9,999,324	\$8,518,241	\$2,814,091	\$1,634,958	\$0	\$0

Line items in green represent budget increase requests for existing projects.

Non-Operating														
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Cash Flows					
									FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
1	374 - 2025-2026 - Capital Planning Projects	165 - Capital Planning	General	3,000,000			The FY 2025 Capital Planning efforts will focus on short-term implementation actions of the Transit System Plan, including Corridor Planning, Environmental Planning, System Planning, and Economic Development/TOD.	1. Mission Critical	1,497,132	1,497,132	5,736			
2	374 - 2025 - Vulnerability Assessment and Resiliency Plan	165 - Capital Planning	General	1,000,000		1,000,000	This vulnerability assessment and resiliency plan will help DART understand, prepare for, and prioritize projects and agency-wide guidance to reduce risk and increase resiliency in order to limit agency and societal costs over time.	2. Scale Down	499,044	499,044	1,912			
3	810 - 2023 - GRD/EPM Support Services	Development Program Support	General	241,349			The purpose of this project is to provide funding for continued Development department support services for enterprise project management application – Masterworks (MW) as well as other DART business systems that interface with MW. Development has specific business needs from MW in the management of DARTs Capital and SGR programs and projects. This resource additionally provides support on the Enterprise Document Management (EDM) project and DARTs Enterprise Resource Planning (ERP) system upgrade. While reporting to Development, the support provided by this project works directly with DART Technology and Aurigo on MW issues. As Development continues to streamline its procedures and business practices to empower and unblock business systems users, this funding enables Development to have the appropriate support in place to modify, improve and ensure the data across DARTs business systems truly represents the status of projects. With increased utilization of MW, we continually find the need for improvements, to what is built to simplify yet enhance the user experience with MW. This project resource provides Development specific business use training for DART staff who utilize the system. Development intends to hire a DART Development Business Systems Analyst (BSA) in FY25 to take up these support activities in house. This project resource provides support to train that Development BSA. While this resource is brought on through Development all DART departments who currently utilize MW benefit from this project resource. This is extension covers 1-year from October 1, 2024 until September 30, 2025, utilizing Professional Services Pool (PSP) contract or other contracting means for continued Enterprise systems support services.	1. Mission Critical	151,034	90,315				
Total Non-Operating				\$4,241,349	\$0	\$1,000,000			\$2,147,210	\$2,086,491	\$7,648	\$0	\$0	\$0
Grand Total				\$367,251,265	\$979,402	\$37,801,542			\$110,283,384	\$121,287,222	\$71,894,147	\$42,823,514	\$12,212,999	\$8,750,000

Projects with External Funding															
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Mode	Cash Flows					
										FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
1	607 - 2025 - Third-Party Consultant Support Services	090 - Capital Program Development	General	560,000		560,000	Services supporting DART's review, approval and operational support process for projects proposed adjacent to, on, over, or under DART property and/or facilities which may impact an existing DART facility, the Roadway, bus routes and/or bus stops. This includes, but not limited to, overall design reviews, internal and external coordination, construction management oversight, quality, and schedule control.	1. Mission Critical	Agency-Wide	560,000					
2	870 - 2025 - Lancaster Corridor Improvements - RAISE Grant	090 - Capital Program Development	Grants, General	4,439,600		4,000,000	Increasing transit access along the Lancaster corridor requires upgrading DART transit accommodations to support bus and rail riders. As part of these improvements, bus stops on DART Route 217 will be upgraded with the next generation technology shelters, improving the passenger experience with better lighting, increased seating, branding and next bus arrival information. DART station platform areas will also be upgraded to maintain their state of good repair at Kiest, VA Medical Center, Illinois, Morrell, and Ledbetter Stations with updated windscreens, seating, canopies, walkways and improved lighting. Additionally, DART will make safety improvements at the DART stations and along the corridor on Lancaster Road. Improvements will include upgrading crosswalk signals, enhancing lighting, adding cameras for surveillance, and creating barriers either through landscaping or physical infrastructure. This will improve passenger and vehicle safety by reducing train/vehicular accidents, discouraging pedestrians from walking across the tracks and along the right of way, and reduce vandalism. This project's focus will be on customer experience enhancements and safety improvements at the stations and along the corridor.	1. Mission Critical	Agency-Wide	1,546,500	1,446,500	1,446,600			
3	840 - 2025 - Loop 12 Station	090 - Capital Program Development	ILAs	20,000,000	50,000	16,000,000	Design and construct infill station at Loop 12 (former Texas Stadium Site) in the City of Irving on the operating Orange Line. This supersedes and replaces the previous FY16 Capital Project placeholder amount of \$12M (workflow#1865234) at the request of the City of Irving in anticipation of an adjacent property development opportunity. Request assumes funding by the City of Irving pending Board authorization and execution of DART-City of Irving ILA similar to Hidden Ridge Station at Carpenter Ranch. This cost estimate will be subject to validation at the end of preliminary engineering.	1. Mission Critical	LRT	2,079,383	14,225,604	3,695,013			
4	375 - 2025 - Cockrell Hill and Bernal-Singleton PTLs camera and digital signage installation	090 - Capital Program Development	Grants, General	1,472,645	22,270	833,000	To install cameras and digital/next bus signs at the Cockrell Hill and Bernal-Singleton PTLs. The scope also includes developing the design for the installation of cameras and digital/signs and installing trail blazer signs for the PTLs. Project will be funded by an earmark grant and TSM reserves.	1. Mission Critical	LRT	730,723	730,723	11,199			
5	607 - 2011 - TRE Noble Branch to West of Medical District Drive Double Tracking	Capital Design & Construction	Grants, General	11,880,000		11,500,000	Finalize the construction phase to double track the DFW Subdivision between west of Medical Market Station and East of IH-35E Bridge. This segment of track will include the addition of two new bridges at Inwood and Knights Branch. The current cost estimate for design and construction is \$35,033,226.35. There is an approved budget of \$13,136,718 in CCEG00121, CNMG14005 and CCMG13001 and NT MOVES BUILD GRANT of \$11,500,000 and we are requesting additional budget of \$11,880,000 for FY 2025.	1. Mission Critical	Commuter Rail	1,333,521	7,276,562	1,634,959	1,634,958		
6	526 - 2025 - TRE - Track Panel Replacement W to E Richland Hills MP 617.66-618.61. M.L.#2	160 - Commuter Rail	SGR	2,162,000		1,078,406	Replace existing track panel with new track panel. Upgrade the running rail from 115lb. to 136lb. and existing wood ties with concrete ties. Surface the area.	1. Mission Critical	Commuter Rail	2,162,000					
7	526 - 2025 - TRE - Bungalow Replc - W.C. Junct MP 634.55	160 - Commuter Rail	SGR	1,100,346		548,853	TRE Bungalow Replacement - W.C. Junction M.P. 634.55	1. Mission Critical	Commuter Rail	1,100,346					
8	526 - 2025 - TRE - HD Link Replacement - Nursery/Britain Road	160 - Commuter Rail	SGR	1,041,027		519,264	526 - 2025 - TRE - HD Link Replacement - Nursery/Britain Road	1. Mission Critical	Commuter Rail	1,041,027					
9	526 - 2025 - TRE - Spill Containment Installation on All Service Tracks	160 - Commuter Rail	General	639,815		319,140	Safety and environmental need. Spills from fueling and/or leaks from engines have potential to become an environmental concern.	1. Mission Critical	Commuter Rail	639,815					
10	526 - 2025 - TRE - Bi-Level Overhaul Specification Development	160 - Commuter Rail	General	591,488		295,744	TRE has 10 vehicles overdue for midlife overhaul. These 10 vehicles were purchased new and have never been overhauled. The scope of work needs to incorporate enhanced modifications. These estimated costs will be negotiated with the selected Contractor. TRE - Bi-Level Overhaul Specification Development.	1. Mission Critical	Commuter Rail	591,488					
11	526 - 2025 - TRE - Bridge Panel Replacement FM157 ML#1 MP 625.8	160 - Commuter Rail	SGR	433,396		216,178	Bridge Panel Replacement @ 157 Overpass Mainline Track #1 Credit back for rail price Replace all wood ties and surface through the area.	1. Mission Critical	Commuter Rail	433,396					

Line items in green represent budget increase requests for existing projects.

Projects with External Funding															
#	Project Name	Department	Funding Type	Project Budget	Annual Operating Cost	External Funding	Project Scope	Priority	Mode	Cash Flows					
										FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
12	526 - 2025 - TRE - Resurface Service Track Roads - w/Asphalt	160 - Commuter Rail	SGR	309,888		154,572	Roads are showing excessive repair and they need curbing to keep ballast (stone under the tracks) in place. Currently, ballast is rolling into the roadway, causing tripping hazards to crews and mechanics. This Project will use asphalt as an alternative to concrete and will consider sidewalks in place of curbing.	1. Mission Critical	Commuter Rail	247,342	62,546				
13	526 - 2025 - TRE - Install RailSentry Grade Xing Protection @ Calloway Cemetery Road MP 626.29.	160 - Commuter Rail	General	282,960		141,140	Install RailSentry @ Calloway Cemetery Road Grade Xing. Milepost 626.29.	1. Mission Critical	Commuter Rail	282,960					
14	526 - 2025 - TRE - Install RailSentry Grade Xing Protection @ Market Center Blvd. MP 641.66	160 - Commuter Rail	General	282,960		141,140	Install RailSentry Grade Xing Protection at Market Center Blvd.	1. Mission Critical	Commuter Rail	282,960					
15	526 - 2025 - TRE - Remodel Mens/Womens Locker Rooms	160 - Commuter Rail	General	243,035		121,518	The men's/women's locker rooms currently do not meet ADA standards. This project is to remodel these locker rooms and bring them to ADA standards.	1. Mission Critical	Commuter Rail	243,035					
16	830 - 2025 - TRE - Bridge Lead Paint Encapsulation	Real Estate and Economic Development	General	200,215		100,107	The TRE bridge at O'Connor/Heritage Crossing is presently covered with lead-based paint. The City of Irving desires to encapsulate the bridge with new paint and DART has agreed to contribute half the costs. The estimated cost is \$200,214.76; consequently, DART would be responsible for \$100,107.38.	4. Cancel	Commuter Rail	200,215					
17	526 - 2025 - TRE - Grade Crossing Replacement @ Mosier Valley MP 625.50	160 - Commuter Rail	SGR	103,246		51,499	Remove and replace existing crossing panels and ties, and surface through the area.	1. Mission Critical	Commuter Rail	103,246					
18	526 - 2025 - TRE - #20 TO-W. Tie E. Mockingbird Main MP 639.44	160 - Commuter Rail	SGR	100,093		49,926	Change all wood ties in #20 Turnout at Milepost 639.44.	1. Mission Critical	Commuter Rail	100,093					
19	526 - 2025 - TRE - #20 TO-W. Tie WC Junction Mileposts 634.46	160 - Commuter Rail	SGR	100,093		49,926	Change all wood ties in #20 Turnout @ Milepost 634.46.	1. Mission Critical	Commuter Rail	100,093					
20	526 - 2025 - TRE - 200 Ton Hydraulic Press	160 - Commuter Rail	General	90,850		45,425	Current press is beyond repair. Needing to be replaced with 200 Ton, 3-Phase, 480V Hydraulic Press.	1. Mission Critical	Commuter Rail	90,850					
21	526 - 2025 - TRE - Train Radios	160 - Commuter Rail	General	88,111		44,056	Train radios need to be upgraded for reliability of communications.	1. Mission Critical	Commuter Rail	88,111					
22	526 - 2025 - TRE - Track Panel Replacement @ CPT 217 MP 644.15	160 - Commuter Rail	SGR	50,191		25,035	Remove existing turnout that is not connected and install new track panel at Milepost 644.15. Eliminate existing switch and straight rail.	1. Mission Critical	Commuter Rail	50,191					
23	526 - 2025 - TRE - Band Saw	160 - Commuter Rail	General	13,225		6,613	Current band saw is beyond repair. Needs to be replaced with new band saw.	1. Mission Critical	Commuter Rail	13,225					
24	374 - 2025 - Vulnerability Assessment and Resiliency Plan	165 - Capital Planning	General	1,000,000		1,000,000	This vulnerability assessment and resiliency plan will help DART understand, prepare for, and prioritize projects and agency-wide guidance to reduce risk and increase resiliency in order to limit agency and societal costs over time.	2. Scale Down	Non-Op	499,044	499,044	1,912			
Total Projects with External Funding				\$47,185,184	\$72,270	\$37,801,542				\$14,519,564	\$24,240,980	\$6,789,682	\$1,634,958	\$0	\$0