



# FY 2012 Quarterly Operating, Financial Performance, and Compliance Reports

Second Quarter FY 2012 January — March 2012



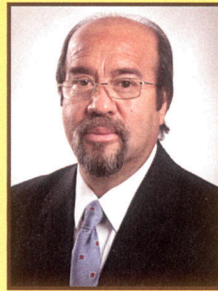


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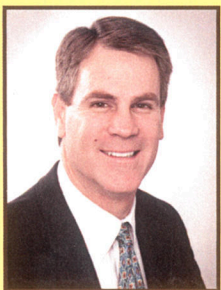
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**DALLAS AREA RAPID TRANSIT**

**QUARTERLY OPERATING, FINANCIAL PERFORMANCE, and  
COMPLIANCE REPORTS**

**SECOND QUARTER FY 2012  
JANUARY - MARCH 2012**

**FY 2012**  
**Quarterly Operating and Financial Performance Reporting**  
**Second Quarter FY 2012**

**Highlights**

**Sales tax revenues** (page 17) for the six months ending March 2012 were \$212.4 million, \$1.3 million (0.6%) more than the budget of \$211.1 million. Sales taxes are received on a monthly basis approximately six weeks after the end of the month collected. Therefore, the second quarter sales taxes in this report represent actuals through January and accruals for February and March.

**Total agency ridership** (page 3) for the rolling four quarters ending March 2012 was 104.4 million, 8.5 million (7.6%) less than the corresponding period last year. This is the effect of decreased HOV ridership because of TxDOT construction resulting in the closing of the I-635 HOV lanes.

**Fixed-route ridership** (page 3) for the rolling four quarters was 64.4 million, which is 3.4 million (5.7%) higher than the same period last year, due to the opening of the Green Line and some recent improvements in DART bus service. Ridership is more fully discussed in the modal sections.

**On-time performance (fixed route)** (page 3) was 95.6% for the rolling four quarters, slightly above the target of 95.0%, and was 96.9% during the second quarter.

**Total system subsidy per passenger** (page 3) for the rolling four quarters was \$3.34 and the second quarter was \$3.52, \$0.27 and \$0.09 below (better than) target, respectively. **Fixed-route subsidy per passenger** (page 3) was \$4.67 for the rolling four quarters and \$4.71 for the second quarter. These indicators were \$0.13 and \$0.09 below (better than) target, respectively.

**The Administrative Ratio** (page 3) four-quarter rolling was 8.0%, or 0.4% below (better than) the target of 8.4%, and was 7.5% during the second quarter.

**Sales taxes for operating expense** (page 3) for the twelve-month rolling period ended with a ratio of 81.0%, or 2.5% less (better) than the target of 83.5%, and was 83.2% for the second quarter.

**Operating expenses** (page 17) (after Capital P&D and Start-up allocations) were \$208.5 million, \$7.5 million (3.6%) under budget.

During FY 2011 a new methodology was developed for allocating passenger revenues for fixed route services (bus, light rail, and TRE). This methodology was derived from information from TVM machines, the number of average rides per day, and average trip lengths. This allocation change will affect the allocated revenues, and therefore, **Subsidy Per Passenger** and **Farebox Recovery Ratio**. During the FY 2012 budget process the same allocation was used; however, since that time the allocations have been updated. We are currently using the updated percentages for actual allocation which will affect the comparison to target on allocated revenues and farebox recovery ratios.



## General Information

**Reporting Period** – DART’s fiscal year begins on October 1. The second quarter of the current fiscal year was January - March 2012. In the exhibits that follow, the columns labeled “Q2 2011” are for the 12-month period from April 2010 through March 2011, the columns labeled “Q2 2012” are for the 12-month period from April 2011 through March 2012. The columns labeled “Qtrly” are for the current quarter, January – March 2012.

**Operating Performance** – Except where noted, the Quarterly Report includes four-quarter trending of strategic operating information by mode through the current quarter and the same period a year earlier. Amounts represent four-quarter rolling totals (or averages, in some cases). In order to remove seasonality from financial and operating information, annual amounts are used. Operating Speed Ratio for HOV is not a four-quarter rolling number, but a quarterly number, and is marked by an asterisk.

Management is continually striving to improve the reporting of Key Performance Indicators (KPIs). Accordingly, prior period KPIs may not reflect the most current methodology.

This report also includes DART's KPIs in a scorecard format with a Green, Yellow, or Red status for each measurement.

Green – It is probable that the FY 2012 target will be met. Indicative of performance within established parameters.

Yellow – It is possible the annual target will not be met or this measure is trending in the wrong direction. Close monitoring of performance is needed.

Red – Based on fiscal year performance to date, it is probable the FY 2012 target will not be achieved.

**Capital and Non-Operating Budget Summary** – Exhibit 10 on page 15 summarizes actual capital, non-operating, and road improvement expenditures by mode. Detailed cost summaries of major capital construction projects are located in the *Project Development Progress Report* section, and road improvement summaries are located in the *Planning Process* section of this report.

**Revenues, Operating Expenses, and Net Financing Costs** – Page 17 (Appendix) summarizes actual revenues and expenditures against budget, by object classification.

The Agency’s **Statements of Revenues, Expenses, and Changes in Net Asset; Statement of Net Assets** beginning on page 18 and Glossary of Terms/Definitions beginning on page 21.

## Agency-Wide Operating Performance

Exhibit 1 is the Agency Scorecard for Key Performance Indicators.

Exhibit 1	Agency Scorecard - Key Performance Indicators					
	Indicators	Q 2/11	Q 2/12	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Total Agency Ridership (M)	112.9	104.4	24.2	100.2	Green
	Fixed Route Ridership (M)	61.0	64.4	15.8	65.9	Green
	Total System Subsidy Per Passenger	\$2.96	\$3.34	\$3.52	\$3.61	Green
	Fixed Route Subsidy Per Passenger	\$4.91	\$4.67	\$4.71	\$4.80	Green
	On-Time Performance (Fixed Route)	95.3%	95.6%	96.9%	95.0%	Green
	Fixed Route Complaints Per 100,000 Passengers	52.2	51.4	49.9	49.5	Green
	Fixed Route Accidents Per 100,000 Miles	1.36	1.45	1.34	1.47	Green
	Sales Taxes for Operating Expense	82.4%	81.0%	83.2%	83.5%	Green
	Fixed Route Farebox Recovery Ratio	16.0%	15.3%	15.4%	14.3%	Green
	Administrative Ratio	8.2%	8.0%	7.5%	8.4%	Green

## Ridership

Bus ridership in FY 2012 has been bolstered by new services including the Parkland and Baylor shuttles and contracted service with the City of Mesquite. Ridership continues to be a primary focus for the Agency. Our current method of collecting information on riders is limited by technology, DART's barrier free light rail system, and our fare media/collection systems.

DART is undertaking a number of initiatives to improve customer communications, customer service, and service delivery. Among these initiatives are the customer communications program, Public Announcement/Visual Message Board (PA/VMB) systems, innovative fare payment systems, and expansion of small-bus operations.

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2012 KPI targets and historical quarterly KPIs. HOV ridership has decreased significantly because lanes on I-635 West were taken out of service in June 2011 because of TxDOT construction. These lanes will remain out of service through early 2016. See modal discussions for variance explanations.

Exhibit 2		Q 2/11	Q 2/12	Qtrly	FY12 Target	Status
	RIDERSHIP					
	Total Agency (M)	112.9	104.4	24.2	100.2	Green
	Fixed Route (M)	61.0	64.4	15.8	65.9	Green
	Bus (M)	37.5	38.3	9.6	39.9	Yellow
	LRT (M)	19.2	23.8	5.5	23.5	Green
	Commuter Rail (M)	2.4	2.4	0.6	2.4	Yellow
	Paratransit (000s)*	778.3	803.4	204.5	816.0	Green
	HOV (M)	52.1	38.1	8.0	32.4	Green
	Vanpool (000s)	939.2	1,032.7	262.1	1,035.0	Green

\*Note: Lower ridership on Paratransit is positive



## Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard and provides the FY 2012 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

Exhibit 3		Q 2/11	Q 2/12	Qtrly	FY12 Target	Status
	Efficiency Indicator - Subsidy Per Passenger					
	Total System	\$2.96	\$3.34	\$3.52	\$3.61	Green
	Fixed Route	\$4.91	\$4.67	\$4.71	\$4.80	Green
	Bus*	\$4.94	\$5.14	\$5.22	\$4.92	Yellow
	LRT*	\$4.72	\$3.87	\$3.83	\$4.47	Green
	Commuter Rail *	\$5.85	\$5.13	\$4.47	\$5.94	Green
	Paratransit	\$43.08	\$43.37	\$42.29	\$43.46	Green
	HOV	\$0.21	\$0.27	\$0.31	\$0.29	Green
	Vanpool	\$0.52	\$0.44	\$0.22	\$0.31	Yellow

\* Reference note on Highlights page

# Modal Update

## Bus

During FY 2012, DART is preparing for the implementation of expanded small bus (<30') operations. DART currently operates 23 small buses split between Flex and On-Call operations. In late 2012 (FY13), DART will replace approximately 112 standard transit buses (18% of the bus fleet) with new, smaller vehicles, fueled with clean burning compressed natural gas (CNG). These vehicles will replace large bus operations on a number of routes, and in the future allow conversion of other routes to Flex service if deemed appropriate. The vehicles will begin arriving late summer 2012.



The small bus program will provide a number of benefits to both DART and the customer. Flex service operates on a fixed route at scheduled times, but allows the vehicle to deviate from that route for specific pick-ups and drop-offs, providing better service. The smaller vehicles are also more maneuverable and more appropriately sized for neighborhood operations, operating on smaller roads, and within dense employment business centers. At the same time, the vehicles have five more seats (17) than our current Flex vehicles (12), allowing for more riders on those services.

And, perhaps most importantly, this service delivery model saves a significant amount of money versus traditional operations. Each vehicle costs approximately 40% of the price of a full-sized bus. This program will provide more than \$6 million in annual operating expense savings generated in three areas: 1) create a new class of operator requiring a different class of Commercial Driver's License (CDL) at a lower wage rate; 2) reduced maintenance costs; and 3) improved fuel economy. The smaller vehicles will have approximately twice the fuel economy of the traditional large bus. The savings provided by this program has allowed DART to preserve service that would otherwise have been eliminated.

DART's fixed-route bus service operates from three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. DART operates a total of 612 buses and maintains extensive passenger amenity and facility infrastructure including approximately: 12,500 bus stops, 765 bus shelters, 1,500 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 55 rail platforms, 5 commuter rail stations, 100 information pylons, and all operating divisions and corporate offices, for a total of approximately 68 million square feet.

Over the past few years, bus ridership has declined. Historically, bus ridership has been heavily influenced by employment levels in the DART Service Area. Hopefully, the improving employment picture in the Dallas area will translate into rising bus ridership levels.

Exhibit 4 is DART's Bus Scorecard and provides the FY 2012 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 4	Bus Scorecard - Key Performance Indicators					
	Indicators	Q 2/11	Q 2/12	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Bus Ridership (including Charter) (M)	37.5	38.3	9.6	39.9	Yellow
	On-Time Performance	93.7%	93.0%	95.0%	92.0%	Green
	Complaints Per 100k Passengers	76.9	72.7	66.2	70.0	Yellow
	Mean Distance Between Service Calls	5,518	5,090	6,367	7,367	Red
	Vehicle Accidents Per 100k Miles	1.79	1.85	1.75	1.90	Green
	Farebox Recovery Ratio*	12.6%	11.8%	11.6%	11.5%	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger *	\$4.94	\$5.14	\$5.22	\$4.92	Yellow

\* Reference note on Highlights page

**Complaints per 100,000 passengers** was down for the four quarters ending March 2012 in comparison to the same quarters in FY 2011, and the quarterly performance was better than the goal of 70.0. While the trend in the performance to date on this metric is positive, it is still over the target for the rolling four-quarter period

**Subsidy Per Passenger** is affected by lower than projected ridership. As ridership continues to improve this metric will improve.



## Light Rail Transit (LRT)

DART currently operates 72 miles of light rail and maintains 55 rail stations and a fleet of 163 vehicles. DART's Central Rail Operating Facility has been expanded to support and operate a portion of the additional fleet required for the new line sections. A new rail operating facility, located along the Northwest alignment (Northwest Rail Operating Facility), was completed in 2010 and began limited revenue service operations along with the Green Line in December 2010. The facility will go into full revenue service in the summer of 2012 with the opening of the first segment of the Orange Line to Irving.

DART's Green Line, opened for full revenue service on December 6, 2010. This line extends southeast from the Dallas Central Business District (CBD) through Deep Ellum and Fair Park to the Buckner Station; and northwest from the CBD through the Market Center and Medical Center districts to Farmers Branch and Carrollton.

Concurrent with the opening of the Green Line, DART adjusted LRT schedules on the existing Red and Blue lines to better match capacity with demand and as part of our initiatives designed to address our budgetary challenges. Bus schedules also were realigned to match the new service and revised rail schedules.



Construction continues to advance on the new Orange Line. The combined 9-mile line (Irving-1 and Irving-2) runs from Bachman Station on the Green Line through Irving to the Las Colinas Urban Center, the new Irving Convention Center, North Lake Center, and terminates at the Belt Line Road Station. Both of these segments are scheduled to open in the second half of calendar 2012.

The procurement for the Design-Build contract for the final section of the Orange Line (Irving-3) was awarded in December 2011. This line section runs from Belt Line Road to DFW International Airport Terminal A and connects the DART rail system to the fourth

busiest airport in the United States and its more than 55 million passengers and workforce of 50,000+ employees. This connection to DFW will satisfy a long-standing commitment to cities within the DART Service Area. This segment is scheduled to open in December 2014.

Exhibit 5 below is DART's Light Rail Scorecard and provides the FY 2012 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 5	Light Rail Scorecard - Key Performance Indicators					
	Indicators	Q 2/11	Q 2/12	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	LRT Ridership (M)	19.2	23.8	5.5	23.5	Green
	On-Time Performance	95.5%	96.4%	97.7%	95.5%	Green
	Complaints Per 100k Passengers	20.3	21.4	26.4	19.0	Red
	Mean Distance Between Service Calls (000s)	18.6	25.4	35.9	20.4	Green
	Accidents per 100k Miles	0.21	0.30	0.05	0.25	Green
	Farebox Recovery Ratio*	17.5%	20.2%	21.5%	16.4%	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger *	\$4.72	\$3.87	\$3.83	\$4.47	Green
	Subsidy Per Passenger Mile	\$0.61	\$0.48	\$0.47	\$0.55	Green

\* Reference note on Highlights page

**Light Rail Complaints Per 100,000 Passengers** – For the four quarters ending in March 2012, complaints per 100,000 passenger trended upward slightly, and the complaint ratio for the 2<sup>nd</sup> Quarter 2012 exceeded the goal of 19.0 complaints per 100,000 passengers. The majority of Light Rail complaints continue to be in the area of Ticket Vending Machine (TVM) complaints. The new TVMs are still in the contractual acceptance process, and significant reductions in complaints have been achieved in recent months. Another area of focus has been improvements to the Automatic Train Protection (ATP) system that was deployed with the Green Line implementation in December 2010. Modifications are currently being made to the ATP system that are expected to improve ride quality for customers on the Green Line service.

**Accidents per 100,000 Miles** is currently shown as “green” despite being over target for the four-quarter rolling value. Performance during the current fiscal year has been excellent and the measure shows as over target because of a higher accident rate that occurred in the last two quarters of FY11. The rolling four-quarter number is expected to be well below target by the end of the fiscal year.

## Trinity Railway Express (TRE)

To more accurately depict the true operating costs of TRE, the data shown includes combined revenue and expenses for both DART and the Fort Worth Transportation Authority (The T). By including all revenues and expenses, the information presented provides the reader with data comparable to all other modes. Ridership is collected and reported for the TRE system; therefore, KPIs associated with ridership are calculated as TRE totals and not only DART's totals.

Exhibit 6 is DART's Commuter Rail Scorecard and provides the FY 2012 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 6	Commuter Rail - TRE Scorecard - Key Performance Indicators					
	Indicators	Q 2/11	Q 2/12	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	TRE Ridership (M)	2.40	2.36	0.59	2.44	Yellow
	On-Time Performance	97.6%	97.4%	98.2%	97.5%	Green
	Complaints Per 100k Passengers	8.5	7.1	4.1	7.6	Green
	Accidents Per 100k Miles	0.27	0.22	0.22	0.25	Green
	Farebox Recovery Ratio*	24.1%	33.0%	36.2%	25.2%	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger *	\$5.85	\$5.13	\$4.47	\$5.94	Green
	Subsidy Per Passenger Mile	\$0.32	\$0.27	\$0.24	\$0.34	Green

\* Reference note on Highlights page

**TRE Ridership** is trending slightly lower than target and is attributed to several factors including the NBA lock-out which adversely impacted both November and December ridership, and the elimination of the State Fair shuttle in October.



## Paratransit Services

In a time when the service area population is growing and aging, demand for Paratransit services continues to increase at a substantial rate. As DART's highest subsidy mode of transportation, efficiency improvements are a must. DART has managed to keep revenue hour growth to 2% per year over the last few years despite ridership growth of 5%, but the current model has been stretched to the limit.

In FY13, DART will be changing the service delivery model through which Paratransit services are delivered within the service area. Currently, services are provided by a single operator, Veolia Transportation, Inc., which operates and maintains 186 vans. The new Mobility Management model will also outsource service, but through a combination of providers under one contract. The service will primarily be provided by a fleet of approximately 160 dedicated, natural-gas powered vehicles, supplemented by a fleet of other available service providers that have the ability to pick up service in the peak demand periods and can provide other trips more efficiently.

Exhibit 7 is DART's Paratransit Scorecard and provides the FY 2012 KPI targets and historical quarterly KPIs.

Exhibit 7	Paratransit Scorecard - Key Performance Indicators					
	Indicators	Q 2/11	Q 2/12	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Paratransit Scheduled Ridership (000s)	905.3	940.6	240.7	938.0	Yellow
	Paratransit Actual Ridership (000s)*	778.3	803.4	204.5	816.0	Green
	Revenue Hours (000s)	458.6	467.6	118.0	464.0	Yellow
	Passengers Per Hour - Scheduled	1.70	2.01	2.04	2.02	Green
	Passengers Per Hour - Actual	1.70	1.72	1.73	1.76	Yellow
	On-Time Performance	88.6%	87.4%	86.1%	87.0%	Green
	Accidents per 100K miles	0.24	0.31	0.46	2.00	Green
	Complaints per 1k Passengers	2.66	3.00	3.61	4.50	Green
	% of No Shows (Scheduled Ridership)	n/a	4.3%	4.8%	4.0%	Red
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$43.08	\$43.37	\$42.29	\$43.46	Green

\*Note: lower ridership on Paratransit is positive

The Paratransit mode has two measures of ridership, Scheduled and Actual. Scheduled ridership is the total number of Paratransit passengers scheduled for revenue service. Actual ridership is the total number of Paratransit passengers actually carried. The difference between the two can be attributed to no-shows (when a customer fails to show for a trip) and customer cancellations (which can happen any time up until the van arrives for a passenger).

There are a combination of factors that impact the status of several of Paratransit KPIs. The increase in the number of certified riders and the additional usage of trips has a negative impact on **Ridership, Revenue Hours** and **Subsidy Per Passenger**. There has also been a slight growth in the number of **No Shows** in the first two quarters of FY 2012. This affects Actual Ridership and Subsidy Per Passenger. Management will continue to watch and manage this indicator through FY 2012.

## High Occupancy Vehicle Transitways

DART's Transit System Plan calls for an HOV Transitway program that includes Interim or Immediate Action facilities, as well as more than 116 miles of Permanent HOV Transitways or Managed HOV lanes. The Board-approved HOV Transitway Policy guides the program's development by establishing a funding commitment and the necessary framework to advance the projects through different stages of project development, construction, operations, enforcement, and maintenance.

Interim HOV projects are funded by the Texas Department of Transportation (TxDOT), DART, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) Congestion Mitigation/Air Quality (CMAQ) Program. This program is administered by the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG). All facilities are jointly planned and designed by DART and TxDOT, and each agency contributes 16.7% of the construction cost. Federal funds provide the remaining 66.6%. Once the facilities are built, DART provides for the operation, enforcement, and management of the HOV lanes, while maintenance is the joint responsibility of DART and TxDOT. DART is responsible for all operating costs within the DART Service Area. The operating costs for lanes outside the DART Service Area are reimbursed by the Federal Transit Administration or TxDOT's Regional Toll Revenue (RTR) funds through an agreement with NCTCOG.

Currently, DART operates, enforces, and maintains 75 miles of HOV lanes. TxDOT began a five-year reconstruction of I-635 in June 2011. The low ridership target for FY12 compared to past performance is due to the removal of the I-635 LBJ HOV lane from service. This was expected and planned for, thus ridership is still trending to meet or beat the FY 2012 target.

Exhibit 8 is DART's HOV Scorecard and provides the FY 2012 KPI targets and historical quarterly KPIs.

Exhibit 8	HOV Scorecard - Key Performance Indicators					
	Indicators	Q 2/11	Q 2/12	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Ridership (M)	52.1	38.1	8.0	32.4	Green
	Avg. Weekday Ridership (000s)	155.4	114.2	100.5	96.7	Green
	Operating Speed Ratio (Qtrly)*	1.64	1.93	1.93	1.53	Green
	Lane Availability	100.0%	100.0%	100.0%	99.0%	Green
	Complaints per 100K Passengers	0.21	0.34	0.49	0.30	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.21	\$0.27	\$0.31	\$0.29	Green

\*Number stated is a quarterly number



## General Mobility Programs

DART's General Mobility programs include carpool matching, vanpool operations, and support for local Transportation Management Associations (TMAs). General Mobility also includes road improvement programs such as the Local Assistance Program/Congestion Management System (LAP/CMS), the Transit Principal Arterial Street System program (Transit PASS), the Transportation System Management (TSM) program, and the Intelligent Transportation Systems (ITS) program.

DART and the NCTCOG have worked together to identify strategies for reducing emissions in the Metroplex. The vanpool program has been identified as a critical component of the State Implementation Plan for improving air quality. Employers in the Metroplex have also discovered that vanpools are a viable transportation alternative for their employees and are subsidizing passenger fares to help with escalating fuel costs.

DART currently offers 8- to 15-person vans through a third-party contractor (EAN Holdings). This program is partially funded by the NCTCOG through a Surface Transportation Program/Metropolitan Mobility (STP/MM) grant. Over the past few years, NCTCOG has provided funding to DART that covers up to 40-50% of the total cost of operations. Through monthly fees and fuel payments, users pay approximately 55% of the program costs. The bulk of DART's expenses are in-kind services such as program management.

FY 2012 vanpool funding will be impacted by potential adjustments in the handling of expenses. The North Central Texas Council of Governments and the Federal Highway Administration are currently reviewing "in-kind" eligible expenses which may potentially impact fares and/or the size of the vanpool fleet. Until a determination is made, the vanpool program will remain capped at 198 vanpools through FY 2012. We anticipate that NCTCOG will maintain their share of overall funding at 45% of eligible expenses. User fees were adjusted in January 2011 from \$270 for small vans and \$290 for large vans to \$330 per month for small vans and \$350 per month for large vans. Users continue to cover up to 55% of program costs at these rates.

Exhibit 9 is DART's Vanpool Scorecard and provides the FY 2012 KPI targets and historical quarterly KPIs.

Exhibit 9	General Mobility (Vanpool) - Key Performance Indicators					
	Indicators	Q 2/11	Q 2/12	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Ridership (000s)	939.2	1,032.7	262.1	1,035.0	Green
	Number Of Vanpools (current)	185	198	198	198	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.52	\$0.44	\$0.22	\$0.31	Yellow

The "yellow" status of **Subsidy Per Passenger** is due to the outstanding concerns over funding through NCTCOG. Management has resolved the billing issues during the third quarter, and we should see improvement by year end.

## Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating expenditures through the second quarter of FY 2012.

<b>Exhibit 10</b>	<b>Actuals vs. Budget</b> <b>Capital and Non-Operating Costs</b> <b>Through the Second Quarter, FY 2012</b> <b>(In Thousands)</b>			
	<b>Mode</b>	<b>FY12 YTD Actuals</b>	<b>FY12 Capital Budget</b>	<b>Unspent Balance</b>
	Agency- Wide	\$8,108	\$42,622	\$34,513
	Bus	13,577	61,378	47,801
	LRT	71,614	364,595	292,980
	Commuter Rail	3,354	29,175	25,821
	Paratransit	0	143	143
	HOV	6,056	18,234	12,178
	<b>Total Projects</b>	<b>\$102,710</b>	<b>\$516,146</b>	<b>\$413,436</b>
	P&D/Startup/Non-Ops	\$8,371	\$39,277	\$30,907
	Road Improvements/ITS	4,137	16,655	12,518
	<b>Total Capital</b>	<b>\$115,217</b>	<b>\$572,078</b>	<b>\$456,861</b>

## **APPENDIX**

**DALLAS AREA RAPID TRANSIT**  
**SECOND QUARTER, FY 2012 - REVENUES AND OPERATING EXPENSES**  
**ACTUALS VS. BUDGET (DOLLARS IN THOUSANDS)**

<b>Revenues</b>	<b>FY 2012 YTD Actuals</b>	<b>FY 2012 YTD Budget</b>	<b>YTD Better (Worse)</b>	<b>% Better (Worse) Budget</b>	<b>Annual Budget</b>
Passenger Revenues (Fixed Route)	\$28,590	\$26,959	\$1,631	6.0%	\$54,348
Special Events Passenger Revenue	140	0.0	140	100.0%	5
Vanpool Passenger Revenues	409	470	(61)	(13.0)%	940
Paratransit Passenger Revenues	1,088	1,022	66	6.4%	2,443
<b>Passenger Revenues</b>	<b><u>\$30,227</u></b>	<b><u>\$28,451</u></b>	<b><u>\$1,775</u></b>	<b><u>6.2%</u></b>	<b><u>\$57,736</u></b>
Advertising and Other	\$5,544	\$5,503	\$40	0.7%	\$12,098
Grants/ILA Program Revenues	1,169	1,030	139	13.5%	5,016
<b>Total Other Revenues</b>	<b><u>\$6,712</u></b>	<b><u>\$6,533</u></b>	<b><u>\$179</u></b>	<b><u>2.7%</u></b>	<b><u>\$17,113</u></b>
<b>Total Operating Revenues</b>	<b><u>\$36,939</u></b>	<b><u>\$34,985</u></b>	<b><u>\$1,954</u></b>	<b><u>5.6%</u></b>	<b><u>\$74,849</u></b>
Sales Tax Revenues	\$212,407	\$211,100	\$1,307	0.6%	\$422,528
Other Non-Operating Revenues	4,064	4,628	(564)	(12.2)%	9,244
Federal Funds					
Formula Federal Funding	\$6,958	\$2,825	\$4,133	146.3%	\$83,278
Discretionary Federal Funding	3,073	2,471	602	24.4%	91,191
Other Sources (Capital Contributions, etc)	2,579	3,072	(493)	(16.0)%	15,237
<b>Total Revenues</b>	<b><u>\$266,019</u></b>	<b><u>\$259,080</u></b>	<b><u>\$6,939</u></b>	<b><u>2.7%</u></b>	<b><u>\$696,327</u></b>
<b>Operating Expenses:</b>	<b>FY 2012 YTD Actuals</b>	<b>FY 2012 YTD Budget</b>	<b>YTD (Better) Worse</b>	<b>% (Better) Worse Budget</b>	<b>Annual Budget</b>
Salaries & Wages	\$97,842	\$99,875	(\$2,033)	(2.1)%	\$200,889
Benefits	44,517	\$46,672	(2,155)	(4.8)%	90,468
Services	10,973	\$13,875	(2,902)	(26.4)%	28,485
Materials & Supplies	22,561	\$23,654	(1,093)	(4.8)%	47,360
Utilities	8,701	\$9,147	(446)	(5.1)%	18,537
Casualty and liability	1,801	\$2,190	(389)	(21.6)%	4,440
Purchased Transportation	27,533	\$26,837	696	2.5%	53,620
Taxes, Leases, and Other	2,449	\$2,762	(313)	(12.8)%	5,631
Management Reserves & Fuel/Incentives	(553)	(325)	(228)	41.2%	(45)
<b>Total Operating Expenses</b>	<b><u>\$215,825</u></b>	<b><u>\$224,687</u></b>	<b><u>(\$8,862)</u></b>	<b><u>(4.1)%</u></b>	<b><u>\$449,384</u></b>
Capital Allocation and Startup	(\$7,370)	(\$8,717)	\$1,347	(18.3)%	(\$15,849)
<b>Total Ops Expense after Allocations</b>	<b><u>\$208,455</u></b>	<b><u>\$215,970</u></b>	<b><u>(\$7,515)</u></b>	<b><u>(3.6)%</u></b>	<b><u>\$433,535</u></b>



**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET ASSETS**  
**AS OF MARCH 31, 2012 AND SEPTEMBER 30, 2011**

	(In thousands)	
	3/31/2012	9/30/2011
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	\$70,367	\$116,477
Investments	657,682	677,801
Derivative instrument asset	3,490	5,480
Sales tax receivable	70,600	68,114
Transit Revenue Rec., Net	1,836	2,563
Due from Other Governments	17,618	20,306
Materials and supplies inventory	28,307	27,381
Prepaid transit expenses and other	7,768	2,483
Restricted investments held by trustee for debt service	64,541	65,375
Restricted investments held for advance funding agreements	11,292	11,921
Restricted investments held to pay capital lease/leaseback liabilities	<u>76,762</u>	<u>55,762</u>
<b>TOTAL CURRENT ASSETS</b>	<b><u>1,010,263</u></b>	<b><u>1,053,663</u></b>
<b>NONCURRENT ASSETS</b>		
Investments Restricted for SEA	228,494	354,274
Restricted investments held as security for capital lease/leaseback liabilities	10,668	10,766
Investments in joint venture	23,533	24,190
Capital assets		
Land and rights of way	548,905	548,904
Depreciable capital assets, net of depreciation	3,279,995	3,367,054
Projects in progress	972,193	859,872
Restricted investments held to pay capital lease/leaseback liabilities	211,040	268,141
Net pension asset	6,108	6,485
Unamortized debt issuance costs and other	<u>22,075</u>	<u>22,677</u>
<b>TOTAL NONCURRENT ASSETS</b>	<b><u>5,303,011</u></b>	<b><u>5,462,363</u></b>
<b>TOTAL ASSETS</b>	<b><u>\$6,313,274</u></b>	<b><u>\$6,516,026</u></b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET ASSETS - CONT'D**  
**AS OF MARCH 31, 2012 AND SEPTEMBER 30, 2011**

(In thousands)

	3/31/2012	9/30/2011
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	\$58,879	\$93,415
Commercial paper notes payable	150,000	150,000
Current portion of Capital lease/leaseback liabilities	76,762	\$55,762
Current portion of amount due to the State Comptroller	824	\$824
Local Assistance Program Payable	5,170	13,370
Retainage Payable	39,799	55,666
Unearned revenue and other liabilities	39,471	35,194
Interest payable	57,871	58,037
Current portion of senior lien sales tax revenue bonds payable	6,740	8,370
Deferred inflows of resources	<u>3,490</u>	<u>5,480</u>
<b>TOTAL CURRENT LIABILITIES</b>	<b><u>439,006</u></b>	<b><u>476,118</u></b>
<b>NON-CURRENT LIABILITIES</b>		
Accrued liabilities	31,188	30,217
Repayment due to State Comptroller	11,458	11,871
Senior lien sales tax revenue bonds payable	3,346,922	3,356,068
Capital lease/leaseback liabilities	<u>211,040</u>	<u>268,141</u>
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b><u>3,600,608</u></b>	<b><u>3,666,297</u></b>
<b>TOTAL LIABILITIES</b>	<b><u>4,039,614</u></b>	<b><u>4,142,415</u></b>
<b>NET ASSETS</b>		
Invested in capital assets, net of related debt	1,477,905	1,560,000
Restricted for debt Service	6,670	7,338
Restricted as security for capital lease/leaseback liabilities	10,668	10,766
Unrestricted	<u>778,417</u>	<u>795,507</u>
<b>TOTAL NET ASSETS</b>	<b><u>\$2,273,660</u></b>	<b><u>\$2,373,611</u></b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS**  
**FOR THE SIX MONTHS ENDED MARCH 31, 2012 AND 2011**

	(In thousands)	
	For the six months ended	
	3/31/2012	3/31/2011
<b>OPERATING REVENUES:</b>		
Passenger	\$30,227	\$28,005
Advertising, rent and other	<u>6,177</u>	<u>5,662</u>
<b>Total Operating Revenues</b>	<b><u>36,404</u></b>	<b><u>33,667</u></b>
<b>OPERATING EXPENSES:</b>		
Labor	98,200	99,354
Benefits	44,666	44,025
Services	12,565	14,925
Materials and Supplies	23,738	23,572
Purchased Transportation	27,533	26,111
Depreciation and amortization	94,514	81,575
Utilities	8,701	7,748
Taxes, Leases, and Other	2,455	2,508
Casualty and liability	<u>1,801</u>	<u>1,852</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>314,173</u></b>	<b><u>301,670</u></b>
<b>NET OPERATING LOSS</b>	<b><u>(277,769)</u></b>	<b><u>(268,003)</u></b>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	212,819	196,684
Investment Income	3,357	1,755
Interest Income from investments held to pay capital lease	11,155	11,473
Interest expense on capital leases	(11,155)	(11,473)
Street improvements for member cities	(2,136)	(95)
Interest and financing expenses	(67,586)	(57,689)
Build America Bonds tax credit	15,231	15,019
Other non-operating revenues	1,896	7,568
Other non-operating expenses	<u>(1,060)</u>	<u>(3,260)</u>
<b>TOTAL NET NON-OPERATING REVENUES</b>	<b><u>162,521</u></b>	<b><u>159,982</u></b>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b><u>(115,248)</u></b>	<b><u>(108,021)</u></b>
<b>CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:</b>		
Federal capital contributions	8,444	26,095
State capital contributions	19	503
Local capital contributions	2,098	927
Other federal and state grants	<u>1,736</u>	<u>1,186</u>
<b>TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b><u>12,297</u></b>	<b><u>28,711</u></b>
<b>CHANGE IN NET ASSETS</b>	<b><u>(102,951)</u></b>	<b><u>(79,310)</u></b>
TOTAL NET ASSETS - Beginning of the year	<u>2,373,611</u>	<u>2,445,494</u>
TOTAL NET ASSETS - End of the six months period	<b><u>\$2,270,660</u></b>	<b><u>\$2,366,184</u></b>

## Glossary of Terms/Definitions

**Accidents per 100,000 Miles** – Measures vehicle accidents reported for a mode per 100,000 miles of actual mileage.

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

**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.

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

**Average Fare** – Represents the average fare paid per passenger boarding on a mode of service during the period.

$$\text{Calculation} = (Passenger\ Revenue - Commissions\ \&\ Discounts) / (Passenger\ Boardings)$$

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

**Certified Riders** – Passengers who have been deemed eligible for Paratransit services because their disability prevents 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 or 1,000 passenger boardings. Management's objective is to reduce this ratio.

$$\text{Calculation} = [(Service\ Complaints\ Received / Passenger\ Boardings) * 100,000\ or\ 1,000]$$

**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.

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

**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, some non-traditional demand responsive service has been added which may not be Paratransit related, such as DART OnCall.

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

$$\text{Calculation} = [Passenger\ Revenue / Operating\ Expense]$$

## Glossary of Terms/Definitions (Cont.)

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

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

**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.

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

**Operating Speed Ratio** -- This efficiency ratio measures the average operating speed of vehicles using the HOV lane as compared to the speed of vehicles (SOVs) on the freeway main lanes. Management's objective is to increase this ratio above the 1.50 percent target.

$$\text{Calculation} = (\text{Average HOV operating speed} / \text{Average SOV operating speed})$$

**Operating Revenues** – Includes the revenues obtained from the farebox, special events service, advertising, signboard rentals, leases, pass sales, operating grants, shuttle services, other rental income (mineral rights), and 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 services, HOV, and general mobility projects. Operating expenses do not include the cost of road improvements or the staff costs associated with DART's capital programs.

**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.

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

**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.

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

**Passengers per Car Mile** – Effectiveness ratio that measures the degree to which the number of rail cars deployed on scheduled trains matches ridership levels. Since power consumption and maintenance costs are driven by car miles, management strives to assure an appropriate balance between the number of cars deployed per train and the ridership level.

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

**Passenger Trips** - See Ridership.

**Passengers per Hour - Actual** – The total number of Paratransit passengers actually carried, divided by the total hours of revenue service.

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



## Glossary of Terms/Definitions (Cont.)

**Passengers per Hour - Scheduled** – Quality ratio for Paratransit service that measures the number of 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.

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

**Percentage of Trips Completed** – Quality measurement for Paratransit service that measures the number of times DART does not miss a scheduled passenger pick-up. Management's objective is to increase this ratio.

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

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

$$\text{Calculation} = [\# \text{ of Revenue Miles operated} * \# \text{ of cars within a train}]$$

**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.

**Ridership** – For the total system, this is the total number of passengers boarding a DART vehicle plus the number of people in cars or vans using the HOV lanes. 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, and commuter rail only.

**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.

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

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

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

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

## Glossary of Terms/Definitions (Cont.)

**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 or Abandoned 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, or HOV service expansion that are incurred prior to the service implementation (e.g., vehicle and system testing).

**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.

**Subsidy per Passenger** – Efficiency ratio, which measures the tax subsidy required for each passenger boarding for a mode or combination of modes. Management's objective is to reduce this ratio.

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

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

# Ridership Highlights

## Introduction

This section of the Quarterly Report focuses on fixed route ridership, although the first chart and table include summaries of total system ridership. Ridership reporting is based on the number of unlinked passenger trips (*e.g.* passenger boardings are counted resulting in transferring passengers being counted each time they board a vehicle). The following information is included in this section of the Quarterly Report.

<u>Page</u>	<u>Reference</u>	<u>Description</u>
R2	Chart 1	System Total Ridership
R3-5	Charts 2-4	Average Daily Ridership (Bus, LRT, TRE)
R6	Table 1	Monthly Trending Report
R7	Table 2	Weekday Trending Report
R8	Table 3	Passengers Boarding by Member City
R9-11	N/A	Service Standards Monitoring Report
R12	Table 4 & 5	Crosstown and Express Routes Performance
R13	Table 6	Rail Feeder Route Performance
R14	Table 7	Transit Center Feeder Route Performance
R15	Table 8	Local Route Performance
R16	Tables 9 & 10	Site-Specific Shuttles and DART-on-Call Performance
R17	Table 11	FLEX Routes Performance
R18-22	Charts 5-9	Route Performance Index Charts

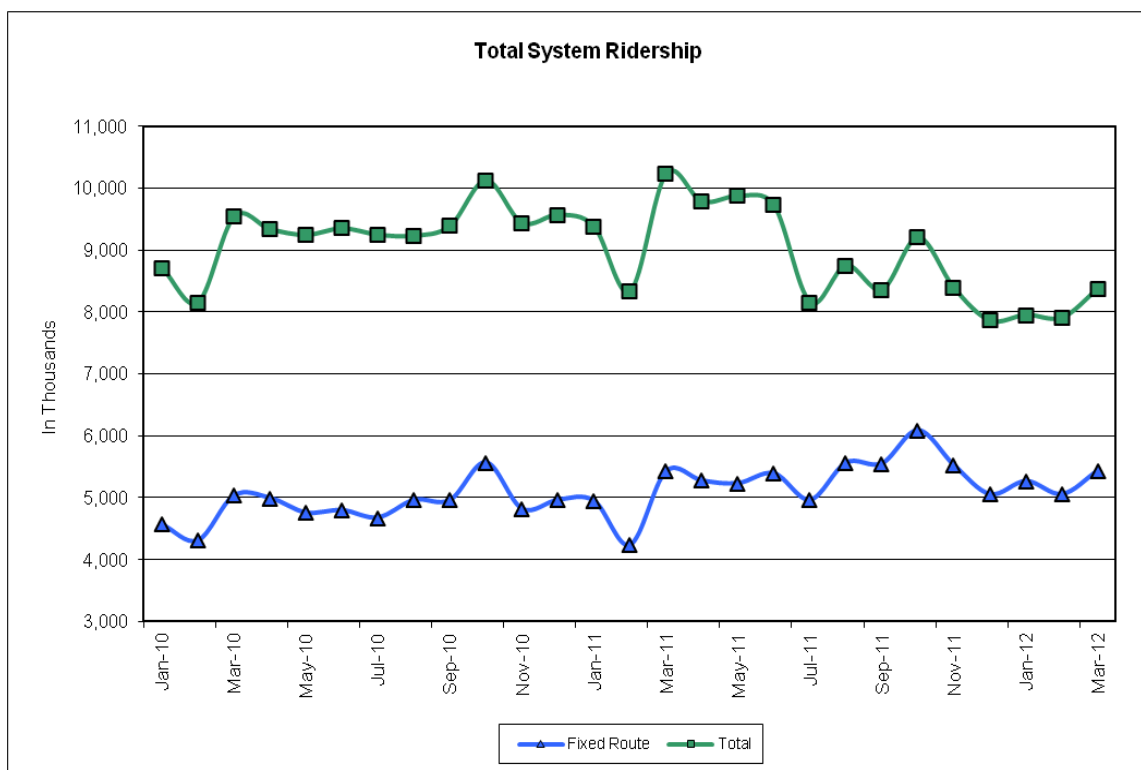
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary 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 the number of days and makes direct comparisons of ridership possible. Average weekday ridership is the primary measurement discussed in this report.

Bus ridership is derived daily from automated fareboxes. Light Rail (LRT) ridership is determined through statistical sampling on a monthly basis. Trinity Railway Express (TRE) ridership is manually counted on a daily basis. HOV ridership is determined monthly on a sampling basis. Paratransit ridership is compiled from daily trip manifests.

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were adopted in 1995 and are updated annually to define the measures of performance and to establish benchmarks against which to measure individual route performance. These statistics are compiled into a Route Performance Index that identifies those routes that are performing above, at or below standard. In 2003, the Service Standards Policy was amended to include Site-specific Shuttles and DART-on-Call zones in the services monitored. In 2009, the policy was further amended to include Flex Routes in the evaluation process.

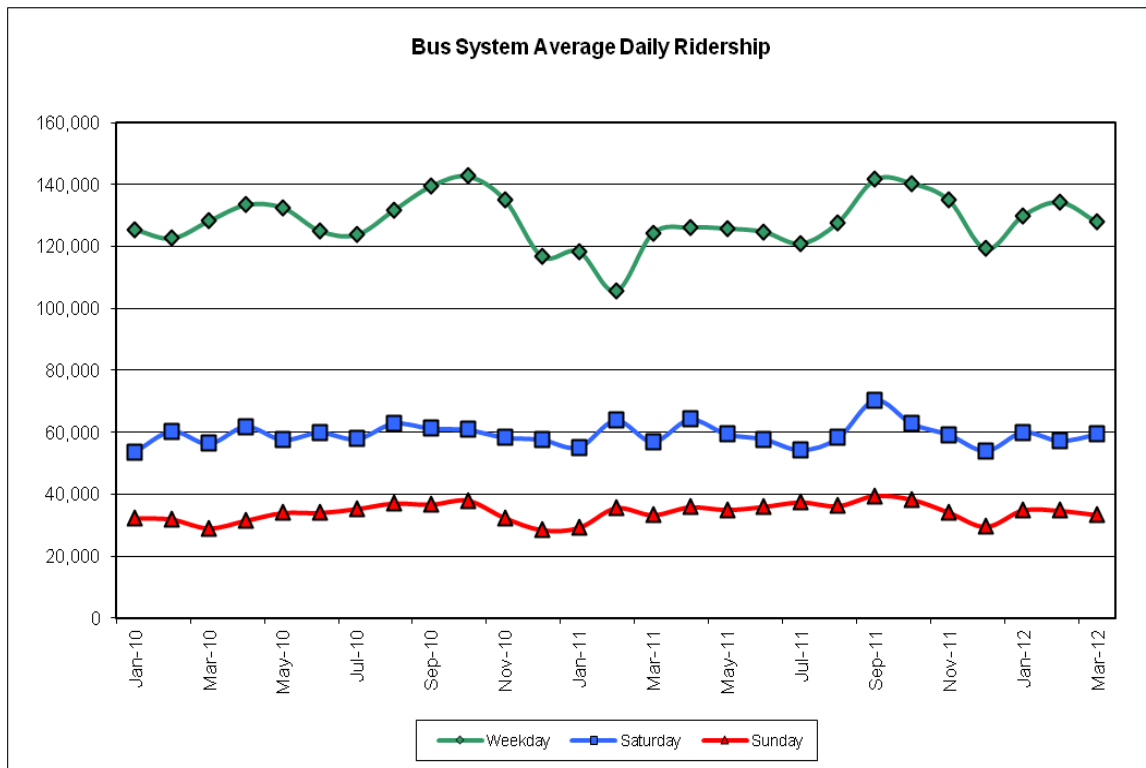
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003 and 2009. The standards employed in this report are those adopted for FY 2010.

## Total System Ridership



- Total system ridership includes fixed route (bus, light rail and commuter), HOV, paratransit and vanpool riders. Riders of both scheduled and special event services are reported.
- Total system ridership in the second quarter of FY 2012 was 24.2 million riders, a decrease of 13.2 percent from the second quarter of FY 2011.
- Fixed route ridership totaled 15.8 million passengers in the second quarter of FY 2012, an increase of 7.9 percent from the second quarter of FY 2011. The increase is due to both the Green Line light rail service and significantly better weather conditions in 2012.
- Trinity Railway Express ridership was 590,491 passengers in the second quarter, a decrease of 0.5 percent from last year.
- Light rail ridership was 5.5 million riders in the second quarter. This 2.5 percent increase is attributable to the maturing of the Green Line extensions. Ridership on the Blue Line continues to trend downward as a result of service reductions and continued high unemployment. Red Line ridership has begun to rebound.
- Paratransit ridership decreased to 204,518 passenger trips in the second quarter of FY 2012, an increase of 7.1 percent from the FY 2011 levels.
- Total HOV usage in the second quarter of FY 2012 was 8.0 million persons, down 37.9 percent from the second quarter of FY 2011. Closure of HOV lanes on the LBJ (I 635) Freeway for freeway reconstruction has resulted in HOV ridership decreases that are expected to continue through the construction period.

## Bus System Ridership

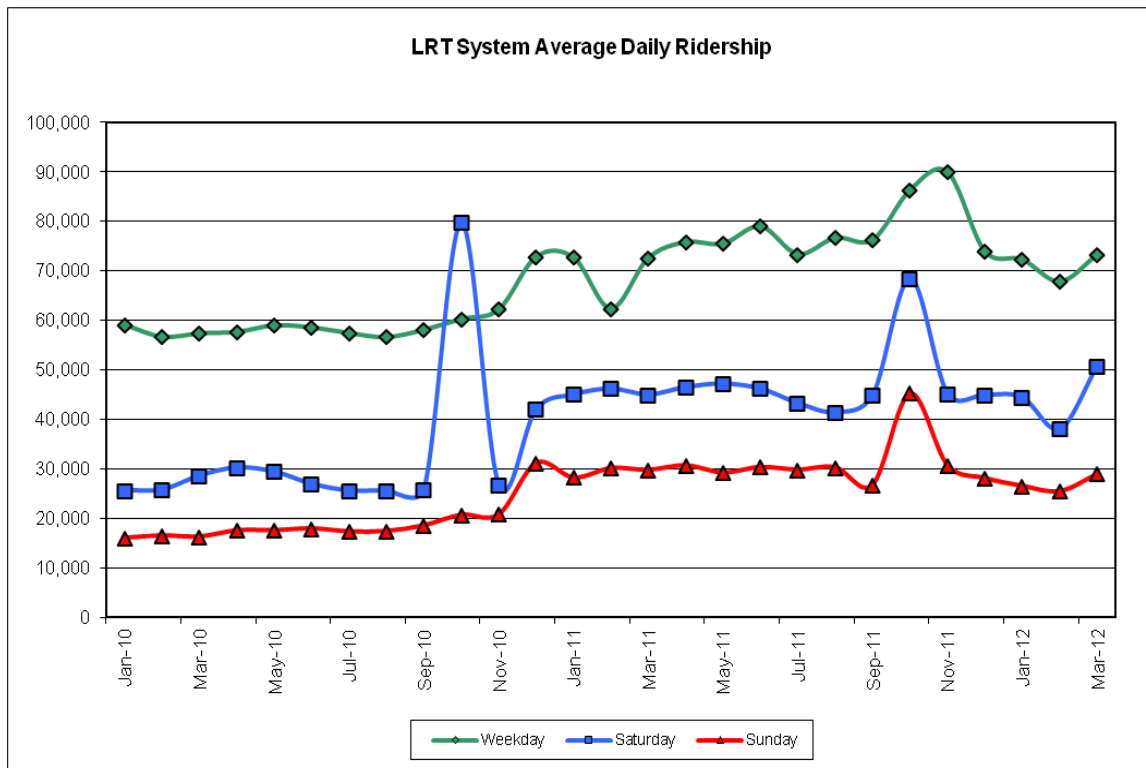


- Total bus ridership (including special events ridership) in the second quarter of FY 2012 was 9.6 million riders, an 11.9 percent increase from the second quarter of FY 2011.
- Average weekday ridership in the second quarter was 130,760 riders, a 12.6 percent increase over last year's average. Significantly better weather conditions, particularly in January and February contributed to the increase in ridership.
- Saturday bus system ridership averaged 58,865 daily riders, an increase of 0.3 percent from last year.
- Sunday bus system ridership averaged 34,305 daily riders, an increase of 4.9 percent over last year.
- Consistently high gasoline prices, substantial restructuring of many bus routes and improving employment conditions appear to be the contributing factors in the strength of weekend bus ridership.
- The most heavily patronized routes in the second quarter, by route classification, were:

Route Type	Route	Weekday Average
Crosstown	486	2,891
Express	283	1,042
Rail Feeder	703	4,022
TC Feeder	301	1,041
Local	11	4,439
Shuttle	UTD	1,916
Flex	870	260

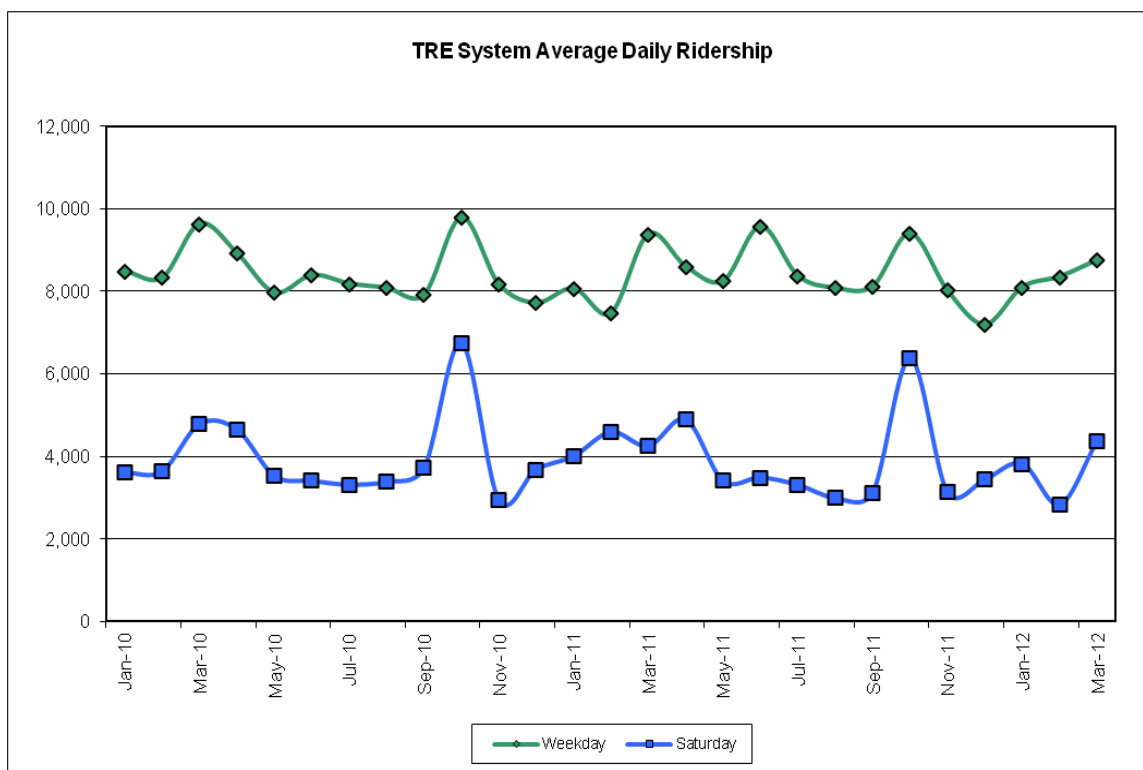


## LRT Ridership



- LRT ridership in the second quarter totaled 5.5 million riders, an increase of 2.5 percent over the second quarter of FY 2011.
- Weekday ridership in the second quarter averaged 71,086 passengers, an increase of 2.7 percent over the second quarter of FY 2011.
- Saturday ridership in the second quarter averaged 44,323 passengers, a decrease of 2.3 percent from the FY 2011 level.
- Sunday ridership in the second quarter averaged 26,968 passengers, a decrease of 8.2 percent from the FY 2011 level.
- Ridership in the second quarter benefitted from recreational travel in early March as local schools were on Spring Break. Some impact on ridership was felt as several incidents raised questions about personal safety and security. Increased police presence on trains is beginning to reverse that impact.
- Increasing fuel prices and some improvement in employment were combining to stimulate ridership increases on the Red Line during the second quarter.

## Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership decreased in the second quarter. The TRE served a total of 590,491 passengers, a decrease of 0.5 percent from the second quarter of FY 2011. Decreases in Saturday ridership caused this decrease. Weekday ridership increased modestly.
- Weekday ridership on the TRE averaged 8,403 daily riders (a 1.2 percent increase over last year) in the second quarter.
- Saturday ridership in the second quarter averaged 3,678 daily riders, a decrease of 14.2 percent from the second quarter of FY 2011.
- TRE ridership decreases relative to FY 2011 are the result lower ridership on Saturdays and appear to be a reaction to high fares and high unemployment rates. The construction of new parking and street realignment at the Richland Hills station appears to have reduced ridership there.
- Ridership continues to decrease in greater proportion among one-zone riders (System fare) in both Dallas and Tarrant Counties. This decrease is reflective of the relative competitiveness of the two-zone fares (Regional fare) with the cost of making the longer trips by automobile at current gasoline price levels.
- During the second quarter, the TRE Saturday ridership was lower than last year's reflecting a decrease in recreational trips on the line. This latter reduction seems to be the result of higher fares that are less attractive to families traveling as a group.

**Table 1 – Total Fixed-Route Ridership  
25-Month Trending**

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2010	March	3,291	1,499	241	5,031
	April	3,309	1,460	217	4,986
	May	3,144	1,432	177	4,753
	June	3,128	1,468	198	4,794
	July	3,067	1,421	189	4,677
	August	3,335	1,435	191	4,961
	September	3,358	1,416	185	4,959
2011	October	3,491	1,768	290	5,549
	November	3,157	1,481	178	4,816
	December	2,885	1,895	181	4,961
	January	2,885	1,875	188	4,948
	February	2,509	1,552	173	4,234
	March	3,221	1,968	233	5,422
	April	3,115	1,946	206	5,267
	May	3,091	1,949	187	5,227
	June	3,120	2,043	225	5,388
2012	July	2,916	1,862	184	4,962
	August	3,316	2,049	198	5,563
	September	3,454	1,914	183	5,551
	October	3,455	2,380	236	6,071
	November	3,167	2,178	176	5,521
	December	2,947	1,935	172	5,054
	January	3,204	1,872	189	5,265
	February	3,190	1,678	187	5,055
	March	3,244	1,979	214	5,437

*All figures are in thousands (000) of riders.*

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2010	March	128.2	57.4	9.6	195.2
	April	133.4	57.7	8.9	200.0
	May	132.6	59.0	8.0	199.6
	June	125.1	58.6	8.4	192.1
	July	123.8	57.4	8.2	189.4
	August	131.7	56.6	8.1	196.4
	September	139.5	58.1	7.9	205.5
2011	October	142.7	60.3	9.8	212.8
	November	135.2	62.2	8.2	205.6
	December	116.9	72.8	7.7	197.4
	January	118.5	72.7	8.1	199.3
	February	105.6	62.4	7.5	175.5
	March	124.3	72.6	9.4	206.3
	April	126.2	75.8	8.6	210.6
	May	125.9	75.5	8.3	209.7
	June	124.8	79.0	9.6	213.4
	July	121.0	73.3	8.4	202.7
	August	127.7	76.6	8.1	212.4
	September	141.7	76.2	8.1	226.0
2012	October	140.4	86.3	9.2	235.9
	November	135.0	89.9	8.0	232.9
	December	119.2	73.9	7.2	200.3
	January	130.0	72.3	8.1	210.4
	February	134.4	67.8	8.4	210.6
	March	127.9	73.2	8.8	209.9

*All figures are in thousands (000) of riders.*

Table 3 – Passenger Boardings by Member City

**Dallas Area Rapid Transit**  
**Estimated Passenger Boardings By Member City**  
**March 31, 2012**  
**In Thousands**

Description	Mar 2012	Mar 2011	%%% (2) Change
<b>Bus Ridership (1)</b>			
Addison	57	51	11.6%
Carrollton	28	27	3.6%
Farmers Branch	34	34	0.3%
Garland	221	222	-0.5%
Glenn Heights	23	25	-10.7%
Irving	205	214	-4.4%
Plano	84	85	-1.5%
Richardson	100	100	0.6%
Rowlett	7	8	-14.1%
Mesquite-Contracted	1	0	100.0%
<b>Suburban Total</b>	<b>760</b>	<b>767</b>	<b>-0.9%</b>
<b>Dallas Total (3)</b>	<b>2,484</b>	<b>2,454</b>	<b>1.2%</b>
<b>Bus Total</b>	<b>3,244</b>	<b>3,221</b>	<b>0.7%</b>
<b>Light Rail</b>	<b>1,979</b>	<b>1,968</b>	<b>0.6%</b>
<b>Commuter Rail</b>	<b>214</b>	<b>233</b>	<b>-7.9%</b>
<b>Total Passenger Boardings</b>	<b>5,437</b>	<b>5,422</b>	<b>0.3%</b>

YTD 2012	YTD 2011	%%% Change
321	253	26.8%
165	218	-24.3%
205	153	33.9%
1,308	1,175	11.3%
132	124	6.7%
1,230	1,122	9.6%
489	450	8.6%
601	549	9.4%
43	42	2.1%
1	0	100.0%
4,495	4,087	10.0%
14,712	14,062	4.6%
19,207	18,148	5.8%
12,021	10,539	14.1%
1,178	1,242	-5.1%
32,406	29,929	8.3%

Type of Day	Mar 2012	Mar 2011	Inc (Dec)
Weekdays	22	23	-1
Saturdays/Holiday	5	4	1
Sundays/Holiday	4	4	0
<b>Total</b>	<b>31</b>	<b>31</b>	<b>0</b>

YTD 2012	YTD 2011	Inc (Dec)
126	126	0
30	27	3
27	29	-2
183	182	1

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

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

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



## **Service Standards Monitoring Report**

### **Purpose and Approach**

DART's Service Standards Policy directs that a quarterly Service Standards Monitoring Report that describes the performance of the DART bus system be provided to the Board of Directors. Bus route performance is measured using a Route Performance Index (RPI). The RPI is calculated for each DART bus route. The RPI is based on comparisons of each individual route's performance against the Board's adopted standard in each of three performance measures. Those measures are passengers per revenue hour, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service and for Flex routes. This latter index measures performance against standards for subsidy per passenger and passengers per revenue hour.

The Service Standards define an RPI (or SPI) of 0.6 or greater as satisfactory performance. Routes whose RPI (or SPI) values fall below 0.6 are targeted for corrective action up to and including elimination. Routes with an RPI (or SPI) value between 0.6 and 0.8 are targeted for analysis in order to take a proactive approach to identifying and correcting downward trending performance.

Performance standards for both FY 2011 and FY 2012 were not adopted. The following report has been prepared using the adopted FY 2010 standards while the process is being reviewed. Significant bus system changes accompanied the extensions of the Green Line on December 6, 2010. New routes are passing the mid-point of their 24-month introductory period as their ridership develops to its full potential.

### **Second Quarter Report**

#### **Crosstown Routes**

- Three crosstown routes, 444, 452 and 475 failed to achieve an RPI value of 0.6.
- Route 444 (Dallas), Route 452 (Plano) and route 475 (Dallas) performed at the 0.5 level. Routes 444 and 475 were modified in December 2010 and will continue to be monitored. Route 452 is proposed for modification in July 2012.
- The remaining crosstown routes performed at or above the 0.6 level during the second quarter.
- Five crosstown routes performed at an RPI level of 1.0 or better, with two of those routes performing at the 1.1 and 1.2 level respectively.
- Route 488 (Addison, Dallas, Farmers Branch) performed at the 1.2 level. Route 486 (Dallas, Farmers Branch, Garland) performed at the 1.1 level. These two routes share a common segment along Forest Lane, Serving the Forest Lane rail station.
- Three routes, 463 (Addison, Dallas, Garland), 466 (Dallas) and 467 (Dallas) performed at the 1.0 level. Two routes, 408 (Dallas/Irving) and 453 (Dallas) performed at the 0.9 level.
- Nine crosstown routes had RPI values between 0.6 and 0.8. These routes will be carefully monitored for opportunities to improve performance.

### **Express Routes**

- Six of DART's eight Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.1 and 0.9, respectively.
- Two routes had an RPI value of less than 0.6.
- Route 210 (Plano) and Route 234 (Dallas/Irving) performed at the 0.5 and 0.4 levels respectively.
- Ridership decreases were experienced on some Express routes as the result of the October 2010 fare increase. Ridership on some Express routes has increased as gasoline prices remain above the \$3.00 level.
- Route 210 is somewhat limited in its ridership potential by competition with the light rail service from the Parker Road and Bush Turnpike stations on the Red Line. This route's schedule will be adjusted to better reflect ridership levels in July 2012.

### **Rail Station Feeder Routes**

- The top performing Rail Station Feeder route was route 703 (Parkland Shuttle) with an RPI of 2.7. The route 702 (Northpark Shuttle) with an RPI value of 2.2 was second in the ranking.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was third with an RPI of 1.8.
- Route 506 (Park Lane and Walnut Hill stations) was fourth with an RPI of 1.3.
- Four routes, 548 (Dallas), 534 (Addison, Dallas, Carrollton), 554 (Dallas) and 592 (Dallas) had RPI values of 1.0 during the quarter.
- Five routes recorded an RPI value of 0.5 during the second quarter, including routes 525, 536, 538, 560 and 566.
- Three routes, 550, 591 and 595 posted RPIs of 0.4; Two routes, 533 (Addison, Carrollton, Dallas) and 567 (Dallas) were at an RPI of 0.3 and two routes, 512 (Dallas) and 521 (Dallas/University Park) had RPI values below 0.2.

### **Transit Center Feeder Routes**

- Two Transit Center Feeder routes fell below the 0.6 RPI level. Routes 305 (Irving) and 376 (Cockrell Hill, Dallas) with an RPI of 0.4 were the only poor performers.
- Five routes performed at the 1.0 level or better. These routes included 378 (Garland, 1.3), 301 (Irving, 1.1), 374 (Dallas, Garland, 1.0), 377 (Garland) and 350 (Addison, Dallas, Plano, 1.0).
- Twenty of the 22 Transit Center Feeder routes achieved RPI values of 0.6 or greater.
- One route had an RPI value of 0.9, route 360 (Dallas, Richardson).
- Many Irving routes (routes 301 through 310) will be modified as the Orange Line opens in 2012. Some of these routes will become Rail Station Feeder routes.
- Route 305 will be replaced by a Rail Station Feeder route in July when the first segment of the Orange Line opens. Route 376 is a new route created when significant route restructuring in Oak Cliff's Jefferson Corridor occurred in December 2010. It will be monitored to determine whether route or service modifications can be implemented to improve its performance.

### **Local Routes**

- Eighteen of the 28 Local routes posted RPI values of 0.6 or greater in the second quarter of FY 2012.
- Route 11 (Dallas) was both the best performing Local route with a 1.1 RPI and the most heavily patronized route. This route was significantly restructured in December 2010.
- Route 110 (Dallas) was second with an RPI value of 1.0.
- Route 164 (Dallas/Garland) had an RPI value of 0.9. Routes 1 (Dallas), 2 (Dallas), 19 (Dallas), 24 (Dallas), 26 (Dallas) and 63 (Dallas, Irving) posted RPI values of 0.8. and
- Routes 21, 29, 31, 35, 39, 51, 111, 155 (RPI values of 0.5), route 42 (RPI 0.4) and route 27 (RPI 0.1) were the poorest performers. These routes will be modified in 2012.

### **Site-Specific Shuttles**

- Five of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 3.8) and SMU (RPI 1.4) shuttles were the top performers.
- The DFW shuttle performed at the 0.9 level, while the UT Southwestern shuttle performed at the 0.8 level. The TI Main Campus shuttle performed at the 0.6 level.
- The Medical City and the Richardson (from Galatyn Park station) shuttle performed at the 0.5 RPI level while and the TI Spring Creek shuttle performed at the 0.3 level.

### **DART-on-Call**

- Four of the eight DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.1.
- The Glenn Heights and Rowlett zones performed at 1.0 and 0.7 levels respectively. The Farmers Branch zone had an RPI value of 0.6.
- The North Dallas zone, with an SPI value of 0.3, was modified in September.

### **FLEX Routes**

- Each of the six FLEX routes exceeded or equaled the 0.6 Service Performance Index level.
- The Garland/Rowlett route was the best performing route with an SPI of 1.1.
- The East Plano route performed at the 0.9 level.
- The South Irving Flex and the Buckner Flex were the poorest performers with SPI values of 0.6. Both are being monitored to identify performance improvement opportunities.

### Table 4 - Crosstown Routes Performance

<div>Crosstown Routes</div> <div>Service Standards Monitoring Report</div> <div>Dallas Area Rapid Transit</div> <div>Second Quarter 2012</div>												
LINE	Avg Weekday Pass 2Q12	Avg Weekday Pass 2Q11	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	1Q12 Route Performance Index	2Q12 Route Performance Index	RPI Point Change
				\$3.50		34.00		24.0				
488	2,218	1,934	14.6%	\$3.43	1.0	42.5	1.2	28.5	1.2	1.2	1.2	0.0
486	2,891	2,728	6.0%	\$3.43	1.0	42.5	1.2	27.7	1.2	1.2	1.1	-0.1
466	2,732	2,374	15.1%	\$4.11	0.9	32.8	1.0	25.9	1.1	1.2	1.0	-0.2
463	1,663	1,584	5.0%	\$3.81	0.9	29.5	0.9	28.9	1.2	1.0	1.0	0.0
467	2,782	2,645	5.2%	\$4.41	0.8	31.0	0.9	31.2	1.3	0.9	1.0	0.1
408	1,912	1,803	6.0%	\$4.90	0.7	33.5	1.0	22.3	0.9	0.9	0.9	0.0
453	2,475	2,288	8.2%	\$4.26	0.8	30.5	0.9	23.4	1.0	0.9	0.9	0.0
409	2,214	2,284	-3.1%	\$4.29	0.8	25.4	0.7	21.5	0.9	0.9	0.8	-0.1
400	2,197	1,936	13.4%	\$5.95	0.6	36.0	1.1	19.7	0.8	0.8	0.8	0.0
428	2,174	2,069	5.0%	\$5.19	0.7	24.3	0.7	21.0	0.9	0.8	0.8	0.0
405	1,798	1,793	0.3%	\$5.36	0.7	26.9	0.8	18.6	0.8	0.8	0.7	-0.1
451	1,207	1,090	10.7%	\$4.75	0.7	16.4	0.5	23.6	1.0	0.8	0.7	-0.1
404	815	1,078	-24.4%	\$4.99	0.7	16.6	0.5	18.5	0.8	0.7	0.7	0.0
415	1,115	1,026	8.6%	\$5.81	0.6	21.2	0.6	18.9	0.8	0.7	0.7	0.0
410	1,044	902	15.7%	\$6.21	0.6	18.3	0.5	18.8	0.8	0.6	0.6	0.0
445	897	785	14.2%	\$5.08	0.7	12.6	0.4	17.8	0.7	0.6	0.6	0.0
475	1,236	1,084	14.1%	\$7.08	0.5	17.2	0.5	14.8	0.6	0.5	0.5	0.0
452	940	813	15.6%	\$9.29	0.4	16.8	0.5	13.1	0.5	0.5	0.5	0.0
444	832	755	10.3%	\$7.57	0.5	12.9	0.4	13.7	0.6	0.5	0.5	0.0

### Table 5 - Express Routes Performance

<div>Express Routes</div> <div>Service Standards Monitoring Report</div> <div>Dallas Area Rapid Transit</div> <div>Second Quarter 2012</div>												
LINE	Avg Weekday Pass 2Q12	Avg Weekday Pass 2Q11	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	1Q12 Route Performance Index	2Q12 Route Performance Index	RPI Point Change
				\$5.50		18.00		31.0				
205	690	556	24.0%	\$6.69	0.8	25.5	1.4	36.5	1.2	1.0	1.1	0.1
206	1,008	984	2.4%	\$6.51	0.8	18.0	1.0	28.3	0.9	0.9	0.9	0.0
283	1,042	914	14.0%	\$7.61	0.7	13.4	0.7	21.4	0.7	0.7	0.7	0.0
278	509	458	11.0%	\$6.63	0.8	10.6	0.6	23.0	0.7	0.7	0.7	0.0
202	629	610	3.1%	\$7.68	0.7	9.7	0.5	17.2	0.6	0.6	0.6	0.0
207	187	184	1.7%	\$12.96	0.4	13.4	0.7	22.1	0.7	0.6	0.6	0.0
210	502	489	2.6%	\$13.32	0.4	11.1	0.6	13.6	0.4	0.5	0.5	0.0
234	56	72	-22.1%	\$23.83	0.2	9.3	0.5	10.2	0.3	0.4	0.4	0.0

**Table 6 - Rail Feeder Routes Performance**

Rail Station Feeder Routes			Service Standards Monitoring Report Dallas Area Rapid Transit Second Quarter 2012									
LINE	Avg Weekday Pass 2Q12	Avg Weekday Pass 2Q11	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev Hour	Index	1Q12 Route Performance Index	2Q12 Route Performance Index	RPI Point Change
				<b>\$4.00</b>		<b>13.00</b>		<b>22.0</b>				
703	4,022	0	All	\$0.00	5.0	8.3	0.6	51.8	2.4	<b>0.9</b>	<b>2.7</b>	<b>1.8</b>
702	725	653	11.0%	\$1.12	3.6	8.7	0.7	52.0	2.4	<b>2.5</b>	<b>2.2</b>	<b>-0.3</b>
583	2,807	2,442	14.9%	\$2.70	1.5	30.1	2.3	33.1	1.5	<b>1.9</b>	<b>1.8</b>	<b>-0.1</b>
506	1,477	1,338	10.4%	\$2.84	1.4	14.3	1.1	29.3	1.3	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>
548	1,183	1,296	-8.7%	\$5.64	0.7	14.8	1.1	24.0	1.1	<b>1.1</b>	<b>1.0</b>	<b>-0.1</b>
592	1,413	1,425	-0.8%	\$4.08	1.0	11.1	0.9	23.1	1.1	<b>1.1</b>	<b>1.0</b>	<b>-0.1</b>
554	1,200	1,164	3.1%	\$3.68	1.1	12.3	0.9	23.7	1.1	<b>1.1</b>	<b>1.0</b>	<b>-0.1</b>
534	1,187	1,012	17.3%	\$6.05	0.7	18.2	1.4	18.5	0.8	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>
528	745	804	-7.3%	\$4.27	0.9	11.1	0.9	22.6	1.0	<b>1.0</b>	<b>0.9</b>	<b>-0.1</b>
527	683	587	16.3%	\$4.54	0.9	8.6	0.7	22.3	1.0	<b>1.0</b>	<b>0.9</b>	<b>-0.1</b>
593	1,142	1,135	0.6%	\$4.23	0.9	11.5	0.9	21.1	1.0	<b>1.0</b>	<b>0.9</b>	<b>-0.1</b>
502	1,036	881	17.6%	\$4.64	0.9	12.8	1.0	20.0	0.9	<b>1.0</b>	<b>0.9</b>	<b>-0.1</b>
549	937	845	11.0%	\$6.55	0.6	15.6	1.2	16.7	0.8	<b>1.0</b>	<b>0.9</b>	<b>-0.1</b>
553	549	519	5.8%	\$5.55	0.7	13.0	1.0	21.1	1.0	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>
541	845	668	26.5%	\$5.37	0.7	13.0	1.0	18.3	0.8	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>
522	906	781	15.9%	\$5.13	0.8	10.8	0.8	19.5	0.9	<b>0.9</b>	<b>0.8</b>	<b>-0.1</b>
597	1,158	1,006	15.1%	\$6.40	0.6	15.0	1.2	16.6	0.8	<b>0.9</b>	<b>0.8</b>	<b>-0.1</b>
531	562	501	12.1%	\$6.70	0.6	11.6	0.9	18.5	0.8	<b>0.9</b>	<b>0.8</b>	<b>-0.1</b>
526	622	504	23.6%	\$4.26	0.9	6.9	0.5	21.5	1.0	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
582	913	797	14.6%	\$5.74	0.7	11.9	0.9	17.9	0.8	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
551	437	388	12.5%	\$6.37	0.6	9.3	0.7	18.8	0.9	<b>0.8</b>	<b>0.7</b>	<b>-0.1</b>
544	978	995	-1.7%	\$7.05	0.6	11.2	0.9	14.3	0.7	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
535	1,045	963	8.5%	\$7.52	0.5	11.5	0.9	13.5	0.6	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
547	600	415	44.5%	\$4.73	0.8	8.7	0.7	15.4	0.7	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
574	388	357	8.7%	\$8.74	0.5	8.4	0.6	17.6	0.8	<b>0.8</b>	<b>0.6</b>	<b>-0.2</b>
507	270	228	18.3%	\$7.05	0.6	6.6	0.5	15.9	0.7	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
568	920	774	18.9%	\$7.24	0.6	8.8	0.7	14.9	0.7	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
532	383	284	34.9%	\$6.86	0.6	7.4	0.6	15.0	0.7	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
515	733	645	13.7%	\$8.18	0.5	8.5	0.7	13.1	0.6	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
571	567	491	15.3%	\$9.16	0.4	9.9	0.8	13.1	0.6	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
594	731	671	9.0%	\$8.46	0.5	7.5	0.6	13.4	0.6	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
513	279	242	15.6%	\$7.32	0.5	5.8	0.4	15.5	0.7	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
542	571	395	44.5%	\$7.32	0.5	8.1	0.6	12.8	0.6	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
538	769	774	-0.6%	\$7.35	0.5	4.9	0.4	14.2	0.6	<b>0.6</b>	<b>0.5</b>	<b>-0.1</b>
525	328	316	3.8%	\$8.43	0.5	5.7	0.4	11.3	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
536	270	201	34.5%	\$11.85	0.3	8.4	0.6	11.6	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
560	459	380	20.6%	\$10.53	0.4	8.1	0.6	11.1	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
566	283	222	27.9%	\$7.14	0.6	5.9	0.5	13.7	0.6	<b>0.4</b>	<b>0.5</b>	<b>0.1</b>
550	404	405	-0.3%	\$9.74	0.4	5.5	0.4	11.1	0.5	<b>0.5</b>	<b>0.4</b>	<b>-0.1</b>
595	515	520	-1.0%	\$13.80	0.3	7.7	0.6	7.9	0.4	<b>0.5</b>	<b>0.4</b>	<b>-0.1</b>
591	333	387	-14.0%	\$10.28	0.4	3.7	0.3	9.4	0.4	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>
567	145	167	-13.3%	\$13.89	0.3	2.8	0.2	8.2	0.4	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>
533	94	73	28.1%	\$12.59	0.3	2.5	0.2	9.9	0.4	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>
512	36	15	141.4%	\$41.46	0.1	0.4	0.0	2.6	0.1	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>
521	23	113	-79.4%	\$55.29	0.1	0.5	0.0	1.8	0.1	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>

**Table 7 - Transit Center Feeder Routes Performance**

**Transit Center Feeder  
Routes**

**Service Standards Monitoring Report  
Dallas Area Rapid Transit  
Second Quarter 2012**

LINE	Avg Weekday Pass 2Q12	Avg Weekday Pass 2Q11	% Change	Sub/ Pass \$5.00	Index	Pass/ Trip 13.00	Index	Pass/ Rev Hour 18.0	Index	1Q12 Route Performance Index	2Q12 Route Performance Index	RPI Point Change
378	1,075	973	10.5%	\$4.52	1.1	15.4	1.2	26.9	1.5	<b>1.4</b>	<b>1.3</b>	<b>-0.1</b>
301	1,184	1,041	13.8%	\$6.61	0.8	22.2	1.7	16.6	0.9	<b>1.2</b>	<b>1.1</b>	<b>-0.1</b>
374	880	830	6.0%	\$6.37	0.8	15.8	1.2	16.7	0.9	<b>1.1</b>	<b>1.0</b>	<b>-0.1</b>
350	927	759	22.1%	\$6.75	0.7	17.1	1.3	18.2	1.0	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>
377	472	410	15.1%	\$5.46	0.9	10.3	0.8	20.8	1.2	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>
360	900	863	4.4%	\$6.14	0.8	12.4	1.0	18.0	1.0	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>
361	509	526	-3.2%	\$6.50	0.8	9.1	0.7	18.4	1.0	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
372	650	635	2.4%	\$7.78	0.6	11.7	0.9	15.5	0.9	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
380	464	416	11.7%	\$6.30	0.8	9.1	0.7	18.1	1.0	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
308	502	459	9.3%	\$7.79	0.6	9.4	0.7	16.8	0.9	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
385	633	629	0.6%	\$7.81	0.6	10.5	0.8	14.4	0.8	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
362	594	569	4.4%	\$9.09	0.6	10.6	0.8	13.8	0.8	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
347	518	388	33.6%	\$8.77	0.6	9.9	0.8	13.7	0.8	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
311	206	151	36.4%	\$11.38	0.4	10.3	0.8	13.4	0.7	<b>0.6</b>	<b>0.7</b>	<b>0.1</b>
302	399	339	17.5%	\$9.96	0.5	8.0	0.6	14.1	0.8	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
310	585	549	6.6%	\$15.01	0.3	10.8	0.8	8.9	0.5	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
306	298	280	6.6%	\$8.27	0.6	6.2	0.5	11.1	0.6	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
333	318	290	9.4%	\$9.68	0.5	6.4	0.5	13.0	0.7	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
307	520	365	42.4%	\$10.86	0.5	11.1	0.9	11.0	0.6	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
303	308	285	7.9%	\$9.90	0.5	6.4	0.5	12.1	0.7	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
305	290	284	2.2%	\$10.15	0.5	6.2	0.5	10.6	0.6	<b>0.6</b>	<b>0.5</b>	<b>-0.1</b>
376	237	237	0.2%	\$10.82	0.5	3.2	0.2	10.6	0.6	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>



**Table 8 - Local Routes Performance**

**Local Routes**

**Service Standards Monitoring Report**  
**Dallas Area Rapid Transit**  
**Second Quarter 2012**

LINE	Avg	Avg	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	1Q12	2Q12	RPI Point Change
	Weekday	Weekday								Route	Route	
	Pass	Pass								Performance	Performance	
2Q12	2Q11	2Q11	2Q11	2Q11	2Q11	2Q11	2Q11	2Q11	2Q11	Index	Index	2Q11
				\$3.25		24.50		23.5				
11	4,439	3,720	19.3%	\$3.25	1.0	32.2	1.3	26.4	1.1	1.2	1.1	-0.1
110	1,838	1,583	16.1%	\$3.48	0.9	23.5	1.0	29.4	1.3	1.1	1.0	-0.1
164	3,215	2,968	8.3%	\$4.38	0.7	22.1	0.9	25.7	1.1	0.9	0.9	0.0
26	1,400	1,383	1.2%	\$3.62	0.9	15.3	0.6	22.7	1.0	0.9	0.8	-0.1
2	1,309	1,252	4.6%	\$4.03	0.8	16.8	0.7	22.8	1.0	0.9	0.8	-0.1
63	1,120	1,063	5.3%	\$4.24	0.8	16.0	0.7	25.3	1.1	0.9	0.8	-0.1
19	2,635	2,704	-2.6%	\$4.52	0.7	19.8	0.8	21.2	0.9	0.9	0.8	-0.1
24	1,644	1,414	16.3%	\$3.62	0.9	14.2	0.6	25.0	1.1	0.9	0.8	-0.1
1	2,024	1,943	4.2%	\$4.84	0.7	18.3	0.7	19.8	0.8	0.8	0.8	0.0
183	1,161	1,188	-2.3%	\$4.69	0.7	13.8	0.6	20.4	0.9	0.8	0.7	-0.1
52	997	946	5.4%	\$4.41	0.7	11.8	0.5	20.3	0.9	0.8	0.7	-0.1
36	1,320	1,318	0.1%	\$6.30	0.5	19.5	0.8	15.8	0.7	0.7	0.7	0.0
161	1,850	1,697	9.0%	\$6.04	0.5	13.7	0.6	20.2	0.9	0.7	0.7	0.0
76	910	815	11.6%	\$5.13	0.6	13.1	0.5	17.8	0.8	0.7	0.6	-0.1
12	1,381	1,453	-4.9%	\$6.46	0.5	16.0	0.7	15.3	0.7	0.6	0.6	0.0
59	930	941	-1.2%	\$6.68	0.5	15.1	0.6	16.1	0.7	0.6	0.6	0.0
49	626	592	5.8%	\$5.37	0.6	8.0	0.3	17.9	0.8	0.6	0.6	0.0
60	977	880	11.0%	\$7.56	0.4	14.3	0.6	15.3	0.6	0.6	0.6	0.0
35	888	780	13.9%	\$7.02	0.5	14.0	0.6	14.4	0.6	0.6	0.5	-0.1
21	1,097	1,124	-2.4%	\$9.58	0.3	17.1	0.7	12.5	0.5	0.6	0.5	-0.1
29	910	1,110	-18.0%	\$7.11	0.5	10.7	0.4	13.8	0.6	0.5	0.5	0.0
39	1,047	950	10.2%	\$5.84	0.6	8.3	0.3	15.5	0.7	0.5	0.5	0.0
111	781	733	6.6%	\$6.09	0.5	9.8	0.4	15.5	0.7	0.5	0.5	0.0
31	1,085	1,029	5.5%	\$8.27	0.4	15.3	0.6	12.3	0.5	0.5	0.5	0.0
51	1,037	903	14.9%	\$8.80	0.4	12.9	0.5	11.9	0.5	0.5	0.5	0.0
155	212	174	21.6%	\$9.03	0.4	8.5	0.3	17.7	0.8	0.5	0.5	0.0
42	546	563	-3.1%	\$10.33	0.3	8.1	0.3	13.4	0.6	0.4	0.4	0.0
27	42	59	-29.8%	\$24.94	0.1	1.0	0.0	4.1	0.2	0.4	0.1	-0.3

**Table 9 - Site-Specific Shuttles Performance**

Site-Specific Shuttle Routes			Service Standards Monitoring Report Dallas Area Rapid Transit Second Quarter 2012									
LINE	Avg Weekday Pass 2Q 12	Avg Weekday Pass 2Q 11	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev Hour	Index	1Q12 Route Performance Index	2Q12 Route Performance Index	RPI Point Change
				<b>\$0.90</b>		<b>7.50</b>		<b>21.0</b>				
UTD	1,916	1,262	51.8%	\$0.21	4.4	30.1	4.0	60.6	2.9	<b>8.0</b>	<b>3.8</b>	<b>-4.2</b>
SMU	1,021	888	15.1%	\$1.38	0.7	13.0	1.7	38.7	1.8	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>
DFW	455	437	4.3%	\$0.73	1.2	5.9	0.8	11.8	0.6	<b>0.7</b>	<b>0.9</b>	<b>0.2</b>
UTSW	413	328	25.9%	\$0.94	1.0	4.8	0.6	17.2	0.8	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
TI	614	621	-1.1%	\$1.72	0.5	4.1	0.5	12.6	0.6	<b>0.5</b>	<b>0.6</b>	<b>0.1</b>
MCE	113	113	0.8%	\$0.95	0.9	1.3	0.2	10.3	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
RICH	113	102	11.8%	\$2.07	0.4	2.7	0.4	16.5	0.8	<b>0.3</b>	<b>0.5</b>	<b>0.2</b>
TIS	63	68	-7.4%	\$1.71	0.5	1.3	0.2	5.3	0.3	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>

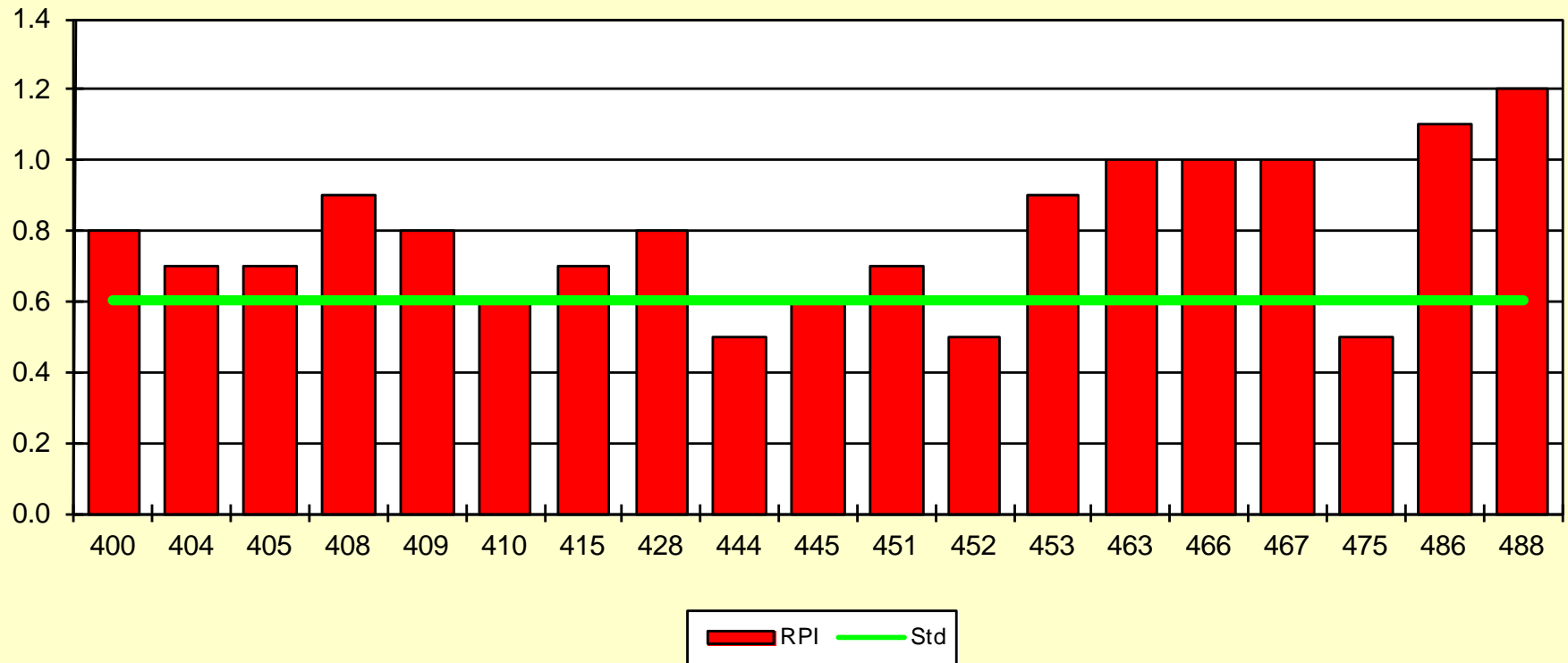
**Table 10 - DART-on-Call Performance**

DART-on-Call Zones			Service Standards Monitoring Report Dallas Area Rapid Transit Second Quarter 2012							
LINE	Avg Weekday Pass 2Q12	Avg Weekday Pass 2Q11	% Change	Sub/Pass	Index	Pass/Rev Hour	Index	1Q12 Service Performance Index	2Q12 Service Performance Index	SPI Point Change
				\$8.40		6.50				
NCPoC	123	143	-14.3%	\$7.65	1.1	5.57	0.9	1.1	1.0	-0.1
GH	49	42	15.6%	\$9.23	0.9	6.33	1.0	1.0	0.9	-0.1
RoC	66	69	-3.1%	\$10.77	0.8	4.43	0.7	0.8	0.7	-0.1
FBoC	62	71	-12.4%	\$12.39	0.7	3.89	0.6	0.7	0.6	-0.1
LHoC	49	45	9.4%	\$15.38	0.5	3.29	0.5	0.6	0.5	-0.1
LoC	39	38	1.4%	\$19.08	0.4	2.69	0.4	0.4	0.4	0.0
Rich	29	26	11.1%	\$22.11	0.4	2.49	0.4	0.4	0.4	0.0
NDoC	28	32	-10.4%	\$25.23	0.3	2.10	0.3	0.3	0.3	0.0

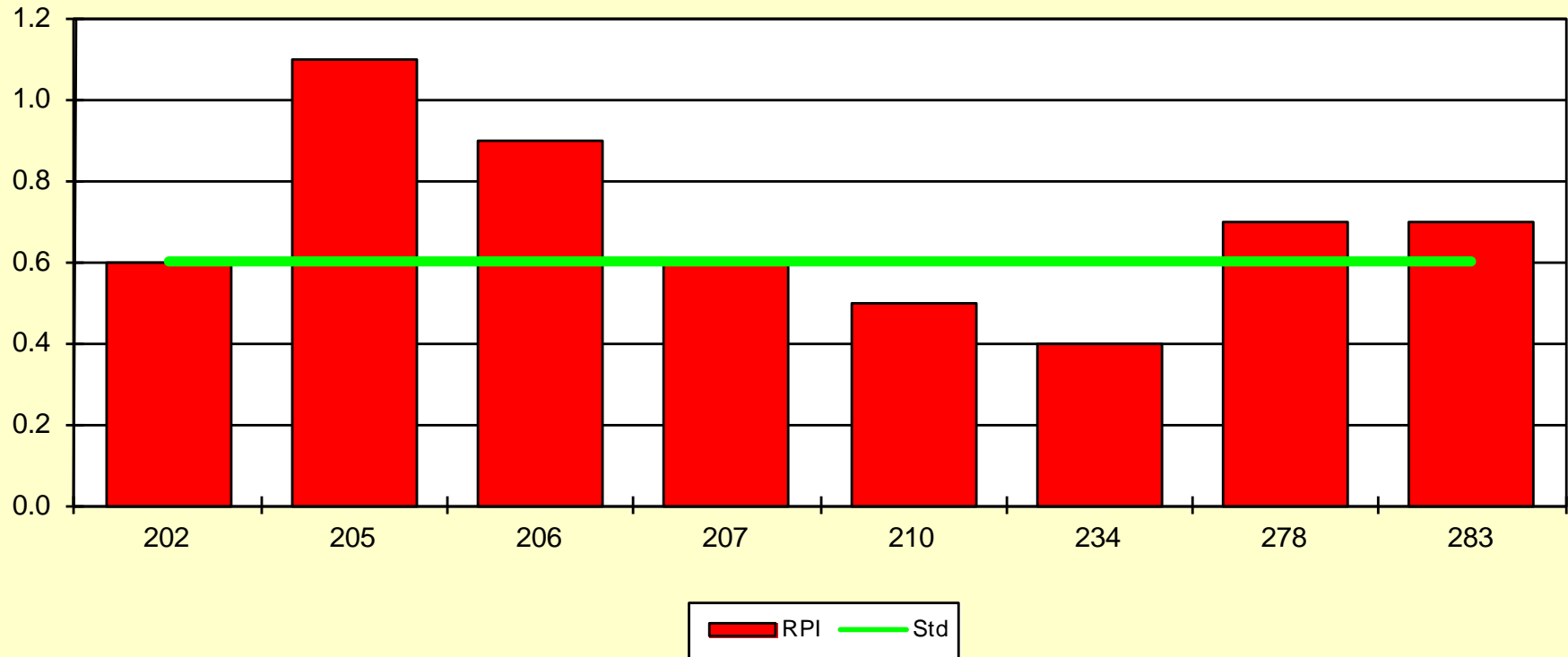
**Table 11 - FLEX Routes Performance**

FLEX Routes		Service Standards Monitoring Report Dallas Area Rapid Transit Second Quarter 2012								
LINE	Avg Weekday Pass 2Q12	Avg Weekday Pass 2Q11	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	1Q12 Service Performance Index	2Q12 Service Performance Index	SPI Point Change
				<b>\$4.00</b>		<b>10.50</b>				
887	180	163	10.8%	\$3.75	1.1	12.31	1.2	<b>1.2</b>	<b>1.1</b>	<b>-0.1</b>
870	260	255	1.9%	\$4.50	0.9	8.89	0.8	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>
843	75	70	6.4%	\$6.28	0.6	10.27	1.0	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
841	133	104	28.2%	\$6.18	0.6	7.72	0.7	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
840	149	114	30.3%	\$6.19	0.6	6.71	0.6	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
842	86	79	8.8%	\$6.94	0.6	7.18	0.7	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>

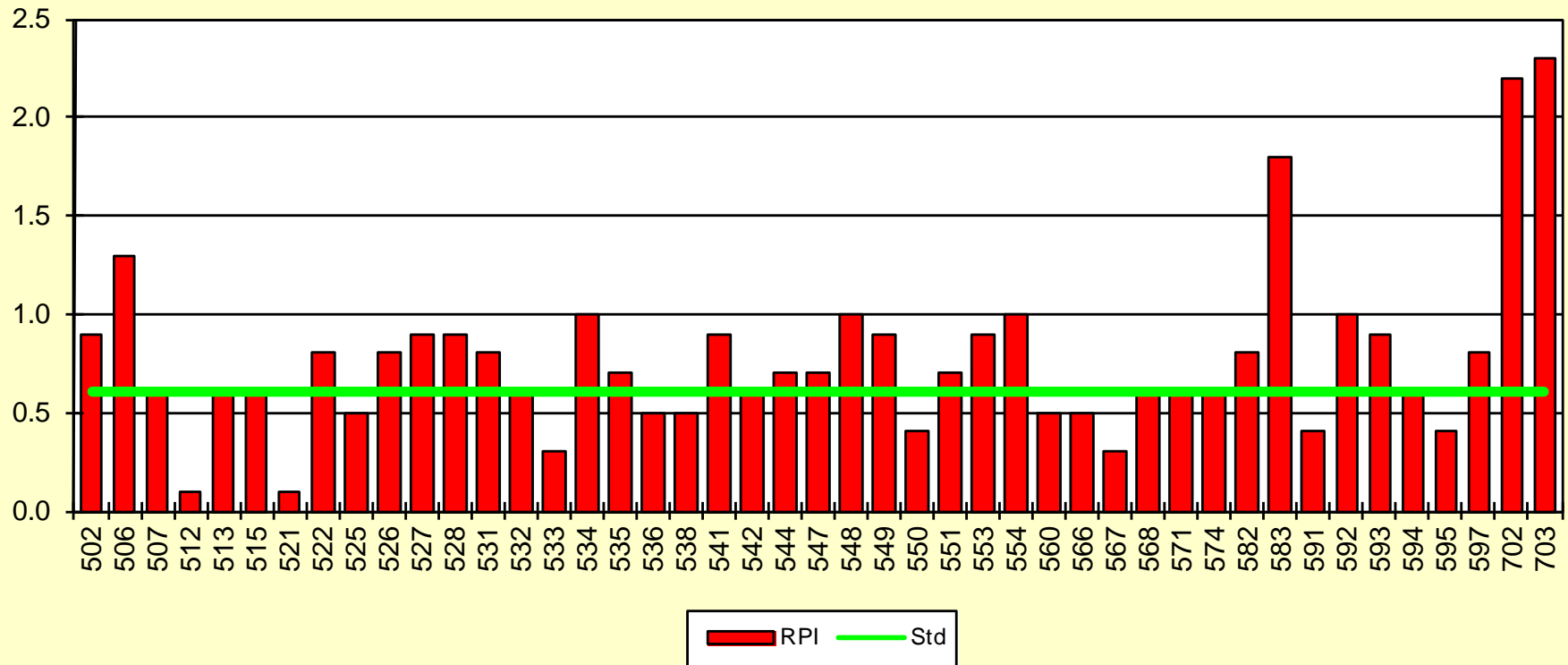
# Route Performance Index Crosstown Routes



**Route Performance Index**  
Express Routes

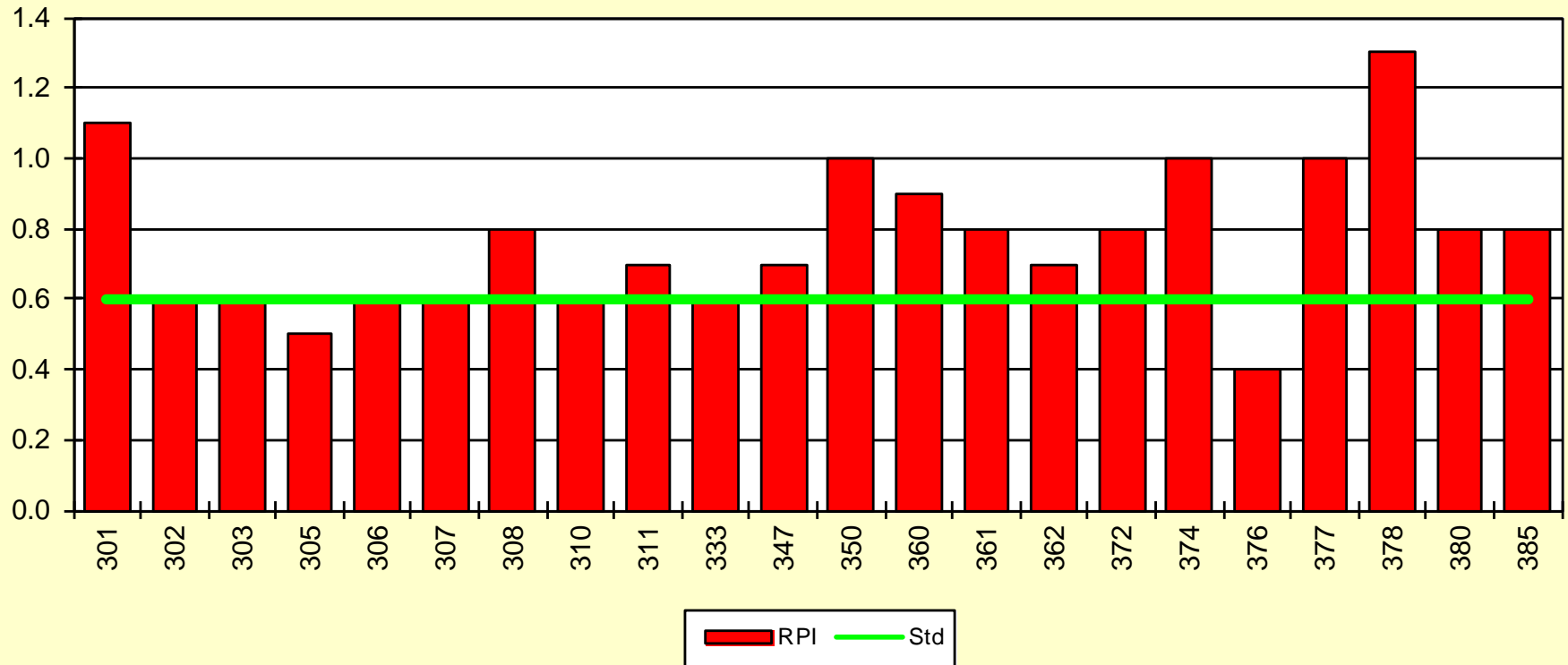


# Route Performance Index Rail Station Feeder Routes

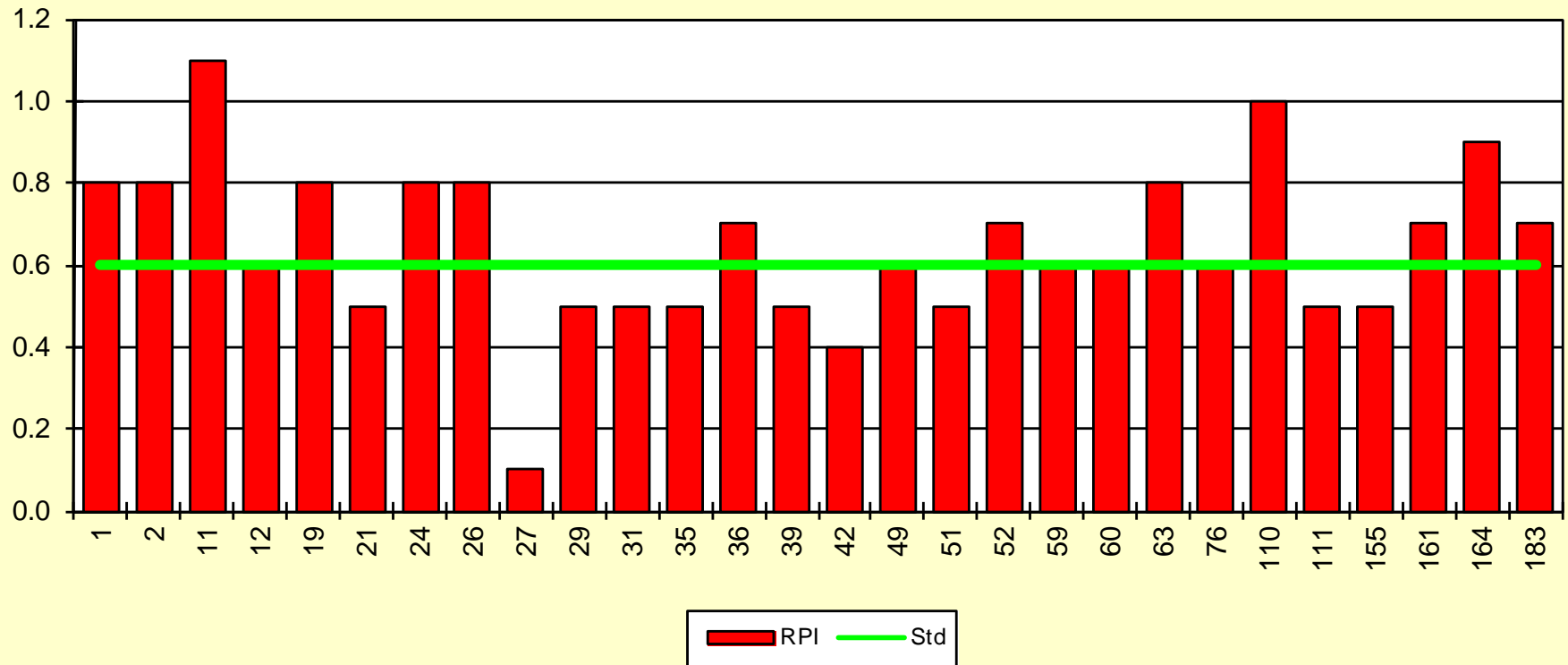




# Route Performance Index Transit Center Feeder Routes



# Route Performance Index Local Routes



# Planning & Development Department

## Second Quarter FY 2012 Quarterly

<b>P&amp;D1</b>	<b>Highlights: Summary</b>
<b>P&amp;D2</b>	<b>Mobility Programs Development</b>
P&D2	I-30 Old Turnpike Managed/HOV Lanes Project
P&D3	HOV Lanes Operation
P&D4	North Central (US 75) Concurrent HOV Lanes
P&D5	SH 114 Freeway Widening Including Managed/HOV Lanes
<b>P&amp;D6</b>	<b>Service Planning &amp; Scheduling</b>
P&D6	Employer Service Program Development
P&D7	Bicycle/Pedestrian Program Development
P&D8	Construction and Installation of Standard Shelters
P&D9	Paid Parking Demonstration Program
P&D10	Vanpool Program
P&D11	Bus Corridor Concept Development
P&D12	State Fair Operations Plan
P&D13	Five-Year Action Plan Score Card

# Planning and Development Department

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

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 Planning and Development Department includes the following responsibilities and functions:

- ✓ *Service Planning & Scheduling performs specific functions to include short-range bus service planning, scheduling and capital planning for bus passenger facilities.*
- ✓ *The Mobility Program Development Division also performs planning, design, development, and operation of the High Occupancy Vehicle (HOV) lane system.*

## Highlights This Quarter

- HOV Managed Lanes: The six DART operated HOV lanes (75 HOV miles) carried approximately 100,467 weekday daily commuters in 2Q12. Ridership for the only special event during March 2012 on I-30 (Tom Landry) Managed HOV lanes was 5,085.
- Parkland Hospital Shuttle and Bus Service: The 703 service for the Parkland Shuttle carried over 25,000 boardings weekly. Weekend service began April 14<sup>th</sup> for a 7 day weekly service operation. In addition to the weekly service another bus was added during peak hours, to improve peak hour frequency and enhance the weekly service. Staff met with Parkland employees to discuss concerns with the 703. This operation is fully funded by Parkland Hospital.
- Mesquite Shuttle Service: The Mesquite Shuttle Service averages slightly over 120 riders per day, and has been increasing slightly in recent weeks. Mesquite seems to be pleased with the overall project, and have voiced a concern to maybe add additional service for later P.M. service. This is a concern that will be revisited in the next month or so.
- State Fair Operations Plan: The implementation of the 2011 State Fair Operations Plan required involvement of every DART division. DART successfully implemented its operation and emergency evacuation plan for the entire 21 days of the State Fair, in which DART transported 600,000 state fair attendees. DART averaged its highest number of light rail riders (119,552) on Texas vs. OU day. During the Columbus Day holiday, we averaged our second highest number of light rail riders (118,003).
- St. Patrick's Day Parade: A service Plan developed to respond to the added ridership demand on St. Patrick's Day. Approximately 80,000+ attended the event. Bus ridership was 58,031 compared to 42,985 the previous Saturday. LRT ridership was 98,750 compared to 44,390 the previous Saturday. TVM sales were 35,068 compared to 6,070 previous Saturday, and TRE ridership was 6,823 compared to 2,659 the previous Saturday.

# Planning and Development Department

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- Margaret Hunt Hill Bridge Celebration: A service plan was developed to respond to the request to support the bridge celebration March 2 – 4, 2012. Customers were instructed to ride the LRT to the West End Station then transfer to bus routes at Rosa Parks Plaza. Additional buses were added to add capacity and improve frequency between 7:00 a.m. and 9:00 p.m.
- Paid Parking: DART staff and Platinum Parking completed all preparations for the implementation of paid parking on April 2 in association with Plano and Carrollton-Frankford station. The DART Board will determine if Paid Parking should be extended to other locations or eliminated.
- NW Plano Park & Ride Facility: Construction of the new 564 space NW Plano Park & Ride facility is 55% complete. This facility will also be a part of the paid parking pilot program, implemented to feasibly charge residents that live outside the DART service area. The facility is located north of Spring Creek Parkway between Communications Parkway and the Dallas North Tollway. Total project cost including real estate is \$12.7M. The facility is scheduled to open July 30, 2012.
- Enhanced Bus Corridor: Completed scope of work for Enhanced Bus branding campaign and smart shelter design. Also received notification that Route 404 will receive a three year Job Access /Reverse Commute grant totaling \$1.4 million.
- Shelters: Installation of shelters under federalized contract continued. During 1Q12 staff installed 17 new Shelters and 13 solar shelter retrofits. Approximately 30 single shelter units per quarter will be installed (new and replaced) but goal may be impacted until all shelters have solar retrofits.
- Vanpool: The Vanpool ridership is up 19 % compared to 2Q11 and 2Q12. Year to date, ridership is up 11.3 %. The Vanpool Program remains capped at the FY12 target of 198 vanpools with no waiting list.
- Southside Cedars at Lamar: The AT&T conduit installation at Lamar and Bellevue intersection has been completed.
- ICM Project: Deployment phase of the *US 75 Integrated Corridor Management (ICM)* program is underway. The program will include Freeway Management, HOV Lane Monitoring, Arterial Street Monitoring, Responsive Traffic Signal System, Transit Signal Priority, Parking Management, Real Time Transit Vehicle Information, Regional Trip Planner, Weather Information and the DFW 511. The \$8.3M federally funded program is a joint effort between DART, TxDOT, NCTCOG, NTTA, Cities of Dallas, Highland Park, University Park, Richardson and Plano.

# I-30 West (Tom Landry Highway) Managed HOV Lane Project

## Mobility Programs Development

### Strategic Priorities

Priority I: Strive to Exceed Customer Expectations  
Priority II: Manage System Development and Maintain Infrastructure  
Priority III: Build and Maintain DART's Regional Transportation Leadership

### Description

The I-30 West (Tom Landry Highway) Managed HOV lanes in the median of I-30 start from the Dallas/Tarrant County line (TCL) to downtown Dallas. This facility is currently operating 22-hours on weekdays and for special events.

Phase I design includes two reversible lanes from TCL to Mountain Creek and a single reversible lane to Chalk Hill Road that was extended to Sylvan Avenue in July 2009. The first phase was opened in two sections: the first section from TCL to Loop 12 opened July 31, 2007, and the remaining section of Phase I opened on July 6, 2009. Buffer separated 24-hour Managed HOV lanes in both east and west directions were opened in October 2010 between TCL and Cooper Street in city of Arlington, Texas. Interim Phase II includes construction of tolling plaza which is currently being considered under a Pass through financing application advanced by Regional Transportation Commission for the required funding.

### Accomplishments

- 4Q11: Concrete traffic barrier installation was completed in August 2011 with additional configuration changes at the entrance to eastbound direction HOV at Cooper Street.
- 3Q11: Concrete traffic barrier installation will be completed in last week of June 2011 with additional configuration changes at the entrance to eastbound direction HOV at Cooper Street.
- 2Q11: Concrete traffic barrier installation is almost complete in eastbound direction separating HOV and general purpose lanes between Cooper Street and Ballpark Way Bridge.
- 1Q11: Additional Ingress/Egress points provided for commuters on both Eastbound and Westbound directions just west of Dallas/Tarrant County line.

### Issues

- Additional and improved signage required for the newly opened T-Ramp serving direct access to both Rangers Stadium and Cowboys Stadium.
- Proposed SH 161 construction by NTTA has resulted in two lanes reduced to one lane in the construction area and may involve night/weekend closures.



# **I-30 West (Tom Landry Highway) Managed HOV Lane Project**

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## **Mobility Programs Development**

- Existing toll tag limitation that will not allow to turn-on and off by drivers.
- Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).
- TxDOT is reviewing the structural report for shifting center support for three bridges to allow two lanes Managed HOV into downtown.

### **Schedule**

- 4Q11: TxDOT completed installation of concrete traffic barrier separating HOV from eastbound general purpose lanes with additional configuration changes at Cooper Street HOV lane entrance.
- 3Q11: TxDOT finished the installation of a concrete traffic barrier separating HOV from eastbound general purpose lanes between Cooper Street and Ballpark Way Bridge.
- 2Q11: TxDOT currently working on final punch list items on the HOV lane extension in Tarrant County.
- 2Q11: Completion of phase II subject to availability of funds.

### **Project Manager(s)**

Koorosh Olyai/Ravi Gundimeda

<b>Strategic Priorities</b>	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure Priority III: Build and Maintain DART's Regional Transportation Leadership
<b>Description</b>	<p>HOV lane system is DART's most cost efficient service, carrying about 40% of the total DART system ridership.</p> <p>I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 8.3 million commuters during 2Q 2012.</p> <p>DART currently operates 75 miles of HOV Transitways along I-30 East, I-35E, I-635 East, I-30 West, US 75 and I-35E/US 67. The HOV lane on I-30 East is a contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons, LBJ east of US 75 and Managed HOV lanes on US 75 are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The Managed HOV lanes on I-35E/US 67 and on I-30 West are a combination of concurrent flow and reversible sections.</p> <p>Six (6) miles of HOV lanes opened in FY 2007; 32 miles opened in FY 2008; and additional nine (9) miles of HOV lanes opened in FY 2009 on I-30 West.</p>
<b>Accomplishments</b>	<p>The following is HOV ridership information for 2Q 2012:</p> <ul style="list-style-type: none"><li>• The six DART operated HOV lanes carried approximately 100,467 weekday daily commuters.</li><li>• The HOV lanes along I-30 East, I-35E, I-635 East, I-30 West, US75, and I-35E/US67 carried 17,440, 23,463, 15,350, 6,627, 14,447 and 23,057 weekday passengers respectively.</li><li>• On-time opening performance for the East R. L. Thornton HOV lane was 100% during the last quarter.</li><li>• I-30 West HOV lane was opened for 4 special events.</li><li>• I-635 West HOV lane between Luna Road and US 75 closed for construction of Managed lanes.</li></ul>
<b>Issues</b>	<p>Additional public education and marketing efforts are necessary to improve public awareness regarding rules and regulations of HOV lane usage.</p> <p>DART is handling the operation and maintenance of the pylon</p>

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system along US75 since October 2011.

**Schedule** HERO Program: Is currently on hold pending TxDOT's approval.

**Project Manager(s)** Koorosh Olyai / Ravi Gundimeda

# North Central (US 75) Managed HOV Lanes

## Mobility Programs Development

**Strategic Priorities**      Priority I: Strive to Exceed Customer Expectations  
Priority II: Manage System Development and Maintain Infra-structure  
Priority III: Build and Maintain DART's Regional Transportation Leadership

**Description**      The concurrent flow Managed HOV lane facility was completed in the median of US 75, north of LBJ Freeway to North of Parker Road in Plano. The 24-hour two-lane facility serves both northbound and southbound commuters. The facility will be reconnected to the future Managed HOV lanes on LBJ freeway, west of US 75, via the existing direct connector ramp through the US 75/I-635 Interchange. Access/egress locations are at Park Blvd.

**Accomplishments**

- The operation hours of direct connector ramp through US 75/I-635 Interchange was extended in August 2010 from 6 a.m. to 12 noon in the southbound direction and 1 p.m. to 8 p.m. in the northbound direction.
- The TTI (Texas Transportation Institute) report was completed and concluded that an access in Richardson is not operationally feasible and will negatively impact the freeway main lanes.
- DART took over delineator post system maintenance as of October 11, 2011.

**Issues**

- There are no new issues to report at this time.

**Schedule**

- Ongoing.

**Project Manager(s)**      Ravi Gundimeda/Koorosh Olyai

# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

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<b>Strategic Priorities</b>	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure Priority III: Build and Maintain DART's Regional Transportation Leadership
<b>Description</b>	<p>The SH 114 project limit is from SH 183 to SH 121/Tarrant County Line for a total length of 13 miles. The project is comprised of two segments:</p> <p>The section between SH 183 and Loop 12 will be reconstructed from 4 to 6 general purpose lanes (3 in each direction).</p> <p>The section from Loop 12 to SH 121/County Line will be re-built from four lanes to eight lanes (4 in each direction).</p> <p>The corridor is expected to have four Managed HOV lanes within the freeway median and include two Park and Ride lots, located at or near International Parkway and Spur 348. Access and egress will be provided by using slip-ramps and wishbone ramps.</p> <p>Total estimated construction cost for entire 13 miles including Managed HOV lanes is over \$750M.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 2Q12: DART's Design/Build contractor for Irving-3 (I-3) LRT project has been working closely with TxDOT exploring options to avoid any right-of-way impact (pinch point) on the future SH 114 widening project.</li><li>• As of March 31, 2012, construction of the \$238M Diamond Interchange at SH 114/Loop 12 was over 97% complete. Construction of the Irving-1 (I-1) LRT project including University of Dallas Station is nearing completion and under system testing for opening of the rail facilities on July 30, 2012.</li><li>• 1Q12: DART's Design/Build contractor for Irving-3 (I-3) LRT project is exploring options to minimize impact on a section of TxDOT right-of-way (pinch point) between future SH 114 and DFW Airport North Airfield Drive.</li><li>• <b>Project History:</b> Environmental Assessment was approved by FHWA on July 24, 2009 based on Finding of No Significant Impact (FONSI) document dated April 2009 including input from the public involvement process.</li></ul>

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# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

Preliminary engineering and schematic design were completed and approved by TxDOT/FHWA in June 2007.

- Construction contract for SH 114/Loop 12 Interchange (Diamond Project) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. The initial work began February 3, 2009.

### Issues

- 1Q11-2Q12: Advancement of PE / PS&E for the remainder of 13 miles in the SH 114 corridor is on hold by NCTCOG/TxDOT pending availability of funds.
- 3Q12: The completion date for Irving-1 project including the \$238M Diamond Project at SH 114/Loop 12 Interchange is July 2012 due to environmental clearance delays.

### Schedule

- FY 09-2012: Construction phase underway for the “Diamond Interchange” at SH 114/Loop 12 for early I-1 LRT project implementation.
- FY 09: July 24, 2009: Approval of the final environmental clearance (FONSI).
- FY 11-14: PE / PS&E for remainder of SH 114 corridor.
- FY 12-14: Utilities relocation/coordination and R-O-W.
- FY 15-18: Construction phase, pending funding availability.

### Project Manager(s)

Koorosh Olyai/Ali Rabiee

### Strategic Priorities

Priority I: Strive to Exceed Customer Expectations  
Priority II: Manage System Development and Maintain Infrastructure

### 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, North Park Mall, Texas Instruments, SMU, City of Richardson Galatyn Station Shuttle, McKinney Avenue Streetcar and UTD.

### Accomplishments

- 1Q12: We will partner with Baylor Hospital in FY12 to support a circular route that links riders to the Green Line (Baylor Station).
- 4Q11: Baylor shuttle program incorporated as part of DART partnerships. Passed by the board this reporting period.
- Baylor is interested in a shuttle program and staff will bring a proposal to DART's board in August to form partnership.
- Staff has met with Richland College to discuss possible shuttle agreement.
- MATA turntable is under construction at City Place.
- Ridership on most shuttle services continues to grow, outpacing other fixed route services.

### Issues

- 2Q12: Baylor could not provide DART with a letter of subrogation from their insurance carrier to execute the shuttle agreement. A waiver would be required to continue, pending further disposition.
- 1Q12: Resolving liability issues in the Baylor Shuttle agreement. Legal and Risk Management slated to close out any remaining issues in February.
- 4Q11: North Park Mall route changed per North Park administration. Some workflow complaints have been submitted to this office by riders related to the new stop location.
- 2Q11: Budget constraints are severely limiting growth of the shuttle program.
- Economy is slowly improving, creating demand for more shuttle service. Many new employment opportunities are beyond DART's service area boundaries, while new job



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creation is with smaller service companies.

**Schedule**

- Texas Instruments E Shuttle agreement expires 1 Oct 12
- Texas Instruments Site Specific Shuttle agreement expires 1 July 12
- Raytheon Shuttle agreement has been discontinued.
- Schedule is Ongoing.
- Meeting scheduled with MATA the 2<sup>nd</sup> week of February to discuss renewal of the existing funding agreement.

**Project Manager(s)**

Rob Smith/Dan Dickerson

### Strategic Priorities

Priority I: Strive to Exceed Customer Expectations  
Priority II: Manage System Development and Maintain Infrastructure

### Description

The Bicycle / Pedestrian Program Development will improve pedestrian, ADA, and bike access to rail stations. It will result in additional ridership because 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.

### Accomplishments

- 2Q12: Conceptual plans developed for Victory Lane project. Public-private partnership initiated with City of Dallas and Dallas Parks Foundation as private fundraiser to achieve full funding for Victory Lane and six-related bikeway and pedestrian access projects connecting to DART stations. County of Dallas also a source of funding.
- 1Q12: Staff met with City of Dallas officials and developed a demonstration project linking the Katy Trail, Victory Arena and Victory Station. The connection project, called Victory Lane, includes directional signage, wayfinding, bike racks and bike lane striping. The project will connect three existing and planned trails with the Victory Station and Arena.
- 4Q11: Staff has worked closely with the City of Dallas to produce the Dallas 2011 Bike Plan. The plan identified more than 1,200 miles of on and off street bike facilities that can connect into the DART transit system. Dallas City Council recently accepted the 2011 Bike Plan.
- 4Q11: All 142 bike lids have been installed at DART stations. Former bike lockers have been removed. Researched and published DART's first bike-to-DART brochure – a how-to of pairing up DART and bicycle transportation.

### Issues

- Re-allocation of bikelids based on demand and consideration of another bike rack option where bikelid cannot fit.
- Awareness of the use and availability of the bikelids needs emphasis through publications and website.

### Schedule

- Open Victory Lane in 4 Q 2012.

### Project Manager(s)

Robert Parks

# Construction & Installation of Standard Shelters

## Service Planning and Scheduling

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<b>Strategic Priorities</b>	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure
<b>Description</b>	The Standard DART Bus Shelter program is intended to provide additional amenities and a cleaner, safer, more comfortable place to wait, where daily boarding activity is greater than 50 passengers or where a sensitive use is present.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 2Q12: Installed 17 new shelters and 13 solar shelter retrofits.</li><li>• 1Q12: Installed 17 new Shelters and 14 solar shelter retrofits.</li><li>• 4Q11: Installed 32 new shelters and 34 solar shelter retrofits.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• During 2Q12, Carrollton shelter installations have been impacted by proposed new private shelter designs. City of Dallas Street Reconstruction project has slowed installation efforts on the eastern side of Loop 12. DART Maintenance restructuring effort has affected speed of shelter inspections - and reporting of vacant pads. Amenity resources temporarily shifted for the upcoming Service change. Improvement of field communication with Passenger Amenities, DART Maintenance and Tolar Contractors needed.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• FY 2012: Continue installation of shelters under federalized contract. Approximately 30 single shelter units per quarter will be installed (new and replaced) but goal may be impacted until all shelters have solar retrofits.</li></ul>
<b>Project Manager(s)</b>	Gary Copeland

### Strategic Priorities

Priority I: Strive to Exceed Customer Expectations  
Priority II: Manage System Development and Maintain Infrastructure

### Description

The purpose of the project is to implement a pilot program at the North Carrollton/Frankford and Parker Road Rail Stations to determine how practically, equitably, and feasibly to charge for parking for the purposes of demand management, revenue enhancement, and protection of member city residents that park at DART rail facilities.

### Accomplishments

- 2Q12: Staff and the contractor completed all preparations for the initiation of paid parking on April 2 in association with Plano, Carrollton, and businesses adjacent to the affected lots. DART staff developed a voluntary secret shopper (SS) program to report back contractor deficiencies to DART. The SS program identified and corrected deficiencies in the last two weeks of March prior to implementation.
- 1Q12: Staff developed timeline and implementation plan. Staff also met with the new contractor and developed a marketing/webpage rollout plan to introduce Service Area residents and non-residents to the reality of paid parking beginning April 2. Preliminary meetings were also held with affected member cities and businesses that will continue through implementation.
- 1Q12: Staff began the Board process to open the NW Plano Park and Ride with paid parking in place.

### Issues

- Hefty gas price increases are again putting pressure on end-of-the-line parking at stations such as Parker Rd. and Carrollton/Frankford.
- Information on space availability may be available in advance to motorists in the North Central Corridor as part of the Integrated Corridor Management Project.
- Customer response to charging at select lots will result in some loss of system ridership and some diversion to non-charging lots.
- High and low estimates of revenue result from how conservative these assumptions are.
- The dividing line between which services continue to be DART's responsibility and which become the contractor's must be carefully planned.
- RFI will gauge contractor interest and allow questions and

input before the RFP process is launched, saving time in the long run.

- Launching of program during a period of weak ridership, low gas prices and lots of extra parking lot capacity may delay opportunity for optimal financial results.
- This is a revenue-generating contract and involves the expenditure of “NO DART” funding.

### **Schedule**

- FY2012: Ensure that initial pilot paid parking lots are revenue-positive and initiate paid parking at NW Plano. Recommend paid parking strategy for Beltline on the Orange Line consistent with location close to D-FW Airport.

**Project Manager(s)** Todd Plesko/Rob Parks

<b>Strategic Plan Consideration</b>	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure
<b>Description</b>	Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 8, 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>• 2Q12: Ridership up 19 % compared to February 2011 &amp; February 2012. Year to date ridership is up 11.3 %.</li><li>• 2Q12: The Vanpool Program remains capped at the FY12 target of 198 vanpools with no waiting list.</li><li>• 1Q12: The Vanpool program remains capped at the FY12 target of 198 vanpools with 5 groups on the waiting list.</li><li>• 4Q11: The Vanpool Program remains capped at this FY11 target of 198 vanpools with 3 groups on the waiting list.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• 2Q12: Notified by the NCTCOG that there might be as much as a two million dollar reduction in their FY13 overall transportation program budget which may impact the amount of funding DART generally gets to support the vans leasing fees.</li><li>• 1Q12: No issues reported in 1Q12.</li><li>• 4Q11: Issues related to FHWA funding have been resolved and a new invoice procedure was instituted. No negative financial impact to DART.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 1Q12: Developed outreach projects utilizing funds from the Employer Transportation Reduction program. Execution slated during ozone season Earth-day events &amp; Clean Air Week.</li><li>• 3Q11: The Vanpool Program, in partnership with Marketing will launch new collateral materials this quarter (brochures, posters, mailers, banners, table tops, and Captains Policy and Procedures Manual.</li></ul>
<b>Project Manager(s)</b>	Rob Smith/ Dan Dickerson

<b>Strategic Priorities</b>	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure
<b>Description</b>	<p>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:</p> <ul style="list-style-type: none"><li>• General congestion</li><li>• Traffic signals</li><li>• Obstruction by other vehicles turning right</li><li>• Passenger stops</li></ul>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 2Q12: Completed scope of work for Enhanced Bus branding campaign and smart shelter design.</li><li>• 2Q12: Received notification that Route 404 will receive a three year Job Access /Reverse Commute grant totaling \$1.4 million.</li><li>• 1Q12: Finalized proposed implementation of Corridors 486 will operate along Forest Lane (between Royal Lane and Downtown Garland Stations) and the 404 will operate along Westmoreland (between Parkland Station and Methodist Hospital.)</li><li>• 4Q11: Completed Enhanced Bus Corridor analysis and report</li><li>• 4Q11: Identified Corridors to be implemented in 4Q12.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• None at this time</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 2Q12: Develop Branding Campaign and Smart Shelter Design</li><li>• 4Q12: Implement phase I Enhanced Bus Corridor projects.</li></ul>
<b>Project Manager(s)</b>	Jennifer Jones



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<b>Strategic Priorities</b>	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure
<b>Description</b>	The opening of the first segment of the Orange Line (I-1) on July 30, 2012 will provide customers from Irving access to the Green Line. This connection will allow them access to Fair Park via rail for the duration of the State Fair of Texas. Planning and Operations will develop and implement the State Fair operations plan to accommodate the fair, football games and other major events annually.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 2Q12: Ongoing monthly meetings have been held between Planning and LRT Operations to develop draft plan for State Fair season. These draft plans will be presented to the Special Events Committee.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• None at this time</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 1Q13: Implement State Fair of Texas Operations plan</li></ul>
<b>Project Manager(s)</b>	Clarence Barber

# FY 2012 Score Card Five-Year Action Plan

## Service Planning and Scheduling

Objectives	Services	Activities
<b>INCREASE RIDERSHIP</b>		
<ul style="list-style-type: none"> <li><b>Expand Services</b></li> </ul>	Green Line	Fixed Route Ridership in the Second Quarter increased by 7.9 percent from last year. Bus ridership was 11.9 percent higher than in 2011. As the extended Green Line matured, ridership continued to increase growing by 2.5 percent in the quarter. TRE ridership was down by 0.5 percent as Saturday ridership continued to drop. Downward trends for the Red Line appeared to end as ridership trended upward during the quarter.
	Feeders to Transit Centers and Stations	The Green Line Bus Feeder Plan was implemented on December 6. Strong ridership was observed on many of the restructured routes. Rail Feeder route ridership increased by over 40 percent as a result of the shift of many former Local route riders and the attraction of new riders to the Green Line feeder routes. Work continued on development of the Orange Line Feeder Plan and other service changes that will be implemented in FY 12 and FY 13.
<ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul>	Improved Passenger Support Facilities	Continue installation of shelters under federalized contract. Approximately 30 single shelter units per quarter will be installed (new and replaced) but goal may be impacted until all shelters have solar retrofits.
<b>IMPROVE COST EFFECTIVENESS</b>		
<ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>		
	DART On-Call Non-Traditional service	Ridership on Flex routes was up by slightly in the second quarter. DART-on-Call ridership has been trending downward. Reviews of the performance of these zones is on-going. Proposed changes to the fare structure hold the promise of ridership increases.
	New DART On Call programs: flexible routes and late night/weekend services	Changes in the operation of the Flex routes will result in reduced overall operating costs, improving the performance of these routes. Ridership continues to be strong with increases on most routes.
	Site-specific Shuttles	DART continues to develop site specific shuttle partnerships that connects riders to DART. We will partner with Baylor Hospital in FY12 to support a circular route that links riders to the Green Line (Baylor Station). Ridership on these shuttles, led by the Parkland Shuttle is rising to unprecedented heights. While some older routes are more settled in their ridership patterns, others continue to add riders. Routes operated in partnership with UT Dallas and SMU continue to have increasing ridership.
	Non-Traditional Vanpool Service (E-Shuttle)	The Vanpool Program remains capped at the FY12 target of 198 vanpools. There are currently 5 groups on the waiting list for a van. Outreach projects were developed utilizing funds from the Employer Transportation Reduction program.

# FY 2012 Score Card Five-Year Action Plan

## Service Planning and Scheduling

	Service Changes	Staff activity focused on preparing for the implementation of major service changes that will happen in July and December with the opening of the Orange Line LRT and extensions of the Blue Line LRT to Rowlett. Schedules are complete and work is focusing on communication of changes to customers.
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Dallas Area Rapid Transit  
P.O. Box 660163  
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**TO:** Distribution

**SUBJECT: 2ND QUARTER FY 2012  
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 2nd Quarter FY 2012 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through March 31, 2012, including Change Control Summaries, Systems Integration, and Real Estate.

A handwritten signature in blue ink, appearing to read 'Timothy H. McKay', written over a horizontal line.

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

THM/ta

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# ACRONYMS

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ADA - Americans with Disabilities Act  
APT - (Las Colinas) Area Personal Transit  
AWP - Annual Work Plan/Program  
BNSF - Burlington Northern Santa Fe Railway  
CBD - Central Business District  
CCB - Change Control Board  
CM/GC - Construction Manager/General Contractor  
CMU - Concrete Masonry Unit (concrete block)  
CPM - Critical Path Method  
CRI - Cost Reduction Idea  
CROF – Central Rail Operating Facility  
D&A - DART & Agency  
D2 – Dallas Central Business District Second Alignment  
DART - Dallas Area Rapid Transit  
DFW - Dallas/Fort Worth  
DGNO - Dallas, Garland & Northeastern Railroad Company  
FAA - Federal Aviation Administration  
FDR - Final Design Review  
FEIS - Final Environmental Impact Statement  
FEMA - Federal Emergency Management Agency  
FFGA - Full Funding Grant Agreement  
FHWA – Federal Highway Administration  
FTA - Federal Transit Administration  
FWTA - Fort Worth Transportation Authority  
G-1 - Northeast Corridor (to Garland) Line Section 1  
G-2 - Northeast Corridor (to Garland) Line Section 2  
G-3 - Northeast Corridor (to Garland) Line Section 3  
GMP - Guaranteed Maximum Price  
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  
MHz - Megahertz  
MKT - Missouri-Kansas & Texas Railroad Company  
MIS - Major Investment Study  
MSE - Mechanically Stabilized Earth  
N/A - Not Applicable  
NC-3 - North Central Corridor Line Section 3  
NC-4 - North Central Corridor Line Section 4  
NC-5 - North Central Corridor Line Section 5

NCTCOG - North Central Texas Council of Governments  
NTP - Notice to Proceed  
NW-1 - Northwest Corridor Line Section 1  
NW-2 - Northwest Corridor Line Section 2  
NW-3 - Northwest Corridor Line Section 3  
NW-4 - Northwest Corridor Line Section 4  
NWROF - Northwest Rail Operating Facility  
OC-1 - Oak Cliff Corridor Line Section 1 (LRT Starter System)  
OCC - Operations Control Center  
OCIP - Owner Controlled Insurance Program  
OCS - Overhead Catenary System  
P&Z - Planning & Zoning  
PA - Public Announcement  
PA/VMB - Public Announcement/Visual Message Board  
PE/EIS - Preliminary Engineering/Environmental Impact Statement  
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  
RTU - Remote Telemetry Unit  
S&I Facility - Service & Inspection Facility  
SA - Supplemental Agreement  
SCADA - Supervisory Control and Data Acquisition  
SCS - Supervisory Control System  
SDC - Systems Design Consultant  
SE-1 - Southeast Corridor Line Section 1  
SE-2 - Southeast Corridor Line Section 2  
SLRV - Super LRV (LRV with additional low-floor section)  
SMR - Senior Management Review  
SOC-2 - Line Section South Oak Cliff-2  
SOCBOF - South Oak Cliff Bus Operating Facility  
SP - Southern Pacific Railroad Company  
SWPPP - Stormwater Pollution Prevention Plan  
The T - Fort Worth Transportation Authority  
TBD - To Be Determined  
TC - Transit Center  
TDLR - Texas Department of Licensing and Regulations  
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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## 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 finishout of Cityplace 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), and Parker Road Parking Expansion (completed October 2009).

### Current LRT Buildout Phase I Related Projects:

#### Purchase of 20 LRVs

Twenty additional LRVs have been purchased under the option clause of the existing LRV contract with Kinkisharyo.

## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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The LRT Buildout Phase II consists 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 extends 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 includes 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 will be done in two phases: Phase IIA, which includes the Southeast and Northwest corridors (26.8 miles), and Phase IIB, which includes the Irving/DFW Corridor and Rowlett Extension (19.3 miles).

### Current LRT Buildout Phase II Related Projects:

#### Closed-Circuit Television (CCTV) System

This project is defined in two parts. **Part 1** provided conduit configuration at Buildout Phase IIA stations to facilitate future systems for CCTV; passenger emergency call (PEC) units at station platforms; and “Connection Protection” at designated stations. **Part 2** provides the design, equipment, field installation, and testing of a comprehensive CCTV system at 48 stations throughout the existing Red and Blue LRT lines and the recently completed Green Line (Phase IIA).

**NW-2 Additional Betterments and Love Field West Area Improvement**

These projects are performed under one contract. The NW-2 Additional Betterments project provides for the installation of Board-approved betterments (fence and additional landscaping) adjacent to the Love Field West neighborhood. The Love Field West Area Improvement project provides improvements for Little Denton Drive, between Empire Central and Burbank, adjacent to Line Section NW-2 and the Love Field West neighborhood.

**Downtown Rowlett Station East Parking Lot**

This project is an extension (approximately 120 spaces) of the parking area being constructed in conjunction with the Downtown Rowlett Station, bringing the total number of parking spaces at that station to 769.

**Level Boarding Modifications for Outlying Stations**

This project modifies Starter System and Buildout Phase I LRT station platforms to accommodate the level boarding mode of operation.

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

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The LRT Buildout Phase III consists of two projects: 1) the second CBD alignment through Downtown Dallas, doubling downtown LRT capacity; and 2) the southward 2.9-mile extension of the Blue Line (South Oak Cliff Corridor) to UNT-Dallas, including two new stations. These projects are in the planning and development phase.

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**COMMUTER RAIL**

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**Belt Line Road Grade Separation**

This grade separation project is located in the city of Irving, Dallas County. The project consists of an 8,236-foot bridge structure carrying Class 4 double track, which spans the Dry Branch of Bear Creek, Belt Line Road, Briery Road, and Story Road. The project also involves construction of a retaining wall, two double track at-grade crossings, road improvements, and installation of four-quadrant gate, grade crossing protection systems.

**Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects**

This procurement includes track and installation of track for the Lisa-Perkins and Belt Line Road projects. It also includes a complete signal system for the Belt Line Road project and modifications required to interface with the existing signal system.

**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.

**Positive Train Control (PTC)**

This project is a result of a Federal Railroad Administration (FRA) mandate to prevent train-to-train collisions, overspeed derailments, movement of a train through a switch left in the wrong position, and incursion into an established work zone, and must be implemented by December 2015.

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**ADDITIONAL CAPITAL DEVELOPMENT**

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**Unity Plaza**

The Unity Plaza Project is located southwest of the intersection of Central Expressway and Haskell Avenue at the present location of DART's western entrance to the Cityplace Station and future location of the terminal for the McKinney Avenue Trolley. The project consists of the reconstruction of the western entrance to Cityplace Station and the creation of a transit plaza surrounding the new building. A one-story glass and steel structure will serve as the new western entrance, with a 150' tower serving as a landmark identifying the station.

The Unity Plaza Project was refined and the public elements are under construction utilizing Tax Increment Financing (TIF) funds.

**Bryan/Hawkins Junction**

The Bryan/Hawkins project consists of two separate projects: the Hawkins track re-alignment project and the Bryan Street project. Together these projects provided an improved roadway network into and out of downtown Dallas and accommodated light rail construction for the DART Southeast Light Rail Extension.

**Lake Highlands Station**

This station is located at the northwest corner of Walnut Hill and White Rock Trail along the existing Northeast Corridor, between White Rock Station and LBJ/Skillman Station.

**DART Police Facilities**

This project provides for the renovation and conservation of the historic Monroe Shops to house a new modern headquarters for the DART Police. This project also includes the Northeast Substation and the Northwest Substation.

**Frankford Station Additional Parking**

Additional parking for the North Carrollton/Frankford Station, along Northwest Corridor Line Section NW-4, was required by the City of Carrollton. A total of 920 spaces were provided in phases, with 450 required by revenue service in December 2010.

**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.

**Agency-wide Radio & Related Communications Systems Replacement**

The Radio Replacement Project (RRP) provides for upgrading the radio communications and Bus Operations Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) systems; integration of DART Paratransit Services communications needs; and systems that meet expanded service requirements.

**Cotton Belt Corridor Facilities**

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

**Full-Color Station Signs**

Full-color station Visual Message Board (VMB) signs are being provided to deliver clear and up-to-date information to our customers at 18 Red and Blue Line stations, as well as at the 15 at-grade Green Line stations. The project is being achieved under two contracts: a civil and electrical contract, and a systems (procurement and installation) contract.

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**STREETCAR PROGRAMS**

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**Union Station to Oak Cliff TIGER-funded Streetcar Project**

The Union Station to Oak Cliff TIGER-funded Streetcar Project is a City of Dallas project, with DART acting as the Owner's Technical Representative, responsible for the design, construction, and oversight of the project. It consists of an approximately 1.6-mile streetcar alignment operating on an at-grade track in a dedicated, bi-directional streetcar lane, extending from Union Station, over the Houston Street Viaduct, along Zang and Colorado boulevards, terminating at the Colorado Blvd. and Beckley Ave. intersection.

**Urban Circulator Streetcar Project**

The Urban Circulator Streetcar Project is a City of Dallas project, with DART acting as the Federal Grant Recipient and Owner's Technical Representative, responsible for the design, construction, and oversight of the project. It is an approximately 0.6 mile trackway that begins at the current terminus of the existing McKinney Avenue Transit Authority (MATA) M-line tracks at St. Paul Street and Ross Ave., continues southbound on St. Paul Street, turning east on Federal Street, and connecting to the Olive Street extension project, which is currently under construction by the City of Dallas.

**Streetcar Procurement**

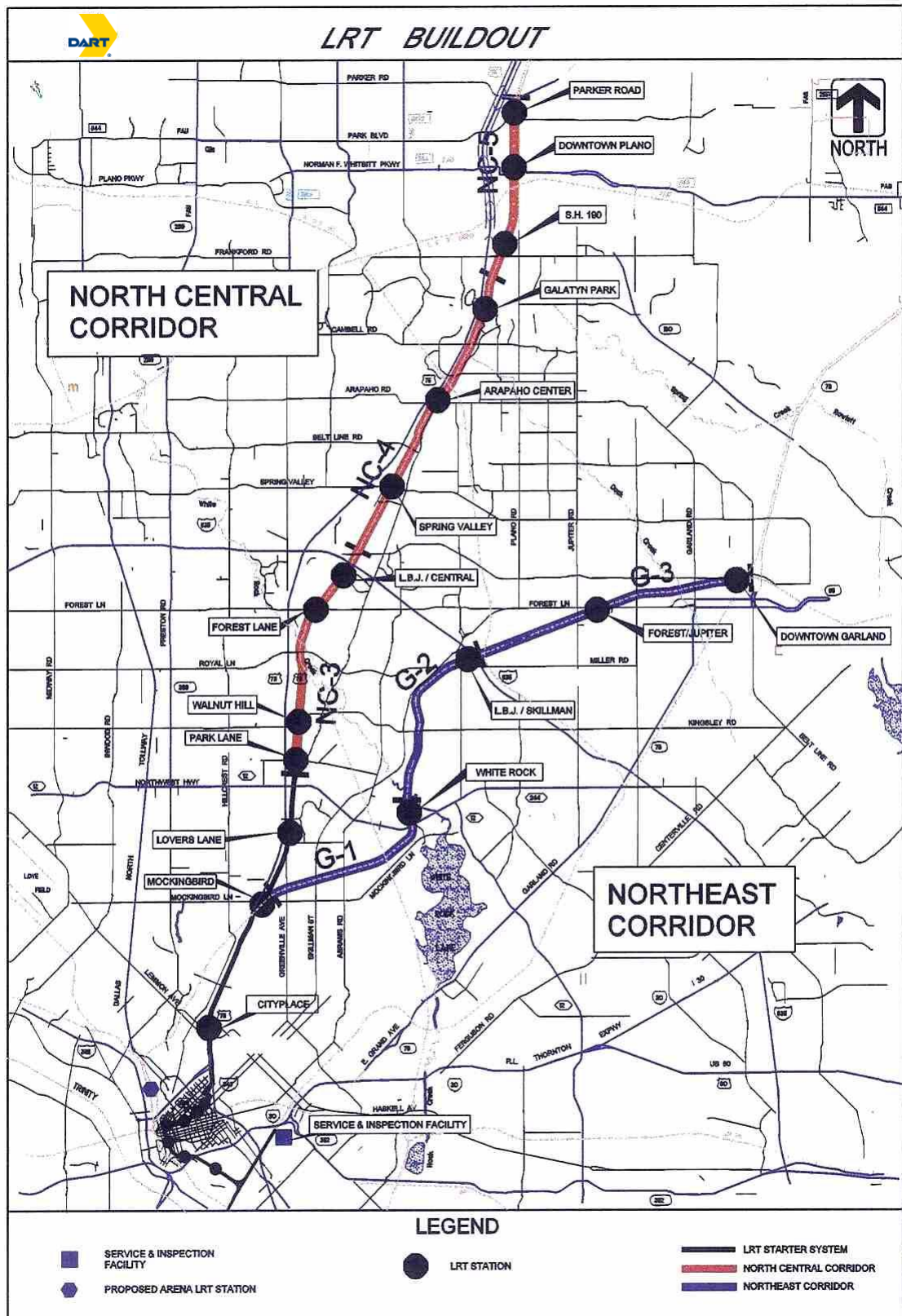
Two streetcar vehicles are being provided as part of the City of Dallas Union Station to Oak Cliff TIGER Streetcar Project. The project requires one service vehicle and one spare. The selected vehicle is required to operate across the Houston Street Viaduct under its own power, and it is required to operate on the DART Light Rail Transit System OCS in order to access the Central Rail Operating Facility for storage and maintenance.



## Phase I





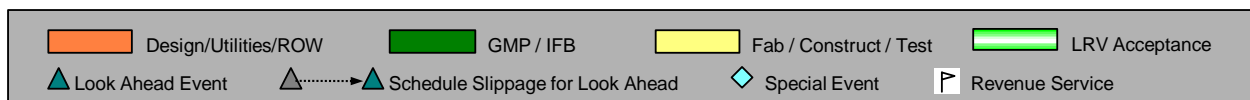
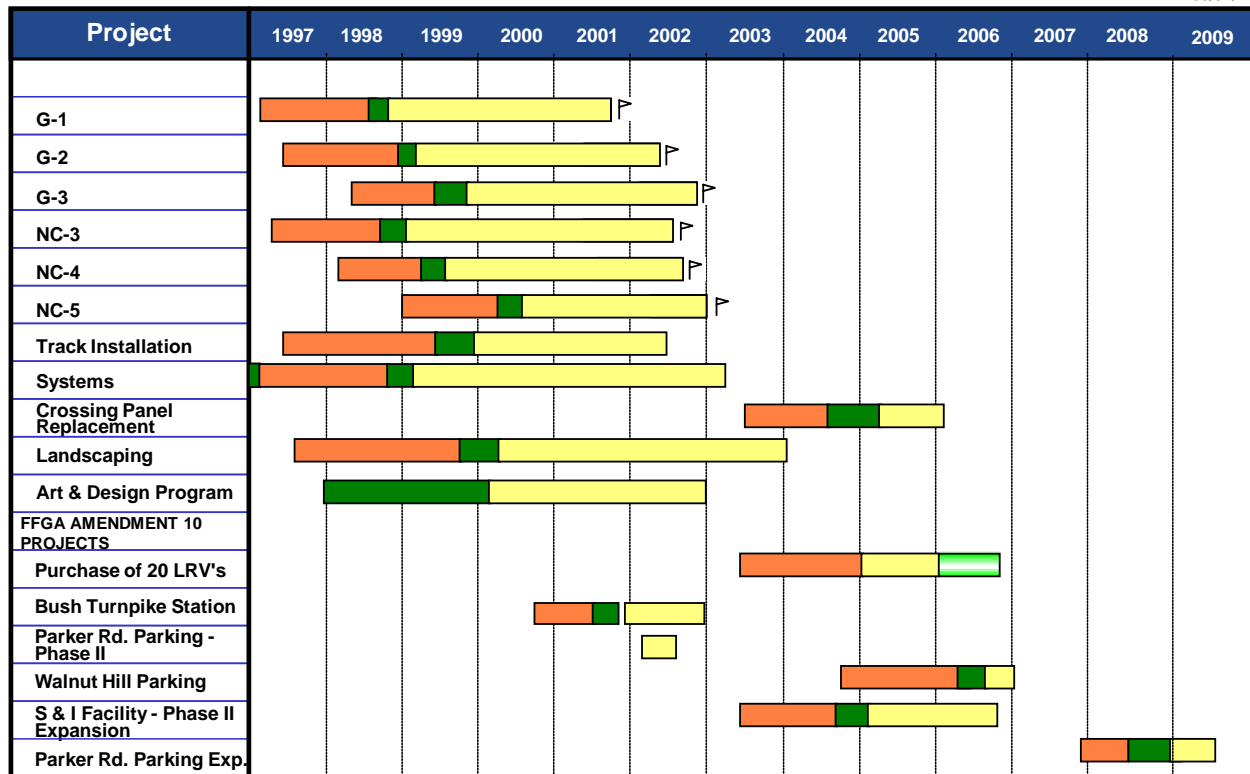


# Summary Control Schedule

## LRT Buildout Phase I

### LRT Buildout Phase I Summary Control Schedule

03/31/12



# Cost/Schedule Summary

## LRT Buildout Phase I

LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date <sup>(2)</sup>
LRT General <sup>(1)</sup>	\$ 67.0	\$ 55.4	\$ 55.4
Cityplace Station Finishout <sup>(3)</sup>	24.9	24.7	24.7
Garland-1	53.2	51.6	51.6
Garland-2	84.2	77.3	77.3
Garland-3	101.2	90.6	90.6
North Central-3	123.1	105.6	105.6
North Central-4	82.2	75.5	75.5
North Central-5	64.5	60.0	60.0
S&I Facility Expansion/VAF	31.9	31.9	31.9
Systems	160.1	155.1	155.1
Vehicles	151.2	150.5	150.5
Crossing Panel Replacement	4.7	3.3	3.2
<b>LRT Buildout Total</b>	<b>\$948.2</b>	<b>\$881.5</b>	<b>\$881.4</b>

1) LRT General includes annual work programs for the Project Controls/Systems Integration Consultant, the Technical Services personnel, the professional liability insurance program, OCIP, the CADD/computer equipment, LRV Management Services, and the renovation of the Project Management floor at DART Headquarters.

2) Expended to date values reflect activity through 02/29/12, per DART's General Ledger.

3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.



# Cost/Schedule Summary

## LRT Buildout Phase I

<b>LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment<sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$ 12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	1.4	1.4
S&I Facility - Phase II Expansion	29.8	29.2	29.2
Purchase of 20 LRVs	63.0	60.6	60.6
Parker Road Station Parking Expansion <sup>(3)</sup>	2.3	2.0	2.0
<b>Total</b>	<b>\$111.5</b>	<b>\$107.7</b>	<b>\$ 107.7</b>

1) Committed values reflect activity through 03/31/12.

2) Expended to date values reflect activity through 02/29/12, as reported on DART's General Ledger.

3) Control budget value reflects DART's FY2009 approved Financial Plan value for this project.

<b>LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 13) Cost Summary (in millions of dollars)</b>			
	<b>Grant Budget</b>	<b>Current Commitment</b>	<b>Expended to Date <sup>(1)</sup></b>
Purchase of C-units 39-46 <sup>(2)</sup>	\$12.4 <sup>(3)</sup>	\$12.4	12.4
<b>Total</b>	<b>\$12.4</b>	<b>\$12.4</b>	<b>\$12.4</b>

1) Expended to date values reflect activity through 3/31/12, per DART's General Ledger.

2) Purchase of C-unit progress can be found on the "Vehicles-SLRV Retrofit" page of the LRT Buildout Phase IIA section of this progress report.

3) A budget revision was approved in September 2009 to add approximately \$.8M (total \$), \$.6M (federal \$) to the Grant Budget. This amount represents reimbursement to the FTA from the Marta Settlement, sale of surplus property, and final budget adjustments.

4) On February 23, 2011, DART requested that funds due to FTA in the amount of \$36,801 from the sale of surplus real estate on Line Section NC-5 be applied to C-units.

# Cost/Schedule Summary

## LRT Buildout Phase I

### SCHEDULE SUMMARY

	<u>Contract Completion Dates</u>	<u>Revenue Service Dates</u>
Line Section G-1		9/2001 (Complete)
Line Section G-2		05/2002 (Complete)
Line Section G-3		11/2002 (Complete)
Line Section NC-3		07/2002 (Complete)
Line Section NC-4		07/2002 (Complete)
Line Section NC-5		12/2002 (Complete)
S&I Facility Expansion	12/2000 (Complete)	
VAF	08/99 (Complete)	
Cityplace Station Finishout	11/2000	12/2000 (Complete)

# Northeast Corridor Facilities

## Line Section G-2

### LRT Buildout Phase I

#### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

#### Description

Line Section G-2 extends northeasterly from the south end of White Rock Lake Park to the KCS Railway Overpass on the former MKT Railroad Company alignment. This section makes up 3.5 miles of the 11.2 miles of the entire Northeast Corridor. There is one station in this line section, LBJ/Skillman Station, located north of LBJ Freeway and Miller Road. Provision for a future station is also included in this line section.

#### Status

Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete.

#### Issues

The contractor, GLF, appealed the contracting officer's final decisions on both its original schedule-related Request for Equitable Adjustment (REA) and on its additional REAs.

The matters were considered as one appeal in DART's administrative disputes process, under the direction of DART's Legal Department.

Decision on entitlement was issued on August 31, 2009. The decision was a mixed decision. DART will be returning some funds to GLF. This issue is being analyzed for Lessons Learned.

Decisions on March 16, 2010, denied contractor pre-judgment interest and determined the amount of actual damages awarded to DART.

The matter has reached final disposition in the DART process. The contractor filed an appeal of the decision in Federal Court. DART Motion to Dismiss was denied. Trial is set to begin May 21, 2012.

# North Central Corridor Facilities

## Line Section NC-3

### LRT Buildout Phase I

#### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

#### 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

The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages and additional costs totaling over \$37 million.

The contracting officer's final decision on the REA was issued on May 24, 2005. GLF appealed the contracting officer's final decision and the matter is in DART's administrative disputes process, under the direction of DART's Legal Department.

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

An attempt was made to negotiate pricing quantum of entitlement decision; however, contractor requested hearing on quantum issues. Hearing is scheduled to begin July 2012. DART will present support for the costs incurred during the extended period of performance resulting from the contractor's late performance.

**Board Strategic Priority** II: Manage System Development & Maintain Infrastructure

**Description** Twenty additional light rail vehicles (LRVs) were purchased under the option clause of the existing contract, bringing the total LRVs purchased to date to 115.

**Status** All 20 LRVs are in revenue service and are out of warranty. All 20 LRVs have since been converted to SLRVs under the 115 C-unit contract. Contract closeout is in process.

**Issues** The final items needed in order to complete the closeout of this contract are associated with propulsion and friction brakes.

The contractor is actively working to complete final items. A completion date is unknown at this time.

# Change Control Summary

## LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(note e) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2012)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note d	
Professional Services	LRV Management C-97000131	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	100%	Through SA #14, AWP05 Accounting Closeout is Pending
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
North Central Corridor	Parker Rd. Parking Expansion C-1015568-01	Omega Contracting, Inc.	\$1,778,830	\$88,941	\$1,867,771	\$88,931	\$1,867,761	\$10	99.99%	100%	Closed
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Itochu	\$58,666,378	\$1,333,622	\$60,000,000	\$249,072	\$58,915,450	\$1,084,550	19%	100%	Through SA-018
TOTALS:			\$151,909,958	\$10,462,198	\$162,372,156	\$2,522,008	\$154,431,966	\$7,940,190			

Legend: % Contingency >= 70%

- Notes:
- a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.
  - b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.
  - c) The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.
  - d) Percent contract complete based on work in place value.
  - e) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



# LRT Buildout

## Phases II & III

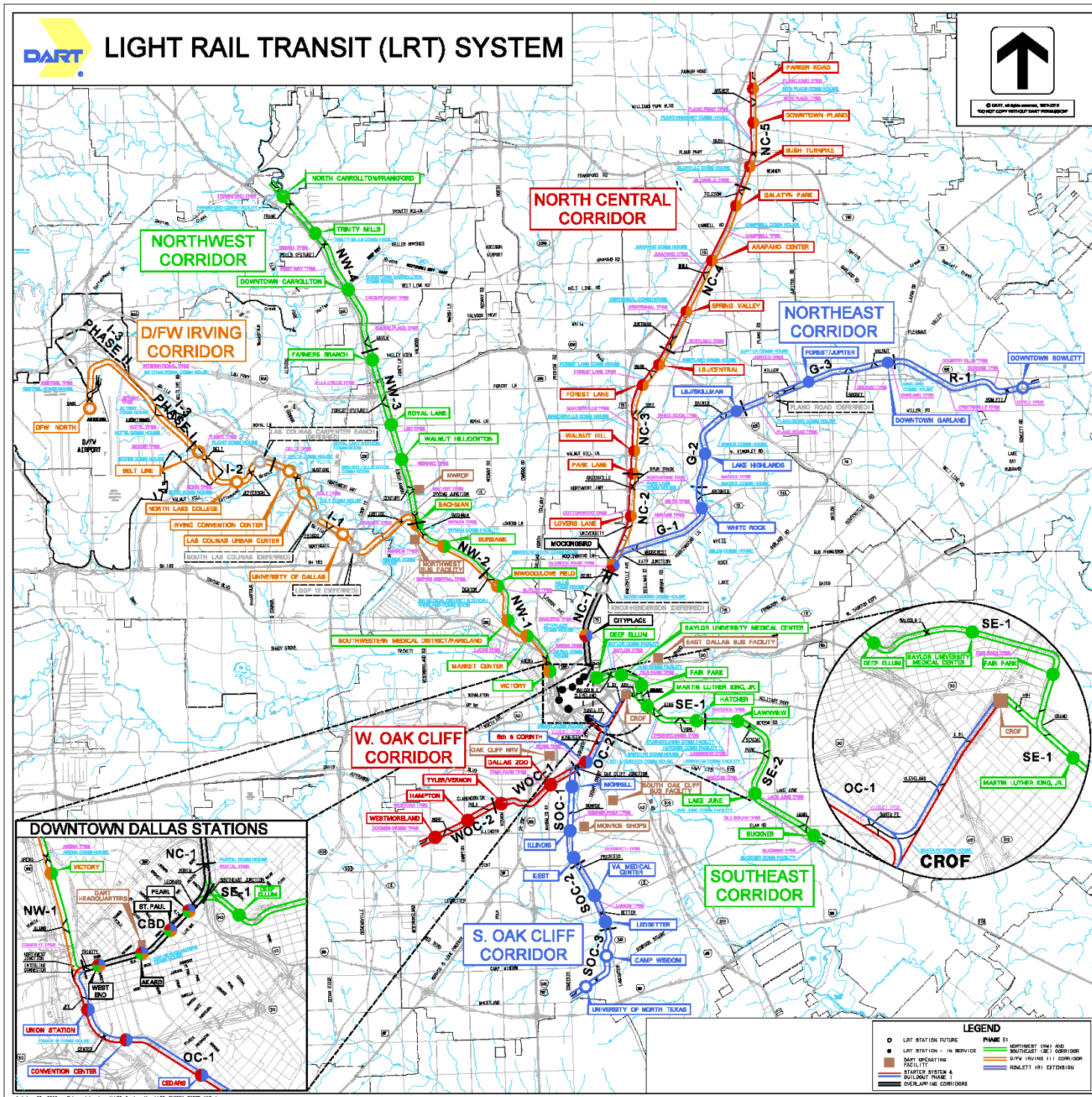


LEGEND  
○ LRT STATION FUTURE  
● LRT STATION - IN SERVICE  
■ TRANSIT FACILITY  
■ TRANSIT FACILITY  
■ TRANSIT FACILITY





**LRT Buildout  
Phases II & III**





## Phase IIA

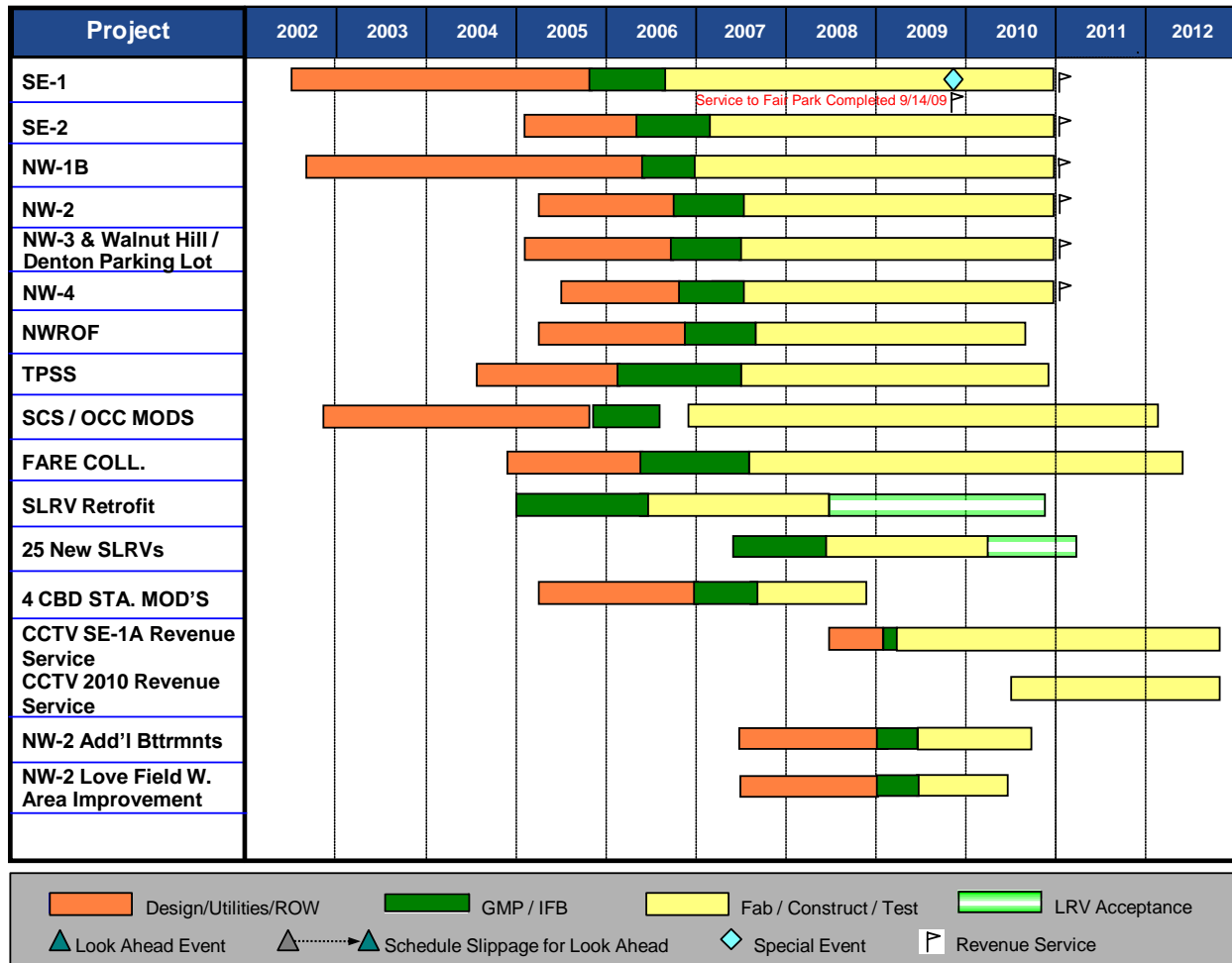


# Summary Control Schedule

## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Summary Control Schedule

03/31/12



# Cost/Schedule Summary

## LRT Buildout Phase IIA

<b>LRT BUILDOUT PHASE IIA</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>
General Phase IIA	\$ 125.2	\$ 117.9	\$ 117.5
Southeast-1	215.5	218.3	212.5
Southeast-2	172.4	170.9	170.7
Northwest-1B	165.1	164.4	165.7
Northwest-2	188.4	182.7	176.0
Northwest-3	249.2	248.2	240.3
Northwest-4	257.9	262.5	251.8
NWROF	65.0	64.9	64.9
Systems	84.1	82.6	77.3
Vehicles	239.1	239.4	235.1
Raise & Extend 4 CBD Stations	6.7	6.5	6.5
Phase IIA – CCTVs	8.6	4.5	2.5
NW-2 Additional Betterments	1.0	0.4	0.4
Love Field West Area Improvement	3.3	2.3	2.3
<b>LRT Buildout Phase IIA Total</b>	<b>\$ 1,781.5</b>	<b>\$ 1,765.5</b>	<b>\$ 1,723.5</b>

1) Committed values reflect activity through 03/31/12.

2) Expended to date values reflect activity through 02/29/12, as reported on DART's General Ledger.

3) Budget reflects FY11 financial plan amendment approved on 09/28/10, Board Resolution 100130, which increased the Phase IIA budget \$22.9M.

# Cost/Schedule Summary

## LRT Buildout Phase IIA

### SCHEDULE SUMMARY

	<u>Contract Completion Dates</u>	<u>Revenue Service Dates</u>
Line Section SE-1A (to Fair Park)	09/2009	09/2009
Line Section SE-1B (to Hatcher)	12/2010	12/2010
Line Section SE-2	12/2010	12/2010
Line Section NW-1B	12/2010	12/2010
Line Section NW-2	12/2010	12/2010
Line Section NW-3	12/2010	12/2010
Line Section NW-4	12/2010	12/2010
NWROF	06/2010	

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<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Acquisition of property required for construction of the LRT Buildout.
<b>Status</b>	<u><b>Northwest Corridor</b></u> Real estate acquisition for this corridor is complete.  <u><b>Southeast Corridor</b></u> Real estate acquisition for this corridor is complete.  <u><b>Northwest Rail Operating Facility (NWROF)</b></u> Real estate acquisition for this facility is complete.
<b>Issues</b>	Real estate issues are addressed in individual line section reports.

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

**Line Section SE-1** extends southeasterly from near Bryan Street to Hatcher Street on City of Dallas, TxDOT, and DART rights-of-way (ROWs). This section makes up 4.4 miles of the 10.5 miles of the entire Southeast Corridor. There are five stations in this line section: Deep Ellum Station, located on Good Latimer Ave. between Swiss Ave. and Gaston Ave; Baylor University Medical Center Station, located in front of Baylor Hospital; Fair Park Station, located in front of the main Fair Park entrance; J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station, located at the existing J.B. Jackson, Jr. Transit Center; and Hatcher Station, located at Scyene and Hatcher crossing.

**Line Section SE-2** extends southeasterly from Hatcher Street to Buckner Blvd. on the existing DGNO/DART alignment. This section makes up 6.1 miles of the 10.5 miles of the entire Southeast Corridor. There are three stations in this line section: Lawnview Station, located west of Lawnview Avenue and south of Scyene Road; Lake June Station, located west of Lake June Transit Center; and Buckner Station, located at Buckner Blvd.

**Line Section NW-1B** extends northwesterly from Hi Line Drive to Inwood Road on the former Union Pacific railroad alignment. This section makes up 2.8 miles of the 16.3 miles of the entire Northwest Corridor. There are three stations in this line section: Market Center Station, located at Harry Hines Blvd. between Vagas and Wycliff Avenue; Southwestern Medical District (SWMD)/Parkland Station, located near Motor Street; and Inwood/Love Field Station, located at Inwood Road and Denton Drive.

**Bryan/Hawkins Junction** construction work was incorporated into the CM/GC-I contract. Due to funding sources, information on Bryan/Hawkins progress is reported in the Additional Capital Development section of this progress report.

### Status

Revenue service began on September 14, 2009, from Victory Station (NW-1A) to MLK Station (SE-1A) and December 6, 2010, to Buckner Station (SE-2) and on Line Section NW-1B.

Contract closeout continues. DART has reached agreement with the contractor for final costs. Lump sum agreement has been reached and final payment has been made. Contractor is completing repair and replacement of defective work. (Refer to outstanding issues identified below).

### Issues

**SE-2 Plinth Repair:** Some of the concrete plinths supporting the rail on UP (Union Pacific) Railroad Bridge and the White Rock Creek Bridge have separated slightly from the bridge deck. They are still held in place by the reinforcing steel between the plinth and the bridge deck but repair is



# Construction Manager/ General Contractor-I (CM/GC-I)

**LRT Buildout  
Phase IIA**

**Issues (Continued)** required. Repairs began in January 2012. Drilling and pinning was completed in March 2012. Sealant work is in progress. Anticipated completion date is June 2012.

Replacement of Insulators at Overhead Catenary System: About 40 out of 1,000 insulators that support the catenary wires have developed cracks. This has not caused catastrophic failure but is a far higher failure rate than has been experienced on previous projects. The contractor has signed a Supplemental Agreement to replace the defective model of insulators with a heavy-duty model at no cost to DART. The proposed insulator has been submitted and approved by DART. Replacement began in March 2012 and is anticipated to finish in early May 2012.

# Track Materials Procurement for CM/GC-I Construction

**LRT Buildout  
Phase IIA**

## **Board Strategic Priority**

II: Manage System Development & Maintain Infrastructure

## **Description**

The track materials procurement involves four contracts to fabricate, deliver, unload, and place into DART's storage facilities varying amounts of welded rail, concrete crossties, direct fixation fasteners, and special trackwork for use on Line Sections SE-1, SE-2, NW-1B, and Bryan/Hawkins Junction. (*See Additional Capital Development section for Bryan/Hawkins report.*) The four contracts include: 1) Progress Rail Services (Lots 1 & 2 - special trackwork – Bryan/Hawkins Junction); 2) Progress Rail Services (Lots 3 & 6 - special trackwork and continuous welded rail – Line Sections SE-1, SE-2, and NW-1B); 3) L.B. Foster Company (Lot 5 – DF fasteners – SE-1, SE-2, and NW-1B); and 4) Rocla Concrete Tie, Inc. (Lot 4 – concrete ties – SE-1, SE-2, and NW-1B).

## **Status**

### **Line Sections SE-1, SE-2, and NW-1B**

Contract closeout for Lots 1 and 2 is in progress. Receipt of final invoices is anticipated by April 2012, pending DART and contractor review of final quantities.

Lots 3-6 have been closed.

## **Issues**

None



### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

**Line Section NW-2** extends northwesterly from south of Mockingbird Lane at Bomar Avenue to Community Drive before Northwest Highway on the former Union Pacific railroad alignment. This section makes up 3.1 miles of the 16.3 miles of the entire Northwest Corridor. There are two stations in this line section: Burbank Station (future Love Field connection), located opposite to Southwest Airlines headquarters building to the west side of Denton Drive, between Burbank Street and Wyman Street; and Bachman Station, located close to Bachman Lake and walking distance from DART's Northwest Bus Operating Facility, between Webb Chapel Extension and Community Drive.

**Line Section NW-3** extends northwesterly from Northwest Highway to Valley View Lane on the former Union Pacific railroad alignment. This section makes up 4.9 miles of the 16.3 miles of the entire Northwest Corridor. There are three stations in this line section: Walnut Hill/Denton Station, an aerial station at Walnut Hill and Denton Drive; Royal Lane Station, an aerial station at Royal Lane and Denton Drive; and Farmers Branch Station, an at-grade station near Valley View Lane and Rossford Street. All three have bus bays and park and ride lots.

**Line Section NW-4** extends northwesterly from Valley View Lane to Frankford Road in Carrollton along the former Union Pacific railroad alignment. This section makes up 5.5 miles of the 16.3 miles of the entire Northwest Corridor. There are three stations in this line section: Downtown Carrollton Station, located at Belt Line Road along the former railroad alignment; Trinity Mills Station, located at Trinity Mills along the former railroad alignment; and North Carrollton/Frankford Road Station, located at Frankford Road on the former railroad alignment.

### Status

All stations were substantially completed prior to Green Line opening for revenue service on December 6, 2010.

Contract closeout continues. DART has reached agreement with the contractor for final costs. Lump sum agreement has been reached and final payment has been made. The contractor is completing repair and replacement of defective work. (Refer to outstanding issues identified below.)

### Issues

Additional leaks in the wall system at Mockingbird underpass have been identified and repairs are underway. DART and the contractor are performing a baseline survey of the wall system to document the current condition of the wall system for future reference. Anticipated completion is April 2012.

Coordination is underway with the Orange Line design-build contractor regarding modifications to the Green Line that are necessary to phase-in train movements between the Orange and Green Lines. All necessary modifications are being performed through the Orange Line design-build contractor.

### Board Strategic Priority

I: Strive to Exceed Customer Expectations  
II: Manage System Development & Maintain Infrastructure

### Description

The Northwest Rail Operating Facility (NWROF) will provide storage, running maintenance, and administrative functions to meet DART's long-term operational and maintenance needs for Buildout Phase II. The site is bounded by Lombardy Lane, Denton Drive, Century Street, and Abernathy Avenue, and consists of approximately 34.3 acres. The storage tracks will be designed to accommodate approximately 75 SLRVs. The facility is intended to perform running maintenance of all vehicles, with no heavy overall maintenance at this site. The project consists of yard track layout; yard lighting; cleaning platform; non-revenue vehicle and SLRV car wash facility; service and inspection (S&I) facility; ways, structures, and amenities (WSA) facility; administrative offices; communications center; yard control center; overhead contact system; and the signaling system.

### Status

#### Lot 1 – Base Contract (S&I Facility)

Contract is closed.

#### Lot 2 – Trackwork

Contract is closed.

#### Lot 3 – Systems

The closeout process continues as DART awaits receipt of final closeout documents. Anticipated date for receipt of documents is April 2012.

#### Lot 4 – WSA Building & Parking Area

Contract is closed.

#### Lot 9 – Car Hoist

Contract is closed.

### Issues

DART has notified contractors of issues as outlined below.

#### Lot 1

Rooftop HVAC system (RTU) and related controls at S&I Building were malfunctioning. The issue has been resolved satisfactorily.

#### Lot 1

There was water intrusion at the electrical panel at Wash Facility. The contractor has completed repairs. Issue is resolved.

#### Lot 4

Rooftop HVAC system (RTU) and related controls at WSA Facility were malfunctioning. The issue has been resolved satisfactorily.

# Systems - Traction Power Substations

## LRT Buildout Phase IIA

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIA and the Northwest Rail Operating Facility (NWROF) will require 24 TPSSs.
<b>Status</b>	<p>Notice to Proceed was issued to Siemens Transportation Systems, Inc., on June 29, 2007.</p> <p>Twenty-four (24) of the substations are in Revenue Service. Substantial completion certificates have been issued for 24 TPSSs. Green Line TPSSs are out of warranty.</p>
<b>Issues</b>	<p>Rate-of-Rise trip faults have occurred throughout the Green Line. This causes a TPSS to go offline in a spike of current. The contractor has changed out the suspected equipment. In addition, the relay setting that monitors the current has been adjusted. This has reduced the number of occurrences. Evaluation to identify the root cause continues.</p> <p>“Hot Structure” faults have occurred throughout the Green Line. A gap in the floor plates has been identified as the cause of the problem because it allows rodents to access the house and damage internal equipment. Eleven (11) CMGC-I floor plates have been corrected. CMGC-III contractor is scheduled to complete corrective action by mid April 2012 on 11 TPSSs.</p>

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

The Supervisory Control System and Operations Control Center (SCS/OCC) Modifications include modification of the existing communications system to accommodate the new LRT Buildout Phase II facilities and equipment by upgrading the SCS software and displays, providing a public announcement/visual message board (PA/VMB) system, and reconfiguring the existing systems at the OCC. Provision of additional consoles, modifications for the graphical interface to allow the expansion to reside on the existing displays, and upgrade to the central computer system to accommodate all future growth are also included in this project.

### Status

All contract installation, testing, and submittals are complete, except for final punch list items, and the Vehicle Business Systems (VBS) train tracking final acceptance tests. Contract is trending late to resolve punch list and to complete the VBS-Train Tracking Monitoring (TTM) subsystem.

The VBS-TTM software for the Green Line is currently installed and operational. Final acceptance and installation of the TTM on the large overview display will be tracked under Phase IIB. (See Issues.)

The DART core switch, which serves the local area network for the Train Control Center and SCADA systems, was more than 10 years old with limited availability of spare parts. It has been replaced and has been in service since February 9, 2012, without any problems.

### Issues

The existing large overview display subsystem at Train Control Center (TCC) is more than 10 years old, and the manufacturer will no longer support this model or the spare parts. For the last few months, the subsystem has been unreliable and difficult to maintain. To resolve this issue and move forward with a complete TTM software installation, various options have been examined ranging from a phased system upgrade to a complete upgrade of the large overview display subsystem. The current solution is a phased upgrade approach, which starts with the server upgrade and is to be implemented and monitored under Phase IIB.

There has been an ongoing problem since November 2011 regarding momentary loss of data at the INIT Server. The SCS/OCC PA/VMB system receives VBS and TTM data from the INIT Server. This issue is under investigation by INIT. Also, one of the two Ethernet ports, required for this contract in order to meet design requirements and to complete the PA/VMB software, has been in use by others. This port will be released to the SCS/OCC contractor in the near future to allow the SCS/OCC contractor to complete their work.

# Systems – Fare Collection Equipment

## LRT Buildout Phase IIA

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Ticket vending machines (TVMs) are being purchased for Phase IIA stations. The contract includes options to purchase additional TVMs for the Phase IIB stations and to replace the Starter System units.
<b>Status</b>	All TVMs have been installed. The contractor is in the process of collecting data by which to measure TVM reliability and determine if Acceptance Testing can begin.
<b>Issues</b>	<p>A new software version was installed to address continuing issues with coin and bill mechanisms. Software has improved reliability of these mechanisms.</p> <p>A new software version is under development that is intended to improve revenue reporting accuracy and ticket issuance detection. Monitoring continues.</p> <p>Several hardware retrofits have been completed to address issues with water intrusion.</p> <p>A hardware retrofit was completed to improve ticket issuance.</p> <p>A Root Cause Analysis study by the contractor was conducted in late March 2012 to identify areas of improvement with regard to TVM reliability. The contractor will provide a plan to resolve outstanding issues by mid-April 2012.</p>

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<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	The existing fleet of 115 LRVs (each composed of an A-unit and a B-unit) will be modified by adding a 31-foot long, low-floor center section (C-unit) to each A/B vehicle, creating a fleet of 115 Super LRVs (SLRVs). This modified fleet will provide for direct, level boarding into each vehicle.
<b>Status</b>	<p>At the end of October 2010, all 115 SLRVs were in revenue service.</p> <p>All LRV spare parts needing to be converted for compatibility with SLRVs have been converted. All field modifications are complete. Approximately 80% of the 115 C-units are out of warranty.</p>
<b>Issues</b>	Reliability issues are being experienced with doors. The contractor is implementing several modifications to resolve the problems.

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

This contract is for the procurement of SLRVs in support of DART's Green Line (Phase IIA) and Orange/Blue Line (Phase IIB) expansions. The SLRV is composed of a high-floor A-unit and B-unit, as well as a low-floor center section (C-unit) to accommodate level boarding at station platforms.

Twenty-five (25) SLRVs fall under the base order for this contract, supporting the Green Line, and 23 SLRVs fall under a contract option, supporting the Orange and Blue lines. (Refer to the Phase IIB section of this report for status of the 23 option vehicles.)

**Status**

Manufacturing of the base order for 25 SLRVs is complete. All vehicles have been conditionally accepted and are in operation. All 25 SLRVs are in warranty.

**Issues**

Reliability Demonstration Testing (RDT) is ongoing. Reliability requirements are not being met for the propulsion, friction brake, and door systems. The contractor is implementing several modifications to resolve the problems.



# Closed-Circuit Television (CCTV) System

## LRT Buildout Phase IIA

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

This project is defined in two parts. **Part 1** provided conduit configuration below concrete slab-on-grade, concrete paving, and column enclosures at Phase IIA stations to facilitate future systems for CCTV; passenger emergency call (PEC) units at station platforms; and “Connection Protection” at designated stations. **Part 2** will provide the design, equipment, field installation, and testing of a comprehensive CCTV system at 48 stations throughout the existing Red and Blue LRT lines and the recently completed Green Line (Phase IIA).

### Status

#### Part 1

The general engineering contractor has completed design for all line sections. All change requests have been issued to and completed by CM/GC-I and CM/GC-III contractors for incorporation.

#### Part 2

A separate contract for Part 2 was pursued and awarded to Calence Physical Security Solutions.

Forty-two (42) stations out of forty-eight (48) total have been installed and are providing operational video images to DART Police camera monitors. Eight (8) stations have received Final Acceptance and an additional twenty-seven (27) have received Substantial Completion. All station construction is either completed or in progress and anticipated to be completed by the end of April 2012. The contractor has estimated project completion by August 31, 2012, in order to primarily complete closeout activities such as punch list corrections, as-built drawings, and O&M manual documentation.

### Issues

The contractor presented DART with a request for a \$1.8M equitable adjustment on March 15, 2012. DART Procurement is now reviewing and requesting additional information from the contractor to justify the request.

# NW-2 Additional Betterments & Love Field West Area Improvement

**LRT Buildout  
Phase IIA**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

These projects are performed under one contract. The NW-2 Additional Betterments project provides for the installation of Board-approved betterments (fence and additional landscaping) adjacent to the Love Field West neighborhood. The Love Field West Area Improvement project provides improvements for Little Denton Drive, between Empire Central and Burbank, adjacent to Line Section NW-2 and the Love Field West neighborhood.

**Status**

Final payment is pending.

**Issues**

Contractor was directed to replace dead trees and shrubs in accordance with their warranty requirements. Replacement was completed in March 2012.

Although DART has requested that the City of Dallas accept responsibility for landscape maintenance, the City of Dallas has not yet accepted the responsibility. DART/City senior management meeting was postponed. DART is seeking a meeting with the City of Dallas senior management to resolve the issue.





# Facilities - Six-Month Look Ahead





## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Six Month Look Ahead

03/31/12

Project	2012					
	April	May	June	July	August	September
SE-1	SE-1 Project Substantially Complete – Revenue Service began 12/6/10					
SE-2	SE-2 Project Substantially Complete – Revenue Service began 12/6/10					
NW-1B	NW-1B Project Substantially Complete – Revenue Service began 12/6/10					
NW-2	NW-2 Project Substantially Complete – Revenue Service began 12/6/10					
NW-3 & WALNUT HILL / DENTON PARKING LOT	NW-3 Project Substantially Complete – Revenue Service began 12/6/10 Walnut Hill / Denton Parking Lot (Project Substantially Complete 11/24/10)					
NW-4	NW-4 Project Substantially Complete – Revenue Service began 12/6/10					
NWROF	NWROF In-Service began 10/18/10					
TPSS	All TPSS Delivery was completed in December 2009 – Support during testing completed 12/4/10					
SCS / OCC MODS	SCS Debug/Integrated Testing Completed 12/4/10					
FARE COLL.	Fare Collection Equipment installation completed 12/4/10					
SLRV Retrofit (115)	Acceptance Testing on 115 <sup>th</sup> Vehicle began on 10/22/10					
25 New SLRVs	Acceptance Testing on 25 <sup>th</sup> Vehicle completed on 02/08/11					
CCTV – SE-1A & Remaining Stations	Construction Continues					
NW-2 Add'l Betterments	Lot #1 MS "B" Construction Completed August 05, 2010 (Substantial Completion issued August 05, 2010)					
NW-2 Love Field West Area Improvement	Lot #2 MS "A" Construction Completed June 11, 2010 (Substantial Completion issued August 05, 2010)					

 Design/Utilities/ROW
  GMP / IFB
  Fab / Construct / Test
  LRV Acceptance

 Look Ahead Event
  Schedule Slippage for Look Ahead
  Special Event
  Revenue Service

# Change Control Summary

## LRT Buildout Phase IIA

Light Rail Transit Buildout Phase IIA - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2012)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note c	
Professional Services	GEC C-1002450-01	ACT-21	\$230,975,944	\$247,831	\$231,223,775	\$0	\$230,975,944	\$247,831	0%	88%	
	SDC C-1002803-01	Dallas System Consultants	\$78,166,352	\$47,161	\$78,213,513	\$0	\$78,166,352	\$47,161	0%	97%	
	Systems Integration (SIC) C-1004187-03	AECOM Technical Services	\$82,393,459	\$285,726	\$82,679,185	\$0	\$82,393,459	\$285,726	0%	79%	
	Project Controls (PCC) C-1002450-02	Sunland Engineering	\$13,176,787	\$113,409	\$13,290,196	\$0	\$13,176,787	\$113,409	0%	(Note a) 80%	
	LRV Engineering C-1008146-01	LTk	\$12,241,355	\$29,386	\$12,270,741	\$0	\$12,241,355	\$29,386	0%	84%	
Construction SE1, 2, NW1B	CMGC-1 C-1007571-01	Archer Western/Brunson Caron	\$372,865,538	\$18,219,058	\$391,084,596	\$17,659,213	\$390,524,751	\$559,845	97%	99%	Includes Pre construction & construction Includes Lump Sum Conversion
Construction NW-2, 3, 4	CMGC-3 C-1009666-01	Archer Western/Herzog	\$476,122,907	\$23,476,522	\$499,599,429	\$4,229,575	\$480,352,482	\$19,246,947	18%	99%	(Note b) Includes Board authorized increases to base contract
CBD Raise/Extend	CBD Level Boarding C-1012813-01	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$259,025	\$5,111,308	\$527,541	-96%	100%	
	Lot 1 C1012392-01	Archer Western	\$64,799,603	\$2,614,517	\$66,975,316	\$2,281,712	\$67,081,315	\$332,805	87%	100%	
NWROF Construction	Lot 2 C1012392-02	Herzog	\$7,337,102	\$311,777	\$7,648,879	\$99,069	\$7,436,171	\$212,708	32%	100%	
	Lot 3 C1012392-03	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$139,953	\$11,429,253	\$339,739	29%	100%	
	Lot 4 C-1012392-04	Journeyman	\$8,662,628	\$380,053	\$9,042,681	\$246,417	\$8,909,046	\$133,635	65%	100%	
	Lot 9 C-1012392-05	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	100%	
	Track Material Procurement	Lots 3 & 6 C-1009684-02	Progress Rail Services Spl Trkwrk/CWR	\$11,754,817	\$352,645	\$12,107,462	-\$108,544	\$11,646,273	\$461,189	-31%	100%
Lot 5 C-1009684-03		L.B. Foster Fasteners	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%	
Lot 4 C-1009684-04		Rocla Concrete Tie Concrete Ties	\$3,202,960	\$96,089	\$3,299,049	\$64,195	\$3,267,155	\$31,894	67%	100%	
Track Material Procurement	Lots 1 & 3 C-1012000-01	VAE Nortrak NW2/3/4 & NWROF/Spl Trkwrk	\$9,459,512	\$472,976	\$9,932,488	-\$271,979	\$9,187,533	\$744,955	-58%	100%	
	Lot 2 C-1012000-02	L.B. Foster NW-2/3/4 CWR	\$5,982,978	\$299,149	\$6,282,127	\$13,715	\$5,996,693	\$285,434	5%	100%	
	Lot 4 C-1012000-04	Rocla Concrete Tie Concrete Ties	\$3,361,624	\$168,081	\$3,529,705	\$70,715	\$3,432,339	\$97,366	42%	100%	
	Lot 5 C-1012000-03	Advanced Track Products CMGC-3 Fasteners	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	100%	
Systems	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$30,792,441	\$2,463,395	\$33,255,836	\$796,439	\$31,588,880	\$1,666,956	32%	97%	
	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$8,625,907	\$231,205	\$8,857,112	\$175,241	\$8,801,148	\$55,964	76%	88%	
Vehicle Procurement	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Itochu	\$190,395,824	\$5,959,416	\$196,355,240	\$1,492,041	\$191,887,865	\$4,467,375	25%	99%	
Vehicle	SLRV Procurement (25) C-1013706-01	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$422,472	\$164,796,868	\$4,508,760	9%	97%	
NW-2 Little Denton Drive Betterments & Improvements	LDDIB C-1016241-01	Phillips/May Corporation	\$2,039,333	\$163,147	\$2,202,480	\$28,282	\$2,067,615	\$134,865	17%	100%	
NW-3Walnut/Denton Parking	WHDSPC C-1018601-01	Phillips/May Corporation	\$1,293,333	\$194,000	\$1,487,333	\$14,643	\$1,307,976	\$179,357	8%	99%	
Systems Modifications	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$14,003,452	\$1,120,276	\$15,123,728	\$81,438	\$14,084,890	\$1,038,838	7%	95%	
CCTV Equipment - Fixed	CCTV C-1016547-02	Calence, LLC	\$2,317,417	\$246,885	\$2,564,302	\$13,692	\$2,331,109	\$233,193	6%	36%	
Deep Ellum Gateway Art Project	DEGA C-1013454-02	Brad Oldham	\$1,365,000	\$45,045	\$1,410,045	\$39,846	\$1,404,846	\$5,199	88%	100%	
TOTALS:			\$1,825,088,653	\$63,753,120	\$1,888,402,970	\$27,230,003	\$1,852,318,656	\$36,523,118			
Legend	% Contingency >= 70%										

Legend: % Contingency >= 70%

Notes:

- The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.
- CMGC-1 & 3 contracts were modified to include construction services.
- Percent contract complete based on work in place value.
- The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



# LRT Buildout

## Phase IIB

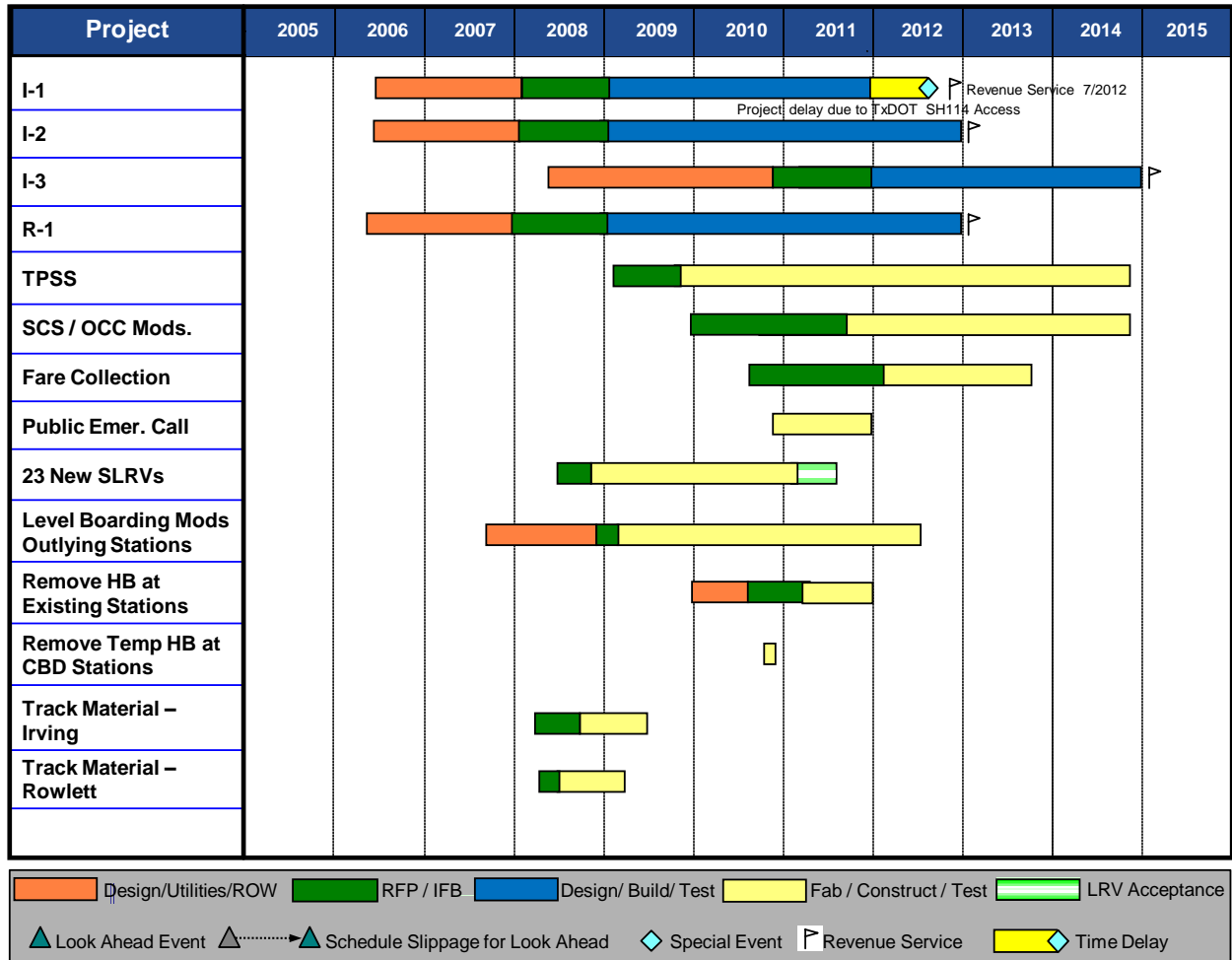


# Summary Control Schedule

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Summary Control Schedule

03/31/12



# Cost/Schedule Summary

## LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment <sup>(1)</sup>	Expended to Date <sup>(2)</sup>
General Phase IIB	\$ 128.3	\$ 63.5	\$ 44.4
Irving-1	373.6	351.2	293.8
Irving-2	228.1	189.1	196.7
Irving-3	272.9	162.1	13.6
Rowlett-1	211.3	216.7	184.7
Level Boarding – Outlying Stations	11.8	8.6	7.7
NWROF	59.7	59.1	59.1
Systems	51.5	44.1	29.1
Vehicles	206.6	194.9	189.4
<b>LRT Buildout Phase IIB Total</b>	<b>\$ 1,543.8</b>	<b>\$ 1,289.3</b>	<b>\$ 1,018.5</b>

1) Committed values reflect activity through 03/31/12.

2) Expended to date values reflect activity through 02/29/12, as reported on DART's General Ledger.

3) Budget reflects FY11 financial plan amendment approved on 09/28/10, Board Resolution 100130, which increased the Phase IIB Budget \$5.9 M.

## SCHEDULE SUMMARY

	<u>Contract Completion Dates</u>	<u>Revenue Service Dates</u>
Line Section I-1	12/2012	7/2012
Line Section I-2	12/2012	12/2012
Line Section I-3	12/2014	12/2014
Line Section R-1	12/2012	12/2012



**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

The Irving Corridor (I-1 & I-2) branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and ends just north of SH 161 with Belt Line Station, for a total of 9.3 miles. This corridor includes six stations and terminates on DFW Airport property.

**Status**

The project is approximately 95% complete.

The design-build contractor (KSWRP) has completed concrete tie and rail installation in the SH 114 (TxDOT) envelope and continues with work on the University of Dallas Station, ROW fencing, and ROW top soil and seeding in this area.

Work on the continuous fiber backbone is complete and communications testing was successful.

Systems elements continue to be installed in the station areas and throughout the corridor, with a focus on the overhead contact system and testing in order to support contractor live wire and dynamic testing that is scheduled to start in mid-April 2012. KSWRP is implementing modifications to Irving Junction; work is anticipated to complete on time to support Authority integrated testing.

Station work is still progressing with initial paver installation at University of Dallas Station and amenities and CCTV at all stations. At North Lake College, installation of the screening wall and passenger amenities is progressing.

Significant focus continues to be placed upon preparation for testing and closeout.

**Issues**

An issue has been identified regarding a lack of quality documentation on surface preparation, ambient conditions, and application for paint systems at four of the five stations. A corrective action plan has been developed. Anticipated completion date of the action plan has been delayed until April 2012, due to inclement weather.



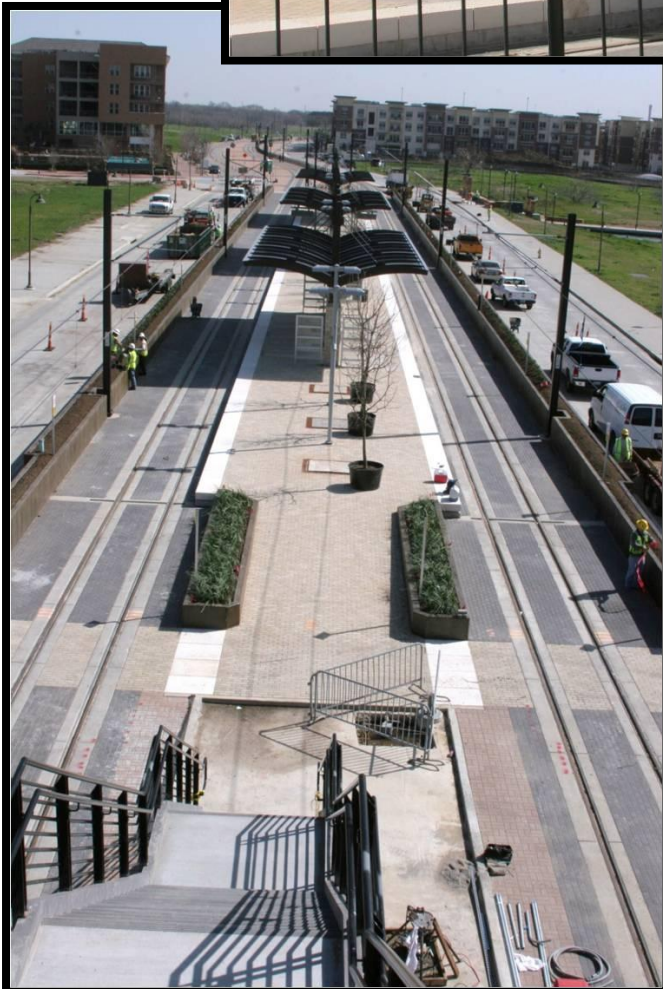
**University of Dallas Station  
– Pedestrian Access Area**



**University of Dallas Station  
– Column Cladding**



**Irving Convention Center Station**



**Las Colinas Urban Center Station**



<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	The DFW Corridor (I-3) continues from Belt Line Station to DFW Airport, for a total of 5.2 miles. This corridor includes one station.
<b>Status</b>	<p>DART Board approved design-build contract award to Kiewit, Stacy and Witbeck, Reyes, Parsons (KSWRP), a Joint Venture, and NTP was given on December 29, 2011.</p> <p>The project is 8% complete as of the end of March 2012.</p> <p>The design-builder has begun to advance the project design and is preparing to begin construction activities in April 2012, once their design concepts have been fully approved by the FAA, FTA, and DFW Airport.</p>
<b>Issues</b>	In order for the design-builder to incorporate their design concepts, a Supplemental Environmental Assessment (EA) must be developed and submitted to FTA and FAA for approval. The Supplemental EA was submitted to FTA, DFW, and FAA in February 2012. Review is in progress. Revised Findings of No Significant Impact (FONSIs) from FTA and FAA are anticipated by early April 2012. Design is advancing, but construction cannot begin until the FONSIs are issued.

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>The Rowlett Extension (R-1) extends 4.8 miles east from the Downtown Garland Station to the Rowlett Park and Ride. There is one station, Downtown Rowlett Station, located adjacent to the Rowlett Park and Ride.</p>
<b>Status</b>	<p>The project is approximately 93% complete.</p> <p>The design-build team continues painting the aesthetic arches on the through girder portion of the KCS Bridge. Track installation is approximately 100% complete, with some work items remaining such as final distressing, tie-in to Downtown Garland Station, and as-built survey. Progress continues at Downtown Rowlett Station platform area with column cladding, crew room finishes, and CCTV and other communications testing. The new bus transfer loop has been completed and was turned over to DART for bus operations on January 23, 2012.</p> <p>The DART and design-build teams continue to be focused on preparations for testing and closeout, with significant coordination already well underway. The design-builder is preparing to begin dynamic testing for the project, starting with live wire testing in late April 2012. VIP train is scheduled during live wire testing on April 25, 2012.</p>
<b>Issues</b>	<p>The design-builder has completed the revision to the baseline schedule to clarify access dates that will coordinate with DART's integrated testing resources.</p> <p>Rail distressing was completed by the design-builder. Upon conducting DART verification, it was determined the distressing of rail may not have satisfied all required specifications. Investigation is ongoing.</p>

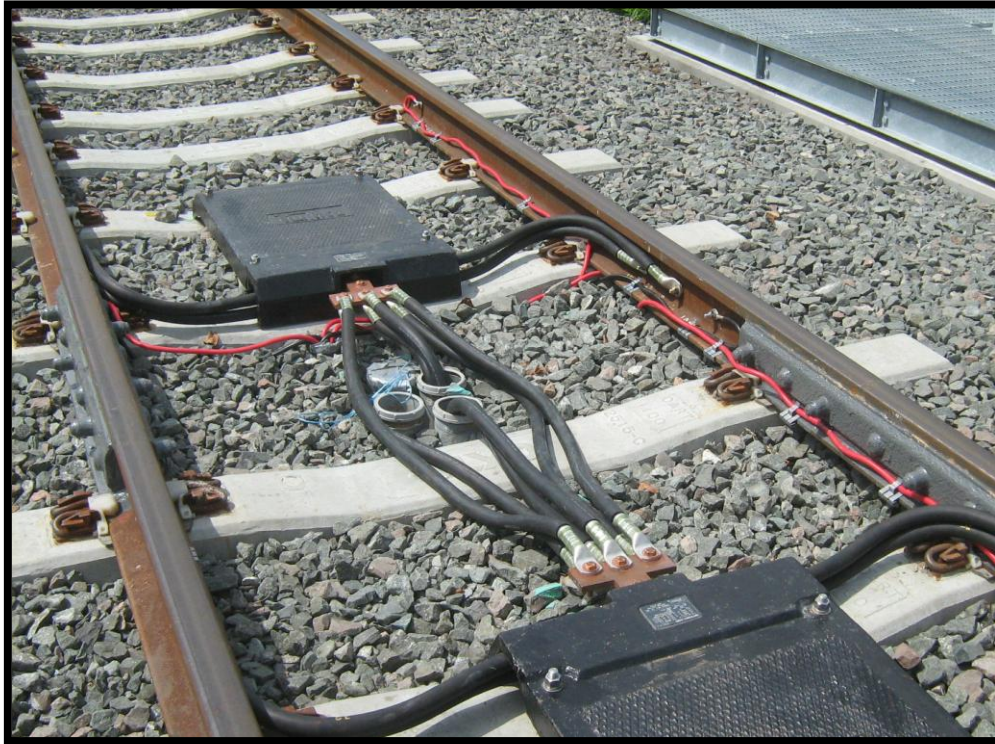


**Guideway**

**New Traffic Signal at 1st and Walnut Streets**







**Installation of Bonding Cables**

**Downtown Rowlett Station**





# Downtown Rowlett Station East Parking Lot

**LRT Buildout  
Phase IIB**

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<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	This extension for Downtown Rowlett Station will accommodate approximately 123 spaces and will be located to the east of the parking area being constructed for this station under the Rowlett (R-1) design-build contract. The incorporation of this parking lot extension will bring the total number of parking spaces at the Downtown Rowlett Station to 790.
<b>Status</b>	Bids for this project were received in January 2012. The contract was approved by the DART Board in February 2012. In March, the contractor began the parking lot layout and installing measures for storm water pollution protection. Completion is anticipated in August 2012.
<b>Issues</b>	None

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>This work effort is included in the Traction Power Substations (TPSS) Phase IIA contract as contract options. As in Phase IIA, TPSSs are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIB (Irving and Rowlett Extension Lines) will require 14 TPSSs.</p>
<b>Status</b>	<p>Notice to Proceed (NTP) was issued to Siemens Transportation Systems, Inc., on November 4, 2009.</p> <p>Ten (10) TPSSs have been delivered to sites for I-1, I-2 and R-1 on schedule.</p> <p>For I-1: TPSSs have completed final field testing, SCADA indications and Emergency Tripping System/Transfer Trip (ETS/TT) testing. Upon completion, TPSSs are being provided power to the overhead catenary system for live wire, dynamic and integrated testing.</p> <p>For I-2 and R-1: TPSSs have been connected to utility power. Final field testing of each TPSS is in progress.</p> <p>For I-3: NTP was issued to Siemens Transportation Systems, Inc., on August 10, 2011 (4 TPSSs). TPSS #1, 2, 3 and 4 are in production and in various states of fabrication and on-target.</p>
<b>Issues</b>	<p>I-3 delivery dates need to be realigned to support December 2014 revenue service, as the initial contract milestones were based on a December 2013 revenue service date.</p> <p>A potential cost may be incurred due to the need to store completed TPSSs, as the original milestones were based on a December 2013 revenue service date. Options are being evaluated.</p>

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

This work effort is included in the SCS/OCC Phase IIA contract as an option. As in Phase IIA, the SCS/OCC Modifications include modification of the existing communications system to accommodate the new LRT Buildout Phase IIB (Orange and Blue lines) facilities and equipment by upgrading the SCS software and displays, providing a public announcement/visual message board (PA/VMB) system, Vehicle Business System (VBS), Train Tracking Monitoring (TTM), and reconfiguring the existing systems at the OCC. Modifications for the graphical interface to allow the expansion of the Buildout Phase IIB to reside on the existing displays, and upgrade to the central computer system to accommodate all future growth are also included in this project. Additional work includes upgrade of Buildout Phase I station PA/VMB system.

### Status

SCS/OCC contractor continues coordination with Phase IIB contractors for access and testing. SCS/OCC system development, submittals, and overall progress are in line with the baseline schedule, meeting all milestones as established in the contract.

I-1 design-build contractor provided access to I-1 stations on January 31, 2012. This allowed the contractor to perform a successful cutover into the existing communications fiber optics network and be able to access I-1 communications houses from OCC. Currently, all field alarms and monitoring of the SCADA points for the SCS/OCC testing of TPSS, wayside phones, and signals system have been completed.

New software release was installed that includes the initial graphics and monitoring/control points for Irving.

Upgrade of Buildout Phase I station PA/VMB system (total of 16 stations) is in progress. As a result of this upgrade, the Phase I stations will provide the public with real-time display and announcements of the train arrival, as well as other ad-hoc messages. This work does not include replacement or upgrade of the station signs or the speakers.

Interface with the new “LRT Station Visual Messaging System” for an additional 33 stations requires a change to this contract. A change is prepared and being negotiated. Scope will include modification of the existing software to interface with the new station signs, modification of the data communications system (CTS) to allow PA/VMB data transfer to/from new stations, and new firewall to monitor security of the new equipment being added to DART network/servers.

### Issues

Bit Maps: Rowlett signal system data received from the design-build contractor (bit maps) has been reviewed and some issues were raised that

**Issues (Continued)** required a quick response. At this point, the contractor has a verbal concurrence from the design-build contractor which allows the SCS/OCC software development to move forward.

PA/VMB Upgrade: Issues related to PA/VMB upgrade of the Buildout Phase I stations are as follows:

- **Alarming:** As-built conditions revealed wiring of the alarm points were not consistent. Maintenance-Communications and the contractor investigated and worked together to resolve this inconsistency and the resolution has been implemented as a part of the PA/VMB upgrade of the Phase I stations.
- **Parker Road Station Audio:** At times announcements cannot be heard. The contractor has investigated and resolved the issue.
- **Parker Road and Walnut Hill Station Signs:** At times these signs reset with no apparent reason. The contractor and sign manufacturer continue troubleshooting and it appears the old sign memory is fragmented and requires defragmentation and complete reset of the memory. This fix has corrected the problem and no new issues have been reported. The contractor will continue monitoring for performance.
- **Cityplace Station Signs:** The contractor has started work at Cityplace and currently there seems to be a difference between the as-built and field conditions. DART is working with the contractor to resolve the issue.
- **Convention Center Station:** The Communications Interface Cabinet (CIC) was upgraded to include HVAC prior to the PA/VMB modification. The contractor is scheduled to start work at Convention Center Station after the Cityplace upgrade.

Telephone System Testing: After receiving access to I-1 communications houses, the SCS/OCC contractor configured the Digital Cross Connect System (DACS) to start the telephone system testing. After completion of work, the contractor noticed that the channel banks installed in the field are not functional. The design-build contractor has been informed to correct the problem in the field.

Large Screen Overview Display: The existing overview display at Train Control Center (TC) is more than 10 years old and is no longer supported by the vendor (BARCO). This needs to be upgraded to allow full installation of the TTM system for the entire DART territory, including the Orange and Blue Line extensions. A phased approach is being taken to resolve the issues, and as a result the server will be upgraded to accommodate the TTM software upgrade on the large overview display. Upgrade of the screens will require alternative analysis and evaluation, and it will be tracked separately.

# Systems – Fare Collection Equipment

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Procurement of ticket vending machines (TVMs) for Phase IIB is included as Options 4 & 5 of the Phase IIA TVM base contract.
<b>Status</b>	Options 4 & 5 for Phase IIB TVMs have been executed. NTP was issued to the contractor on February 26, 2012.  I-1 TVM installations are on schedule for July 2012, with installations for I-2 and R-1 scheduled for November 2012.
<b>Issues</b>	None

# Systems - Passenger Emergency Calls (PECs)

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.
<b>Status</b>	<p>All required units were delivered to DART on October 14, 2008, and are being stored until required by the design-builder.</p> <p>Blue Line (Rowlett Corridor) contractor has not yet notified DART of revised schedule for delivery. PECs are available for pick-up at any time.</p> <p>All units for I-1/I-2 line sections have been delivered to the Orange Line contractor.</p>
<b>Issues</b>	None

# Vehicles – 23 Option Vehicles (New SLRV Procurement)

**LRT Buildout  
Phase IIB**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

The procurement of 23 SLRVs in support of DART's Orange/Blue Line (Phase IIB) expansion is included as an option to DART's Green Line (Phase IIA) SLRV base contract. In October 2008, the DART Board approved the inclusion of 23 option vehicles in the SLRV contract, bringing the total quantity to 48 SLRVs.

**Status**

Manufacturing of the option order for 23 SLRVs is complete. All vehicles have been conditionally accepted and are in operation. All 23 SLRVs are in warranty.

**Issues**

Reliability Demonstration Testing (RDT) is ongoing. Reliability requirements are not being met for the propulsion, friction brake, and door systems. The contractor is implementing several modifications to resolve the problems.



**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

Integrate systems operation for LRT Buildout Phase IIB.

**Status**

Systems Integration continues to address interface issues for all line sections and systems elements. Contractor submittals are being reviewed for interfaces, operations, maintenance, quality, and safety and security impacts.

Safety and Security Certification Checklists were prepared and design packages were reviewed for certifiable elements. Construction certification for line sections I-1, I-2 and R-1 will be completed during integrated testing. Fire/Life Safety Committee meetings continue and coordination with cities in the Buildout service area is ongoing. Updates to the Safety and Security Management Plan (SSMP) and the Safety and Security Certification Plan (SSCP) have been prepared.

An update to the Integrated Test Plan has been prepared and submitted for Phase IIB and related projects. An updated Rail Fleet Management Plan was submitted, which reflects the most current ridership projections and operating and maintenance plans for the LRT System expansion. Additional updates to these plans continue as the Phase IIB operating plan is finalized.

Updates to Train Performance Calculations (TPCs) incorporating final alignment data for the Irving and Rowlett Corridors were completed. Performance characteristics of the SLRV are now incorporated into TPCs.

Monthly coordination meetings with Operations (including Transportation, Maintenance, Technical Services, and Safety) address operational issues in contract documents/plans and incorporate contract special provisions for track allocation.

Start-up task force meetings continue in order to coordinate activities among all stakeholders in preparation for opening the new line sections for revenue operations.

**Issues**

None

# Level Boarding Modifications For Outlying Stations

## LRT Buildout Phase IIB

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>This project modifies Starter System and Buildout Phase I LRT (Red and Blue lines) station platforms to accommodate the level boarding mode of operation. The project implementation is addressed through three construction contracts:</p> <p><b>Outlying Stations Level Boarding (OSLB)</b> includes construction at 29 stations of level boarding areas that align with the doors of the low-floor center section of the Super Light Rail Vehicle (SLRV).</p> <p><b>Demolition of Special-Use Platforms-Lot 1 (DSUP1)</b> includes the demolition of the decommissioned ramp and special-use platforms located at end of platforms for 13 Red Line stations in the North Central Corridor (from Cityplace to Parker Road).</p> <p><b>Demolition of Special-Use Platforms-Lot 2 (DSUP2)</b> includes the demolition of the decommissioned ramp and special-use platforms located at end of platforms for 17 Red Line and Blue Line stations in the Northeast and Oak Cliff corridors.</p>
<b>Status</b>	<p><b><u>OSLB</u></b> All stations are complete. Replacement work has started. (See Issues.) Warning strips have been replaced at eight stations.</p> <p><b><u>DSUP1</u></b> Demolition of the decommissioned ramps and special-use platforms has been completed at all stations. The contractor is working on punch list items.</p> <p><b><u>DSUP2</u></b> Demolition of the decommissioned ramps and special-use platforms has been completed at all stations. The contractor is working on punch list items.</p>
<b>Issues</b>	<p><b><u>OSLB</u></b> There is concern over the quality of the warning strips used for the level boarding modification contract on the Red and Blue lines. The contractor has agreed to replace the warning strips at level boarding areas in 29 stations at no cost to DART. Work started on February 8, 2012. The following stations are complete: Forest/Jupiter, Arapaho, Cityplace, Kiest, VA Medical Center, Ledbetter, Parker Road, and Illinois (8 of 29 complete).</p>

# Six-Month Look Ahead

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Six Month Look Ahead

03/31/12

Project	2012					
	April	May	June	July	August	September
I-1	Design / Build Continues ▲ Dallas ROW Complete ▲ Las Collinas Urb. Cntr. Sta. Complete C-3 Contractor Access - Ends		Integrated Testing/Pre-revenue ▲ Begin SIC Integrated Testing Begin Pre- Revenue Service MS-2 Turn-over for Integrated Testing ▲ University of Dallas Sta. - Cmplt		Revenue Service ▲	
I-2	Design / Build Continues ▲ C-3 Contractor Access - Starts Station Corstr Cmplt I-2.2 ▲ DFW Finalize Compensation Agreement ▲ Signal System Constr. Cmplt 2.2 FW/Dallas City Council Approval for Land Conveyance			Begin SIC Integrated Testing ▲ Park & Ride Lot Cmplt 2.2 MS-2 Turn-over for Integrated Testing ▲	Integ Testing/Pre-revenue	
I-3	Design / Build Continues ▲ Supplemental EA FONSI Re-Evaluation Complete ▲ Begin Construction ▲ NTP Construction DFW Sta.			DFW-AD Frac Pond Access		
R-1	Design / Build Continues ▲ DART Board Apprvs Multi-use Agmnt Hwy 66 & 78 ▲ DART COTW Apprvs Multi-use Agmnt Hwy 66 & 78 C-3 Contractor Access - Starts		Agmnt Hwy 66 & 78	▲ Parcel R1-73-1(E) Sanitary Sewer Easement MS-2 Turn-over for Integrated Testing Close Various Parcels Easements	Integ Testing ▲	
Rowlett Sta. E. Parking	Begin Paving		Paving Complete ▲			
TPSS	Manufacturing Continues					
FARE	Manufacturing Continues					
PEC	All Irving 1 & 2/ Rowlett PECs Received. Awaiting		Irving 3 PECs			
SCS/OCC	Manufacturing Continues					
23 New SLRVs	Conditional Acceptance on 48 <sup>th</sup> Vehicle completed on 07/01/11		I-1 Cmplt SCS Prog- Ready fo start SIT ▲			
Level Boarding Mods Outlying Stations	Warranty Replacement of Broken Warning Strips Continues		Complete Installation of New Warning Strips Complete Misc Projects by On-call Constr. ▲			
Removal of High Blocks	Completed Removal on 01/09/12					

Design/Utilities/ROW	GMP / IFB	Design/ Build/ Test	Fab / Construct / Test	LRV Acceptance
▲ Look Ahead Event	▲ Schedule Slippage for Look Ahead	◆ Special Event	⏏ Revenue Service	

# Change Control Summary

## LRT Buildout Phase IIB

### Light Rail Transit Buildout Phase IIB - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2012)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
Design/CM	Track 3 C-1013219-01	Track 3 Joint Venture Various + I1&2+Rowlett	\$44,569,478	\$302,583	\$44,872,061	\$0	\$44,569,478	\$302,583	0	71%	Note b
Irving 1 & 2	Irving 1-2 DB C-1014614-01	KSWRP JV Irving 1 & 2	\$430,164,910	\$17,207,000	\$447,371,910	\$3,734,210	\$433,899,120	\$13,472,790	22%	92%	Design-Build
Irving 3	Irving 3 DB C1018691-01	KSWRP JV Irving 3	\$149,750,000	\$5,391,000	\$155,141,000	\$45,000	\$149,795,000	\$5,346,000	1%	5%	Design-Build
Rowlett	Rowlett DB C-1014614-02	Austin Road & Bridge Rowlett	\$187,699,904	\$7,514,000	\$195,213,904	\$3,524,319	\$191,224,223	\$3,989,681	47%	86%	Design-Build
Rowlett Station Additional Parking Lot	Rowlett DB C-1021269-01	Phillips May Corporation	\$537,333	\$26,867	\$564,200	\$0	\$537,333	\$26,867	0%	0%	Design-Build
Track Material Procurement CWR	Irving Rail Procurement C-1014938-02	L.B. Foster Irving 1, 2 & 3	\$8,920,527	\$89,205	\$9,009,732	\$22,133	\$8,942,660	\$67,073	25%	100%	
	Rowlett Rail Procurement C-1014938-01	Progress Rail Services Rowlett	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
Systems	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$17,096,095	\$170,961	\$17,267,056	\$0	\$17,096,095	\$170,961	0%	63%	
Systems	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$1,832,595	\$50,000	\$1,882,595	\$0	\$1,832,595	\$50,000	0%	0%	
Systems	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$5,264,885	\$421,191	\$5,686,076	\$0	\$5,264,885	\$421,191	0%	19%	
Vehicle	SLRV Procurement (23) C-1013706-01	Kinkisharyo International	\$126,730,327	\$2,843,881	\$129,574,208	\$33,889	\$126,764,216	\$2,809,992	1%	96%	
Level Boarding Outlying Stations	Level Boarding Outlying Sta. C-1016053-01	Phillips May Corporation	\$4,043,333	\$471,476	\$4,514,809	\$374,415	\$4,417,748	\$97,061	79%	86%	
Level Boarding Mini SUP Removal Lot 1	Level Boarding Outlying Sta. C-1019090-01	Phillips May Corporation	\$278,584	\$25,073	\$303,657	\$31,900	\$310,484	-\$6,827	127%	71%	
Level Boarding Mini SUP Removal Lot 2	Level Boarding Outlying Sta. C-1019090-02	Mart Inc.	\$261,390	\$23,525	\$284,915	\$20,060	\$281,450	\$3,465	85%	93%	
TOTALS:			\$980,006,328	\$34,543,838	\$1,014,550,166	\$7,785,926	\$987,792,254	\$26,757,912			

Legend: % Contingency >= 70%

Notes:

- a) Percent contract complete based on work in place value.  
b) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed  
c) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



### Phase III

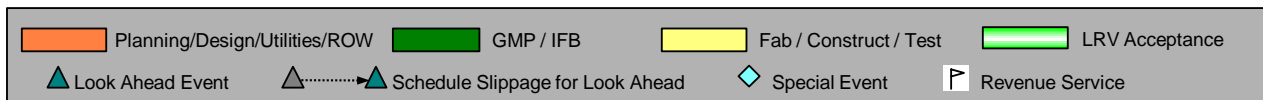
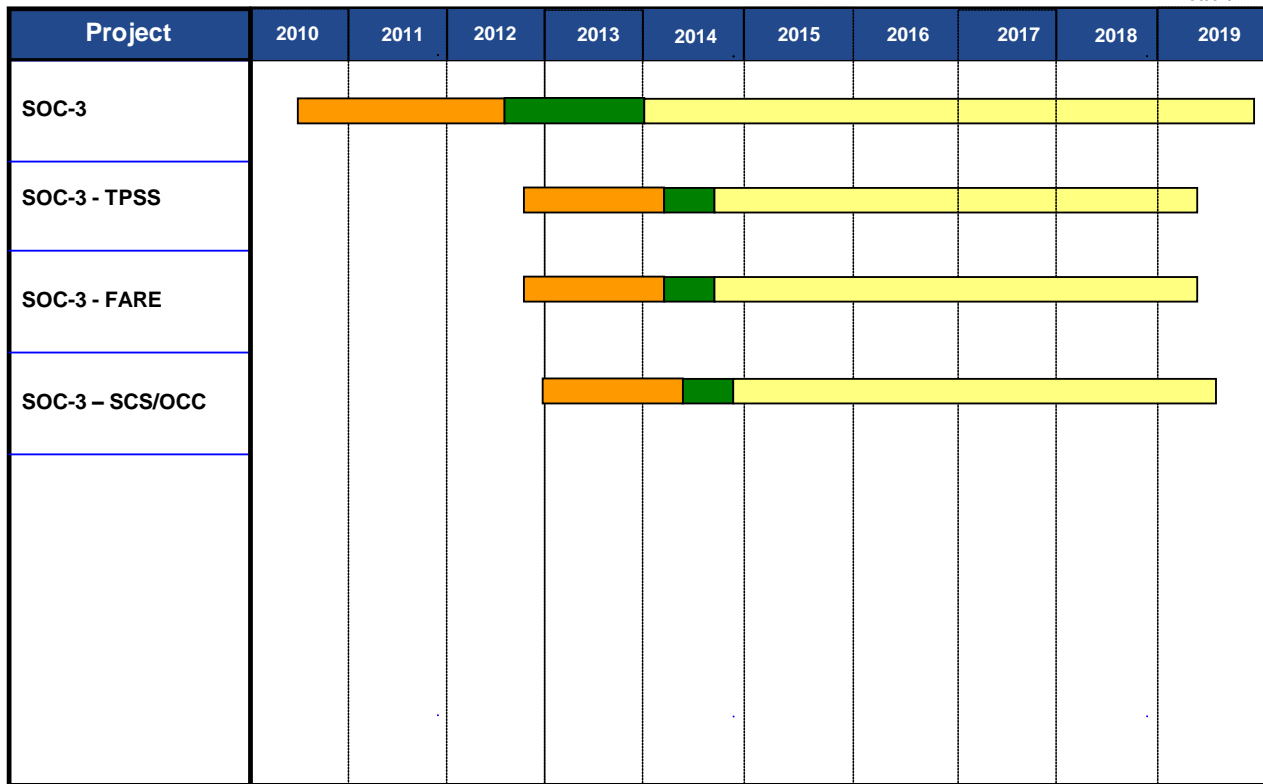


# Summary Working Schedule

**LRT Buildout  
Phase III**

## LRT Buildout Phase III Summary Working Schedule

03/31/12



# Dallas Central Business District (CBD) D2 Alignment

## LRT Buildout Phase III

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

This project establishes a second light rail transit (LRT) line through Downtown Dallas by connecting two points: Victory Station and the Green Line (Good Latimer/Elm St. intersection). It doubles the LRT capacity through Downtown Dallas, relieving congestion on the existing Bryan/Pacific Transit Mall.

An Alternatives Analysis effort to address this issue began in October 2011, and shall serve as a follow-up to the D2-Downtown Dallas Transit Study, an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS), completed in May 2010. This additional effort is intended to address comments and suggestions received during the Public Comment period, including: revisiting an alternative that had previously been eliminated and ensuring that the second light rail alignment through Downtown Dallas accommodates connections with upcoming streetcar projects. Completion is expected within 15 months of the start of the study. The results of this analysis are expected to provide sufficient information to the DART Board of Directors to select a locally preferred alternative (LPA).

### Status

A specific opening year for D2 has not been established, and the project is currently unfunded through 2030 in DART's FY 2011 Business Plan, which includes a Twenty-Year Financial Plan component. In an attempt to offset the costs associated with the additional alternatives analysis, DART applied for and was awarded \$700,000 in federal funding, designated for Alternatives Analysis.

Travel demand forecasting is being conducted to update the D2 Study Purpose-and-Need statement, so it reflects changed demographic forecasts and the refined long-term transit system plan. The Public Involvement Plan is being updated to accommodate participation of additional study markets that are revealed by the Purpose-and-Need effort, and to account for turnover on advisory committees.

Updates will be provided as this study begins, when DART Board action is taken, and as the study progresses, as has been done to date.

### Issues

An alternative to the regional travel demand forecasting approach is being developed to provide the DART Board with sound ridership forecasts.



# South Oak Cliff Extension (SOC-3)

## LRT Buildout Phase III

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

The SOC-3 line section will extend the Blue Line south approximately three miles from Ledbetter Station toward the University of North Texas (UNT) Dallas Campus located at the southeast corner of Camp Wisdom Road and University Hills Blvd. There will be two new stations in this line section: Camp Wisdom Station, located north of the South Central Police Subdivision just north of Camp Wisdom Road; and UNT-Dallas Station, located on the south side of the campus near University Hills Blvd.

### Status

Preliminary Engineering/Environmental Assessment Notice to Proceed was received on February 13, 2012, to kick off the project. Aerial flights for updated photos with ground truth has been taking place. Right-of-entry letters for surveying, utility investigation, and archeological research have been sent to affected property owners (currently awaiting signed and returned letters). ROW is being surveyed for refinement of alignment plan/profile. A public meeting is scheduled for April 12, 2012. Staff is working toward completion of 5% design by May 15, 2012.

### Issues

Initial aerial flight (February 21, 2012) was on an incorrect path. A make-up flight occurred on March 12, 2012, and data is anticipated early April 2012.





# Six-Month Look Ahead

## LRT Buildout Phase III

### LRT Buildout Phase III Six Month Look Ahead

03/31/12

Project	2012					
	April	May	June	July	August	September
SOC-3	Continue EA Process			Begin Procurement		
			▲ Complete 5% PE and Cost Estimate ▲ VE Study and Risk Assessment	▲ NTP for PTC Consultant/Designer	Complete DRAFT EA▲	

 Design/Utilities/ROW	 RFP / IFB	 Fab / Construct / Test	 LRV Acceptance
▲ Look Ahead Event	▲.....▲ Schedule Slippage for Look Ahead	◆ Special Event	🏠 Revenue Service

# Commuter Rail

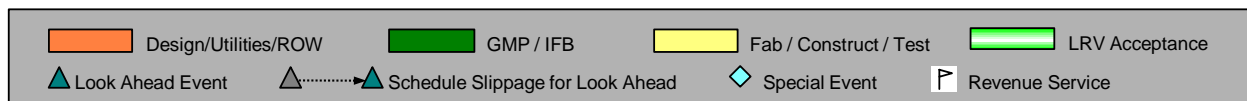
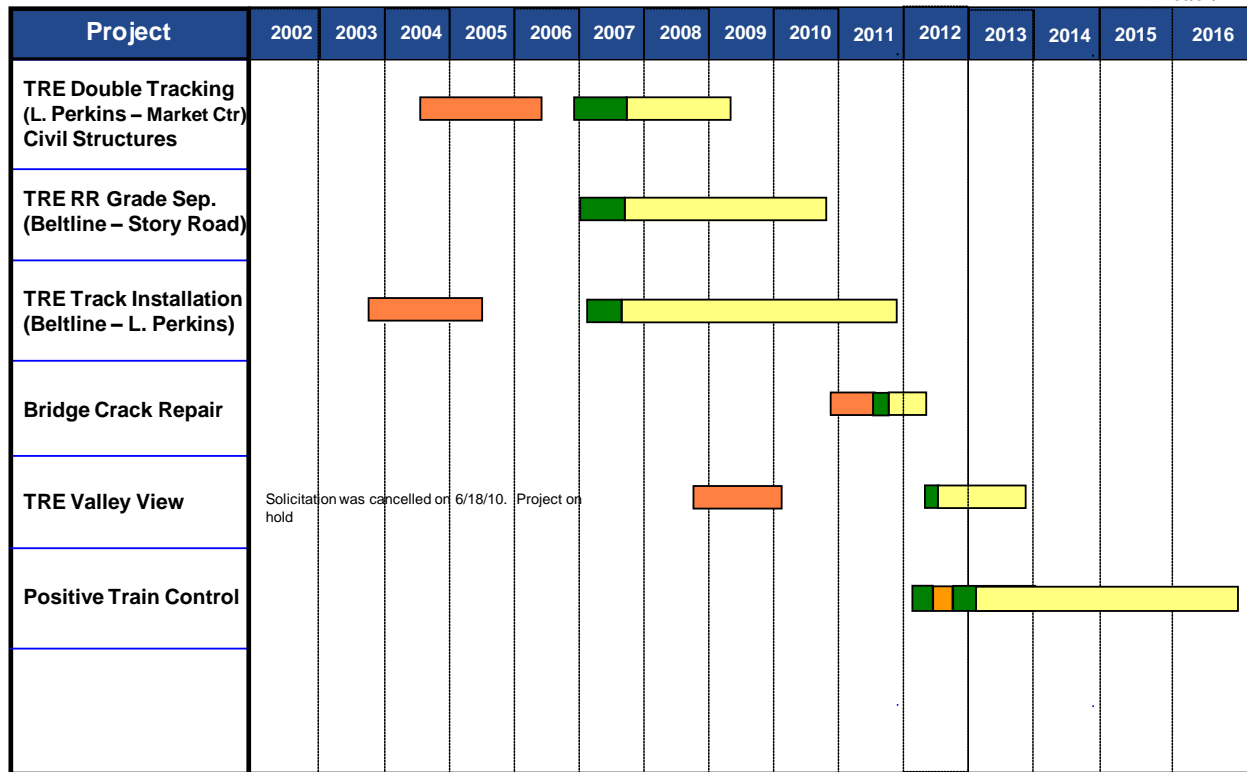


# Summary Working Schedule

Commuter Rail

## Commuter Rail Summary Working Schedule

03/31/12



# 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>
Belt Line Road Grade Separation	\$ 70.5	\$ 69.1	\$ 69.0
Lisa-Perkins Double Tracking	6.4	6.5	6.5
Valley View <sup>(3)</sup>	14.4	3.2	2.9

1) Expended to date values reflect activity through 02/29/12, as reported on DART's General Ledger.

2) Control Budget and Current Commitment reflect activity through 03/31/12.

3) Control budget value reflects DART's FY2011 approved Financial Plan value for this project.

# Belt Line Road Grade Separation

Commuter  
Rail

## Board Strategic Priority

- I: Strive to Exceed Customer Expectations
- II: Manage System Development & Maintain Infrastructure

## Description

The project involved the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks were elevated and double tracked from Gilbert to Rogers Road, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road were reconstructed as part of this project. The project also included an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involved construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW was acquired by the City of Irving. Total estimated cost, including ROW, engineering and construction, was approximately \$70 million. In addition, COI committed \$5 million for aesthetics as part of Quiet Zone.

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG) approved this project for funding under the Strategic Programming Initiative. Funding sources (FY 2006) for this project include FTA, TxDOT, City of Irving, and DART (\$42M).

## Status

Construction contract closeout is pending due to the ongoing bridge repair work effort. (See Issues.)

A separate contractor was engaged to repair the cracking and complete the work removed from the original construction contract. This work effort continues. Waterproofing is complete; crack repair is complete. Application of coatings on the concrete is scheduled to start in April 2012. Anticipated completion date for this work effort is April 2012.

## Issues

The technical issues have been resolved to address the cracking and repair. Work is advancing. The responsibilities of the repair costs are still being discussed with the Designer of Record and contractor; tentative agreements have been reached between the parties, dependent upon resolution of the following soil issue.

The contractor has provided notice to DART of an issue between the contractor and a third party property owner regarding potential contaminated soil excavated from the site and placed on the third party's property. Discussions are pending between the third party and the contractor to resolve the issue and/or identify additional mitigation opportunities. (DART review of this issue continues.)



**Issues (Continued)** DART and the contractor identified concrete spalling at one of the pier caps. In the process of investigation, the root cause was identified as being insufficient grouting of the pier cap/column connection. The contractor has engaged technical assistance to determine the full scope of the issue and has submitted a repair procedure. DART has returned the repair procedure to the contractor for revisions.



# Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects

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**Commuter  
Rail**

**Board Strategic  
Priority**

I: Strive to Exceed Customer Expectations  
II: Manage System Development & Maintain Infrastructure

**Description**

This contract includes the procurement and installation of track for the Lisa-Perkins Double Tracking project and the Belt Line Road Grade Separation project. It also includes design, manufacture, installation, and testing of a complete signal system and modifications required to interface with the existing signal system in the Belt Line Road grade separation project.

**Status**

All contract work is complete. Contract is in closeout, pending receipt of final closeout documents from the contractor. Belt Line Bridge Main Line #2 is currently out of operation to facilitate water proofing and crack repair work being conducted by a separate contractor/contract. It is anticipated that the Main Line will be back in operation in early April 2012. (See TRE Belt Line Road Grade Separation section.)

**Issues**

None

# Valley View to West Irving Double Tracking

Commuter  
Rail

## Board Strategic Priority

- I: Strive to Exceed Customer Expectations
- II: Manage System Development & Maintain Infrastructure

## Description

This proposed double tracking project is located in the City of Irving. The project involves construction of approximately 1.5 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 solicitation for this project is being deferred indefinitely. A parallel effort to modify agreements with other parties using the corridor continues. However, those agreements must be resolved prior to the start of the project. The current procurement was cancelled on June 18, 2010.

## Issues

Lessons learned from the TRE Belt Line Road Grade Separation project bridge cracking issue will be incorporated into the contract.

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

Congress approved the Rail Safety Improvement Act of 2008 which resulted in a Federal Railroad Administration (FRA) mandate, CFR 49 Part 236 I, Positive Train Control (PTC). PTC is designed to prevent train-to-train collisions, overspeed derailments, movement of a train through a switch left in the wrong position, and incursion into an established work zone. PTC must be implemented by December 2015.

**Status**

Extensions to the PTC implementation mandate are currently under consideration by the US Senate and the House of Representatives. The proposed extensions, if passed, will extend the date to FY2018 or FY2020, respectively, for mandatory implementation. The proposed extensions are a result of industry concerns regarding equipment availability and readiness, technical integration risk, and a general lack of professional consulting expertise available in the marketplace to assist with systems integration and implementation. Details of the proposed extensions have not been made available and it is unclear how the extension will be administered. As a result, staff is proceeding with the current December 2015 deadline and is planning accordingly should an extension be granted.

Staff is working with outside legal counsel to evaluate lease/purchase options for 220 MHz spectrum required for PTC. The FCC released a Public Notice soliciting comments on spectrum needs for PTC in May 2011 with no official remedy forthcoming. It does not appear that the FCC will take action anytime soon on this matter; therefore, staff is proceeding with lease/purchase options.

Staff has restructured the PTC scope of services to better manage and execute against project requirements and is in active negotiations with a PTC Consultant offeror. On February 9, 2012, DART staff met with the highest technically-qualified offeror and outlined the revised approach to implementing PTC for TRE. The offeror expressed interest in reviewing and participating in a revised scope of services.

**Issues**

The 220 MHz radios continue to be a primary concern with only a few production units manufactured and available for testing in Q1, FY2012, and they are not fully tested. Interoperability Train Control (ITC) has not completed all interoperability standards. There is a limited vendor community. The 220 MHz spectrum will have a long lead time. There is potential for budget shortfall.









# Six-Month Look Ahead

**Commuter  
Rail**

## Commuter Rail Six Month Look Ahead

03/31/12

Project	2012					
	April	May	June	July	August	September
<b>TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures</b>	All Construction Completed 4/9/09					
<b>TRE RR Grade Sep. (Beltline – Story Road)</b>	All Construction Completed 11/10/10					
<b>TRE Track Installation (Beltline – L. Perkins)</b>	All Construction Completed 11/30/11					
<b>Bridge Crack Repairs</b>	Repairs Continue	Bridge Crack Repairs Cmpltd – Main 2	Bridge Crack Repairs – Final Acceptance			
<b>TRE Valley View</b>	Solicitation was cancelled on 6/18/10. Project on Hold					
<b>Positive Train Control</b>	Rail Manufacturing/Delivery Completed 3/31/10 RPD Cmte Meeting DART COTW Approval DART Board Approval Begin PTC Consultant Procurement NTP for PTC Consultant/Designer					

 Design/Utilities/ROW	 GMP / IFB	 Fab / Construct / Test	 LRV Acceptance
 Look Ahead Event	 Schedule Slippage for Look Ahead	 Special Event	 Revenue Service

# Change Control Summary

## Commuter Rail

Commuter Rail - Change Control Summary

Facility/ Contract Package		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	Summary of Activity This Period & Comments (March 2012)
TRE	Belt Line-Story Grade Separation C-1012696-01	McCarthy Building Companies	\$43,006,362	\$3,685,753	\$46,692,115	\$3,134,799	\$46,141,161	\$550,954	85%	100%	
TRE	TRE LP/BL-S Trk Mtl Procure/Install C-1012577-01	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$310,164	\$11,804,334	\$34,658	90%	99%	
TRE	TRE Valley View Bridge & Double Tracking Construction Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TRE	TRE Valley View Bridge & Double Tracking Track Material C-1016855-01	Progress Rail Services	\$1,261,356	\$37,841	\$1,299,197	-\$46,032	\$1,215,324	\$83,873	-122%	100%	
TOTALS:			\$58,671,948	\$4,155,718	\$62,827,666	\$3,449,950	\$62,121,898	\$705,768			

Legend: % Contingency >= 70%

Notes: a) Percent contract complete based on work in place value.

b) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



# Additional Capital Development

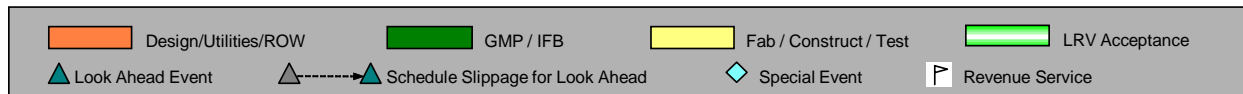
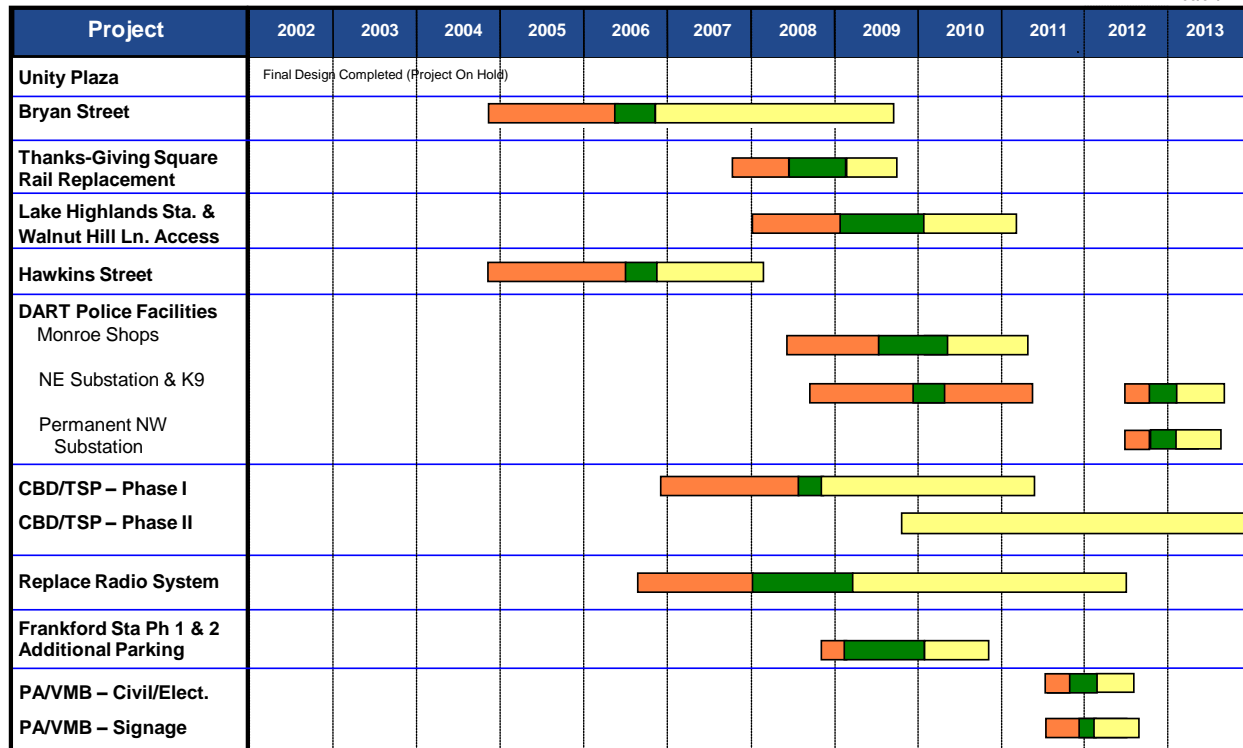


# Summary Working Schedule

## Additional Capital Development

### Additional Capital Development Summary Working Schedule

03/31/12





# Cost Summary

## Additional Capital Development

<b>ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(3)</sup></b>	<b>Current Commitment <sup>(3)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Unity Plaza	\$ 0.0	\$ 0.9	\$ 0.9
Bryan Street <sup>(2)</sup>	30.8	28.0	23.1
Hawkins Street	23.2	23.8	22.0
Thanks-Giving Square Rail Replacement	2.0	1.7	1.7
Lake Highlands Station <sup>(4)</sup>	13.4	10.4	12.9
DART Police Facilities	35.0	25.0	24.6
Monroe Shops – Pre-Development	2.3	2.3	2.3
Frankford Road Additional Parking	7.1	5.5	5.5

1) Expended to Date values reflect activity through 02/29/12, as reported on DART's General Ledger.

2) Expended to Date value includes reimbursements of \$4.8 MM from funding partners.

3) Control Budget and Current Commitment values are reflected as of 03/31/12.

4) Expended to Date value includes Grant Payment to NCTCOG of \$2.58 M that is not included in the scope of this project.

**Board Strategic  
Priority**

I: Strive to Exceed Customer Expectations  
II: Manage System Development & Maintain Infrastructure

**Description**

The Unity Plaza Project will be located southwest of the intersection of Central Expressway and Haskell Avenue at the present location of DART's western entrance to the Cityplace Station and future location of the terminal for the McKinney Avenue Trolley.

The project consists of the reconstruction of the western entrance to Cityplace Station and the creation of a transit plaza surrounding the new building. This will include removing the existing portal and building a new one that is oriented to face the McKinney Avenue Trolley turntable to the west. The new entrance, a one-story glass and steel structure, will sit atop expanded foundation walls. The new entrance design incorporates a 150' tower that will serve as a landmark identifying the station. The existing Cityplace HVAC and electrical systems will be upgraded and augmented to accommodate the new configuration.

**Status**

Design of the project was completed in 2003, and the contract for design services was closed.

Since then, Cityplace Company proposed an alteration plan for the western entrance to Cityplace Station at the intersection of Cityplace West Blvd. and the southbound service road at North Central Expressway. This alteration plan was offered for DART's consideration as a substitute for the 2003 Unity Plaza design that was jointly produced by Cityplace Company, city of Dallas, McKinney Avenue Transit Authority (MATA), North Central Task Force (Walt Humann), TxDOT, and DART. Cityplace coordinated with the six key stakeholders to gain concurrence with the new design.

The design for the modifications to the western entrance to Cityplace Station were reviewed and approved by DART.

Construction began in 2011. All construction of these public elements is being funded by City of Dallas Cityplace Tax Increment Funding (TIF) funds.

The project was substantially completed in December 2011. The west entrance to Cityplace Station is open and available for public use.

Glass replacement is complete; the contractor is addressing other punch list items. It is anticipated that work will be completed in May 2012.

**Issues**

None

# Bryan/Hawkins Junction (CM/GC-I)

**Additional Capital  
Development**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	The Bryan/Hawkins project consists of two separate projects: the Hawkins track re-alignment project and the Bryan Street project. The Hawkins track re-alignment project, as designed, re-aligned the existing three sharp curves from Pearl Station to North Central Portal with a straight alignment and converted the existing single crossover to a double crossover at Leonard Street. The Bryan Street project, as designed, removed the US 75 bridge over Bryan Street and constructed a split boulevard at-grade crossing at this location to provide an improved roadway network into and out of downtown Dallas and to accommodate light rail construction for the DART Southeast Corridor light rail extension. The Bryan/Hawkins project is being performed under the CM/GC-I contract.
<b>Status</b>	Contract closeout continues in concert with CM/GC-I contract. DART has reached agreement with the contractor for final costs. Lump sum agreement has been reached and final payment has been made.
<b>Issues</b>	None

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<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Lake Highlands Station is located at the northwest corner of Walnut Hill and White Rock Trail along the existing Northeast Corridor, between White Rock Station and LBJ/Skillman Station.
<b>Status</b>	<p>The Lake Highlands project has been designed and constructed in two parts.</p> <p><b><u>Contract 1 – Station Construction</u></b> Punch list work is nearing completion. Contract closeout continues. CCTV final test is anticipated in April 2012. Submittal of as-built documents is pending acceptance of the CCTV test.</p> <p><b><u>Contract 2 – Walnut Hill Lane Access</u></b> Contract is closed.</p>
<b>Issues</b>	None

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	The DART Police Facilities project provides for the renovation and conservation of the historic Monroe Shops to house a new modern headquarters for the DART Police. This project also includes the Northeast Substation and the Northwest Substation.
<b>Status</b>	<p><b><u>Monroe Shops</u></b> The DART Police Headquarters at Monroe Shops was constructed in three parts.</p> <p><b><u>Contract 1 – Demolition and Major Structures (Phillips May)</u></b> The contract closeout process is pending receipt of electronic as-built drawings, which is anticipated in early April 2012.</p> <p><b><u>Contract 2 – General Construction (Phillips May)</u></b> Contract closeout continues, including receipt of electronic as-built drawings. All Operations &amp; Maintenance (O&amp;M) manuals have been delivered. Training has been completed. Warranty walk-through was completed in mid-March 2012. Contractor is working to correct warranty issues. As-builts are still in progress.</p> <p><b><u>Contract 3 – Finish-Out (Journeyman)</u></b> Contract closeout is complete.</p> <p><b><u>Northeast Police Substation and K-9 Facility</u></b> The RFP for a smaller, less expensive facility was cancelled. Design of a smaller and lower cost per square foot facility will begin in Spring 2012.</p> <p><b><u>Northwest Police Substation</u></b> Alternative locations are being evaluated.</p>
<b>Issues</b>	<p><b><u>Monroe Shops</u></b> Various warranty issues and requests from end users are being addressed and closed by the contractor, including but not limited to:</p> <ul style="list-style-type: none"><li>• HVAC issues (open)</li><li>• Plant material (replaced in March 2012)</li><li>• Irrigation leaks (repaired in March 2012)</li><li>• Scuppers at brick parapet (caulked in March 2012)</li></ul>

# Frankford Station Additional Parking

## Additional Capital Development

### Board Strategic Priority

I: Strive to Exceed Customer Expectations  
II: Manage System Development & Maintain Infrastructure

### Description

Frankford Station additional parking is located adjacent to the North Carrollton/Frankford DART LRT station at the northeast corner of Trade Center Drive and Frankford Road in Carrollton, Texas.

The additional parking was a requirement placed on the transit-oriented development (TOD) site approval for the Northwest Corridor Line Section NW-4 during the permitting process by the City of Carrollton. The additional parking requirement was set for 920 parking spaces. Although the ordinance requires that 450 spaces be available within six months of opening day for the North Carrollton/Frankford Station in December 2010, the remaining spaces were developed on an as-needed basis in accordance with the established ordinance.

### Status

Construction contract is closed. Landscape maintenance is also closed.

### Issues

Parking lot light levels are less than required by criteria. The contractor has installed what was designed. Task order has been forwarded to On Call Construction to increase light levels to meet DART criteria. This work effort is to take place outside of the original contract. The On Call Construction contractor is awaiting delivery of the new light fixtures. Delivery is anticipated in April 2012.

# CBD/ Traffic Signal Priority (TSP) System

**Additional Capital  
Development**

## **Board Strategic Priority**

- I: Strive to Exceed Customer Expectations
- II: Manage System Development & Maintain Infrastructure

## **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. As a train is ready to leave a station, the traffic signals are changed to clear the way, as well as the signals for any following trains in stations.

- **Prior to September 2009** – Maximum throughput capacity was 24 trains per hour each direction in CBD, but only 18 were running.
- **Until December 2010** –Service included the addition of Green Line (Northwest and Southeast corridors), using three-car LRVs and two-car SLRVs. Maximum throughput increased to 42 trains per hour in CBD. Train detection used magnetometers, infrared (IR) detectors, and train-to-wayside communication (TWC) loops, depending on location on track. Trains could be stored mid block.
- **December 2010 – May 2011** –Maximum throughput was 48 trains per hour in CBD, using existing COD traffic signal controllers.
- **2011 and beyond** – Same service but COD traffic signal controllers are being upgraded to new, more capable model. The UPS was delivered in 2011.

## **Status**

DART received the comments from COD on the Operations and Maintenance (O&M) table.

Draft Memorandum of Understanding (MOU) for DART Operations is being updated to reflect specific operations at Pearl Station. COD completed their review of the MOU. DART will study the changes and recommend to management the final version for approval. DART Information Technology Systems (ITS) group exchanged comments on the MOU with COD regarding MOU signature level and the inclusion of the O&M table in the MOU. DART Operations has provided additional comments and they are being reviewed by COD. DART Legal is reviewing the MOU and will advise ITS for level of signature for both DART and COD.

COD Concept of Operation (COOP) for the advanced traffic signal controller for the CBD LRT corridor has been completed. DART received a revised schedule for the implementation of the advanced traffic signal controller system. DART received the final version of the specifications. COD has put RFP on the street for the development of the software for the Advanced Traffic Signal Controller (ATC). ATC vendor



# CBD/ Traffic Signal Priority (TSP) System

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**Additional Capital  
Development**

**Status (Continued)** selection process has started with four vendors submitted for software delivery.

**Issues** None

# Agency-Wide Radio & Related Communications Systems Replacement

Additional Capital Development

## Strategic Plan Consideration

II: Manage System Development & Maintain Infrastructure

### Description

The Radio Replacement Project (RRP) involves: 1) replacing both DART-owned aging radio communication systems with a fully integrated, digital, state-of-the-art, radio communication system; 2) replacing the DART Bus Operations CAD/AVL (Computer-Aided Dispatch/Automatic Vehicle Location) system with a state-of-the-art modular CAD/AVL system; 3) increasing communication and CAD/AVL systems' reliability and effectiveness; 4) addressing issues concerning current radio system capacity constraints; and 5) providing systems that meet expanded service requirements for all modes through 2022 based upon expected service life of these new systems.

### Status

General installation of OpenSky two-way radio and TransitMaster CAD/AVL apparatus on the general bus fleet is underway. As of the end of March 2012, 416 buses were in revenue service using the new TransitMaster CAD/AVL system, with installations continuing at South Oak Cliff Bus Operating Facility (SOCBOF), Northwest Bus Operating Facility (NWBOF), and East Dallas Bus Operating Facility. Completion of the bus fleet CAD/AVL installation is expected by mid-May 2012.

Coordination continues in support of a cutover of general (non-bus) two-way mobile radio users from the existing conventional to the new OpenSky digital radio system. The HOV (High-Occupancy Vehicle) and WSA Maintenance organizations have been successfully converted to the OpenSky radio system. DART Police conversion to OpenSky was completed in March 2012. Light Rail and administrative groups are planned for conversion to OpenSky starting in April 2012 after the completion of the DART Police conversion.

Replacement of the LRT tunnel radio system bidirectional amplifiers (BDAs) is in the coordination phase.

### Issues

With the actual conversion of DART communications to the new OpenSky radio and TransitMaster CAD/AVL systems, user familiarization and organizational process changes necessary to efficiently utilize the new communication systems are underway. Additional installation and integration efforts will be carried out in the June through August 2012 time frame to add 700MHz radio capacity for DART Police that was added to the original project as a result of recent favorable Federal Communications Commission regulatory decisions.

**Board Strategic Priority** II: Manage System Development & Maintain Infrastructure

**Description** The 26-mile long, regional rail Cotton Belt Corridor extends from Dallas-Fort Worth International Airport (DFWIA) through the northern portion of the DART service area to the existing DART Red Line. The corridor passes through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano. Up to nine stations have been proposed.

**Status** The Cotton Belt Corridor is in the planning and development phase. DART is conducting a preliminary engineering/environmental impact statement (PE/EIS) building on the *Cotton Belt Corridor Conceptual Engineering and Funding Study* (April 2010) conducted by the North Central Texas Council of Governments (NCTCOG).

An interagency Scoping Meeting was held at DART Headquarters on July 28, 2010. A Public Scoping Meeting was held in Addison on July 29, 2010. Scoping Comment Period closed on August 30, 2010. The DART Planning Committee was briefed on January 25, 2011, February 22, 2011, and April 26, 2011. The 5% design was submitted in May 2011. An independent Value Engineering and Risk Assessment was conducted for the project in the month of July 2011. A community Area Focus Group (AFG) meeting was held on July 19, 2011. A public meeting was held on August 8, 2011. Additional AFG meetings were held in November and December 2011. With initial ridership information, staff has begun station design. DART concluded conducting a detailed hydrologic report to investigate the water issues. A February 24, 2012, meeting with City of Dallas staff and councilperson was held to discuss water issues associated with the Deep Trench Concept. It was concluded that water issues made the Deep Trench Concept impractical. The Planning Committee was briefed on the project status on March 20, 2012.

**Issues** NCTCOG is leading an Innovative Finance Initiative (iFi) to identify funding for the project. The DART Planning Committee expressed concern that the project is being advanced at a faster rate than the iFi project.

DART is taking the lead in developing a new technology rail vehicle that will be Federal Railroad Administration (FRA) compliant, yet have light rail characteristics and size.

North Dallas residents and Dallas Councilpersons have expressed concern about the alignment through North Dallas and the number of stations. Of particular concern is the depth of the proposed trench. The North Dallas Community has sent several letters to the Board in support of a Deep Trench option.

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

Full-color station Visual Message Board (VMB) signs are being provided to deliver clear and up-to-date information to our customers at 18 Red and Blue Line stations (CBD stations, Mockingbird Station, Lovers Lane Station and Red and Blue Line stations south of the CBD), as well as at the 15 at-grade Green Line stations. The full-color station signs project is being achieved under two contracts: a civil and electrical contract, and a systems (procurement and installation) contract.

The civil and electrical contract includes the installation of station infrastructure that includes conduits, foundations, stanchions, cabinets, UPS, and power cables.

The systems (procurement and installation) contract includes all necessary hardware, installation, integration, and testing. Five-line, full-color LED signs with speakers will be installed at CBD, Bachman, and Mockingbird stations. Two-line, full-color LED signs, with cellular communications and local battery-powered backup, will be installed at 13 Red and Blue Line stations (Lovers Lane Station and 12 Red and Blue Line stations south of CBD). Two-line, full-color LED signs will be installed at the 14 at-grade Green Line stations.

### Status

The DART Board approved the civil and systems construction contracts on January 24, 2012. NTP for the systems contract was issued to Luminator Holding, LP, on February 8, 2012. NTP for the civil contract was issued to Robinson Industries, Inc., on February 13, 2012.

The project contains several internal milestones. Final completion milestone for VMB installation at 18 Red and Blue Line stations for civil and systems work are July 7, 2012, and August 16, 2012, respectively. Final completion milestone for VMB installation at 15 Green Line Stations for civil and systems work are July 22, 2012, and August 26, 2012, respectively.

Construction at four CBD stations is in progress. The contractor's anticipated date for substantial completion at four CBD stations is trending behind the contractual date of April 21, 2012, to completion in May 2012.

### Issues

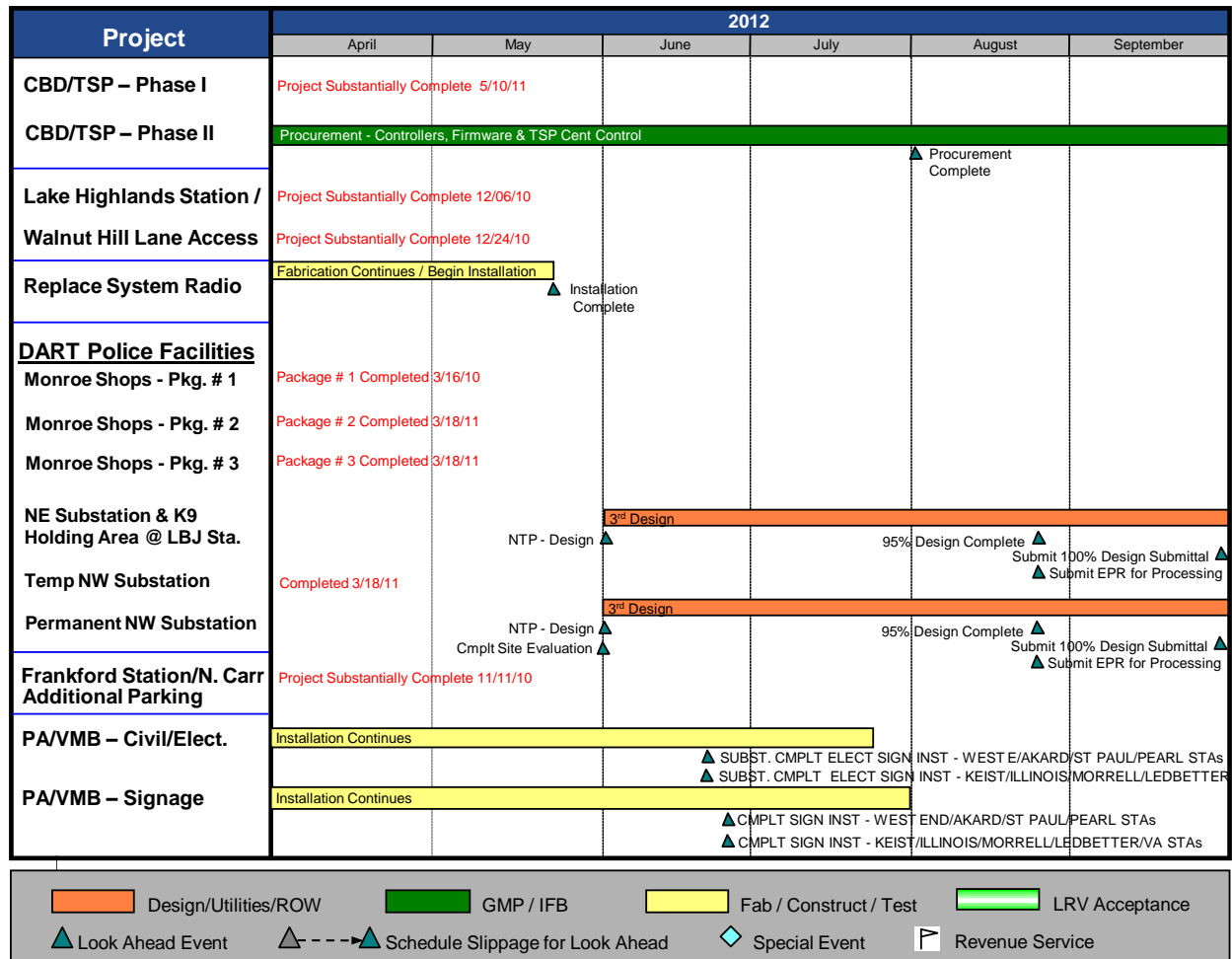
Coordination between Luminator and GE (SCS/OCC contractor) is progressing slowly. Weekly meetings have been scheduled to facilitate coordination.

# Six-Month Look Ahead

**Additional Capital  
Development**

## Additional Capital Development Six Month Look Ahead

03/31/12



# 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 c) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2012)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note b	
Misc Facilities	NC-1 Tunnel Delamination C-1017790-01	Gibson & Associates	\$728,850	\$109,328	\$838,178	\$101,545	\$830,395	\$7,783	93%	100%	
Unity Plaza	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	Construction TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	IFB deferred
Thanksgiving Square Rail Mtl.	Rail Procurement C-1015411-01	Progress Rail Services	\$289,254	\$14,463	\$303,717	\$8,800	\$298,054	\$5,663	61%	100%	
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$72,818	\$1,147,700	\$13,173	85%	100%	
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,331,204	\$37,224,700	\$492,546	73%	99%	Note a
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progress Rail	\$2,761,480	\$110,460	\$2,871,940	-\$78,359	\$2,683,121	\$188,819	-71%	100%	
CCTV Equipment - Fixed	CCTV C-1016547-02	Calence, LLC	\$3,441,691	\$345,640	\$3,795,788	\$199,306	\$3,640,996	\$146,334	58%	59%	
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$489,092	\$4,286,425	\$4,561	99%	100%	
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$1,197,617	\$14,271,950	\$502,046	70%	98%	
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%	
DART Police Facilities FF&E Procurement	Procurement/Commodities C-1018842-01	BKM Total Office Texas BR-100138	\$603,608	\$0	\$603,608	\$0	\$603,608	\$0	0%	100%	
DART Police Facilities FF&E Procurement	Procurement/Commodities C-1018842-02	BKM Total Office Texas	\$38,524	\$0	\$38,524	\$0	\$38,524	\$0	0%	100%	
DART Police Facilities NE Facility	NE Facility Construction Pending	TBD	\$2,061,012	\$103,051	\$2,164,063	\$0	\$2,061,012	\$103,051	0%	0%	
Lake Highlands Station	Construction C-1016649-01	Journeyman	\$6,926,292	\$554,103	\$7,480,395	\$100,051	\$7,026,343	\$454,052	18%	99%	
Walnut Hill Lane Access to Lake Highlands	Construction C-1018841-01	CPS Civil LLC	\$382,050	\$38,205	\$420,255	-\$2,582	\$379,468	\$40,787	-7%	99%	
Frankford Sta Addl Parking	C-1016965-01	Omega Contracting Base plus Option 2	\$2,884,803	\$230,776	\$3,115,579	\$107,491	\$2,992,294	\$123,286	47%	99%	
YMB Systems	C-1021358-01	Luminator Holding, LP	\$3,247,612	\$97,429	\$3,345,041	\$0	\$3,247,612	\$97,429	0%	0%	
YMB Civil & Electrical	C-1021359-01	Robinson Industries, Inc.	\$2,607,383	\$130,369	\$2,737,752	\$0	\$2,607,383	\$130,369	0%	0%	
TOTALS:			\$82,131,318	\$6,043,454	\$88,183,229	\$3,593,325	\$85,724,643	\$2,450,129			

Legend:

% Contingency >= 70%

Notes:

- a) Included in CMGC-1 contract.
- b) Percent contract complete based on work in place value
- c) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



# Streetcar Programs



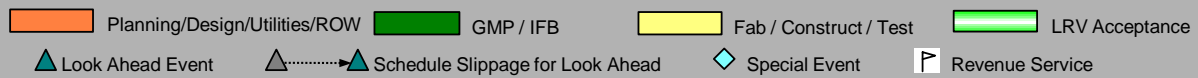
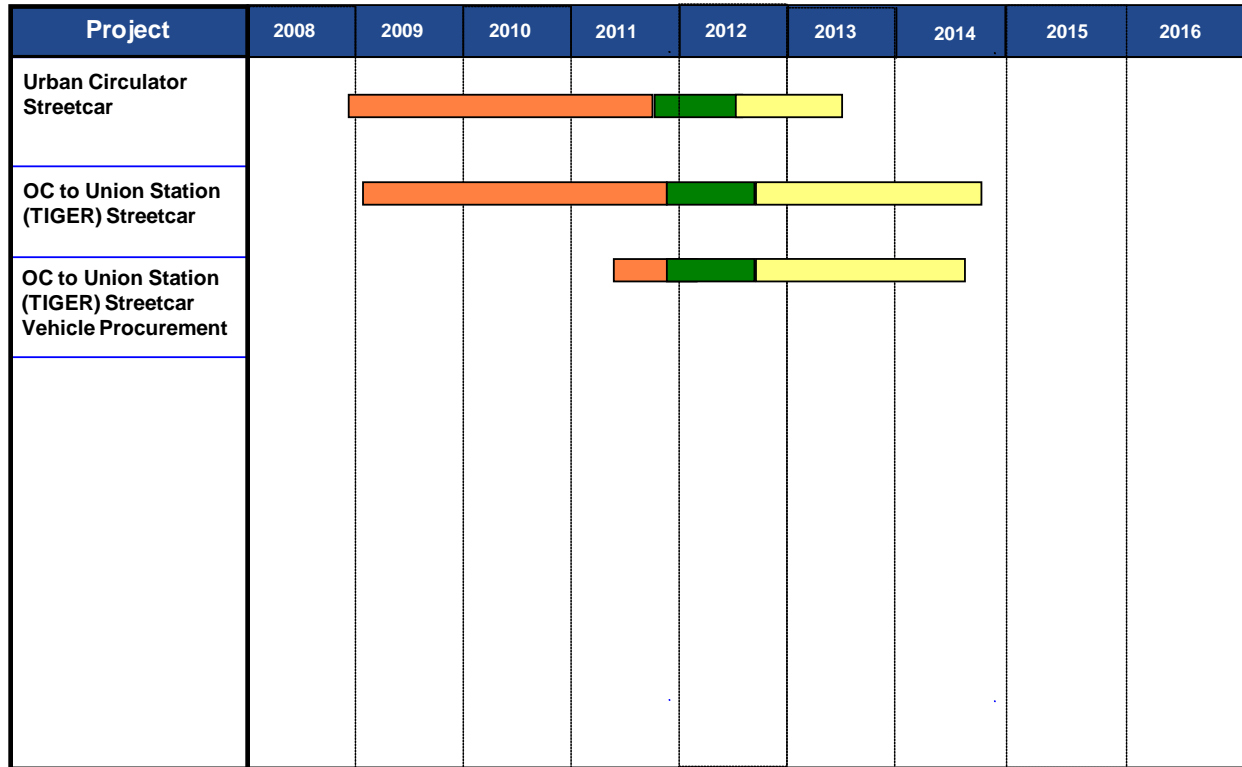


# Summary Working Schedule

Streetcar Programs

## Dallas Streetcar Summary Working Schedule

03/31/12



# Union Station to Oak Cliff TIGER-funded Streetcar Project

## Streetcar Programs

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure  
III: Build and Maintain DART's Regional Transportation Leadership

### Description

The Union Station to Oak Cliff TIGER-funded Streetcar Project consists of an approximately 1.6-mile streetcar alignment operating on an at-grade track in a dedicated, bi-directional streetcar lane. From Union Station over the Houston Street Viaduct, track placement will be located in the outside southbound travel lane. South of the Trinity River, the track alignment will transition to Zang Blvd. and will extend along the median of the roadway. At the Colorado Blvd. intersection, the track alignment will shift and extend to the westbound travel lane along Colorado Blvd., terminating at the Colorado Blvd. and Beckley Ave. intersection.

A non-revenue connection to the DART Light Rail System will be provided near Union Station to enable the streetcar vehicles to access the Central Rail Operating Facility for storage and maintenance.

Agency roles and responsibilities for the Project are as follows:

City of Dallas – Project Owner

North Central Texas Council of Governments – Federal Grant Recipient

DART – Owner's Technical Representative

### Status

Ten percent (10%) design and environmental assessment has been completed. Finding of No Significant Impact (FONSI) has been issued for the base project and a re-evaluation and assessment for a passing track has been completed and approved. Local funding has been identified and committed. The project will utilize the design-build delivery method. Six potential bidders responded to the Request for Qualifications. Four of those six were determined to be qualified to continue through the Request for Proposals phase of procurement. Those four teams are presently preparing their proposals. Proposals are due May 1, 2012.

### Issues

The Houston Street Viaduct is over 100 years old and is on the National Register of Historic Places. There is some concern about how much the risks associated with the age and condition of the bridge will factor into the determination of the cost of the project.

Resolution of the vehicle procurement is critical and could have potential adverse impacts to the project budget and schedule.

City of Dallas is responsible for utility relocations. Delay in relocation of the utilities could result in schedule impacts and increased costs.

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

The Urban Circulator Streetcar Project is an approximately 0.6 mile trackway that begins at the current terminus of the existing McKinney Avenue Transit Authority (MATA) M-line tracks at St. Paul Street and Ross Avenue. The project continues southbound on St. Paul Street to Federal Street, where it turns eastbound to connect to the Olive Street extension project which is currently under construction by the City of Dallas. The project allows the MATA M-Line fleet to operate in a “loop” configuration which eliminates the need for contra-flow operations on Olive Street.

Agency roles are as follows:

City of Dallas – Project Owner

DART – Federal Grant Recipient and Owner’s Technical Representative

### Status

One hundred percent (100%) design has been completed. The project will utilize the design-bid-build delivery method. DART is preparing to issue the Invitation for Bids.

### Issues

Resolution of the question of whether or not the project will require State Safety Oversight (SSO) is critical. DART has withheld issuing the IFB pending resolution of that question and the City’s willingness to fund the cost of SSO for the MATA System.

The project team continues to work on coordination with the project management team on the First Baptist Church, Dallas, project. Both projects will be underway during the same time frame, and very close coordination will be required throughout the project schedule to avoid cost or schedule impacts to both projects.

The project team is awaiting finalization of agreements between the City of Dallas and property owners along Federal Street for the attachment of OCS to the underside of parking garages on Federal Street.

City of Dallas is responsible for utility relocations. Delay in relocation of the utilities could result in schedule impacts and increased costs.

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

Two streetcar vehicles are being procured as part of the City of Dallas Union Station to Oak Cliff TIGER Streetcar Project. The project requires one service vehicle and one spare. The selected vehicle is required to operate across the Houston Street Viaduct under its own power, and it is required to operate on the DART Light Rail Transit System OCS in order to access the Central Rail Operating Facility for storage and maintenance.

### Status

The City of Seattle has awarded a contract to the Inekon Group for six streetcar vehicles for their locally-funded First Hill Streetcar Project. The vehicle specifications for the Seattle vehicles (with some modifications) would serve the Dallas Project. Necessary modifications would include:

- Deletion of Closed-Circuit Television (CCTV) and Automatic Passenger Counter (APC)
- Addition of Train to Wayside Communications (TWC)
- Addition of Train Stop System (TSS)
- Provision for future Automatic Train Protection (ATP)
- Provision of DART standard radio equipment
- Include a wider pantograph for compatibility with DART LRT
- Provide a Wabtec Coupler adapter as a special tool, and
- Provide Fare Collection Equipment compatible with DART System

DART and the City of Seattle staff developed a draft agreement to allow DART to purchase two option vehicles under the Seattle vehicle contract with Inekon. Toward that end, Inekon has provided DART with a price estimate for the two option vehicles, with DART-requested modifications. Inekon's schedule for the delivery of the Seattle base vehicles would allow them to meet delivery requirements of the Dallas vehicles; however, the total cost of the vehicles is outside the budget established for the project.

Due to the constraints of a very aggressive project schedule, DART will issue an RFP for the purchase of two streetcar vehicles. DART vehicle specifications have been developed, and Procurement is engaged to prepare and issue the RFP package.

### Issues

DART needs to have the vehicles delivered in time for testing and revenue service in accordance with grant requirements. Coordination of schedules with the streetcar project is essential. The RFP will include the programmed schedule requirements for delivery of the vehicles.

The issue of a potential project budget overrun is being evaluated by the project stakeholders.





# Six-Month Look Ahead

## Streetcar Programs

### Dallas Streetcar Six Month Look Ahead

03/31/12

Project	2012					
	April	May	June	July	August	September
Urban Circulator Streetcar	Contractor Procurement Continues			Construction Begins		
		▲ FTA Decision to Require State Safety Oversight ▲ Issue IFB	▲ Bids Due ▲ DART/Dallas ILA – DART Board Approval			
OC to Union Station (TIGER) Streetcar	D-B Contractor Procurement Continues					Construction Begins
	▲ RTC Approval of Financial ILA		▲ RFPs Due ▲ RPD Cmte Action – O & M ILA ▲ DART COTW Action – O & M ILA ▲ DART Board Action – O & M ILA			▲ D-B NTP
OC to Union Station (TIGER) Streetcar Vehicle Procurement	Vehicle Procurement Continues					Vehicle Manuf. Begins
	▲ Issue RFPs		▲ RFPs Due			▲ D-B NTP

 Design/Utilities/ROW	 GMP / IFB	 Fab / Construct / Test	 LRV Acceptance
▲ Look Ahead Event	▲.....▲ Schedule Slippage for Look Ahead	◆ Special Event	⏏ Revenue Service



# DALLAS AREA RAPID TRANSIT

## QUARTERLY INVESTMENT REPORT


As Of

March 31, 2012

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

  
\_\_\_\_\_  
David Leininger, EVP / Chief Financial Officer

  
\_\_\_\_\_  
Nathan Hallett, Treasurer

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

  
\_\_\_\_\_  
John Nichols, Treasury Operations Manager

*Prepared by Treasury Reporting  
May 3, 2012*

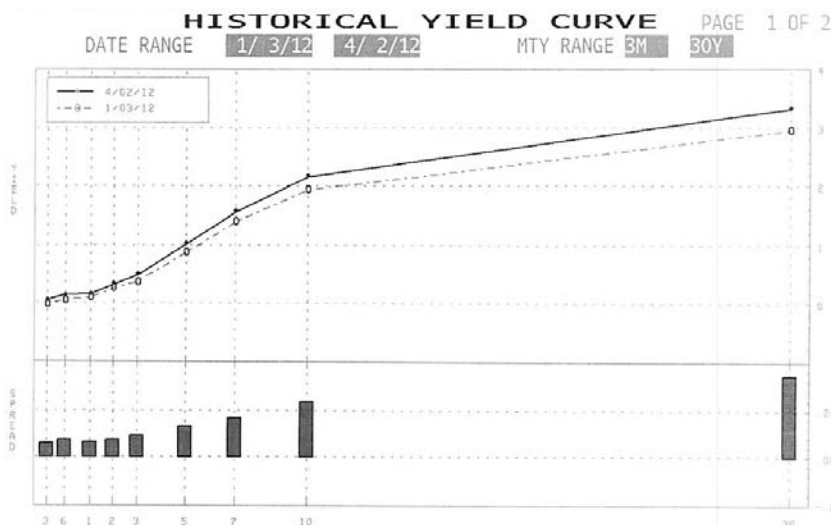
## Table of Contents - 2nd Qtr FY12

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Prepared by Treasury Reporting

**Rate Tracker**

Short-Term	unchanged
Intermediate	↑ 13 bp
Long-Term	↑ 24 bp

**Portfolio Performance**

Aggregate Yield	↑ 0.01% at 0.46%
Benchmark	unchanged at 0.15%

**DART Commercial Paper**

Current Month Change	\$0 M
Current Outstanding	\$150 M
Last Rate Change	↓ 0.03
Average Rate	0.19 %
Avg. Issue Days to Mat.	50

**Market Overview**

Shortly after quarter-end, the Federal Open Market Committee reaffirmed its intention to keep rates at historic lows as economic conditions have see-sawed back and forth between fledgling recovery and stalled recovery.

The investment strategy for the Operating fund will remain focused on shorter maturities until the reward for longer maturities materializes to a significant degree.

**Investment Strategies**

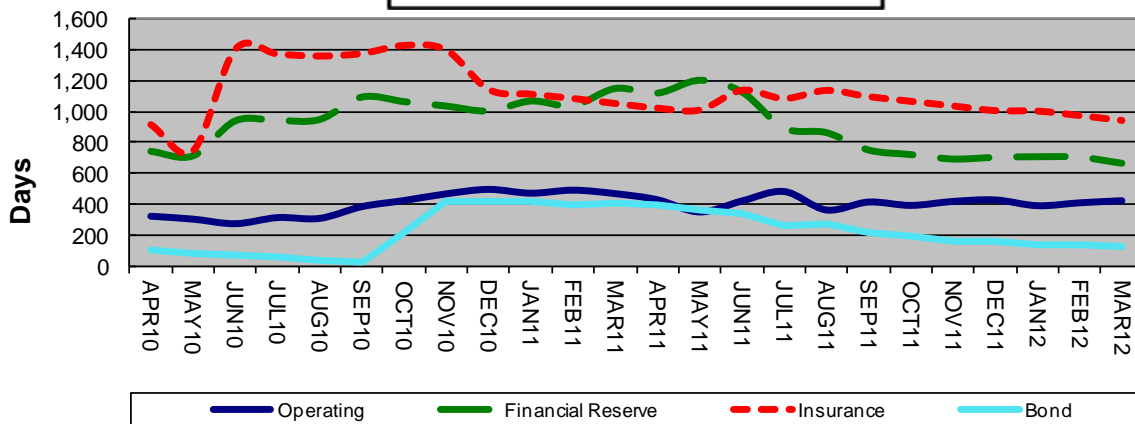
<b>Insurance Fund:</b>	laddered maturities; manage so as to replace called/matured investments
<b>Financial Reserve Fund:</b>	laddered maturities; manage so as to replace called/matured investments
<b>State &amp; Street Car Funds:</b>	100% money market investment
<b>Debt Service Fund:</b>	seek investment maturities tied to required semi-annual payments
<b>Bond SEAF:</b>	laddered maturities through May 2013, supplemented by money-market funds

**DART Commercial Paper & Bond Programs**

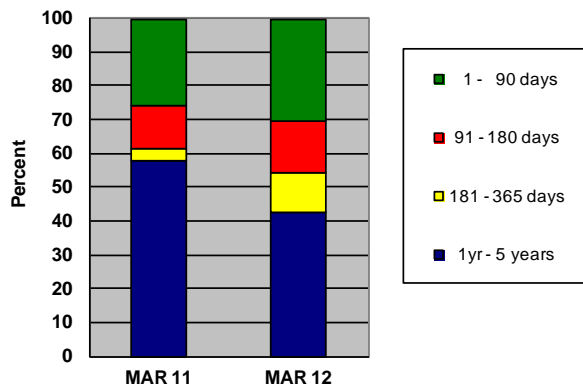
Currently have \$150 million in outstanding commercial paper.

Investment Portfolios		(Ending Amortized Values)					
Portfolio	Agencies	T-Bills	CP	MMF's	Fund Totals	%	Compliance
General Operating	\$ 500,136,300	\$ -	\$ 122,734,849	\$ 69,835,458	\$ 692,706,607	66%	Yes
Financial Reserve	\$ 31,646,480	\$ -	\$ -	\$ 39,431	\$ 31,685,911	3%	Yes
Insurance	\$ 13,729,864	\$ -	\$ -	\$ -	\$ 13,729,864	1%	Yes
Debt Service	\$ 51,233,415	\$ 13,048,262	\$ -	\$ 40,046	\$ 64,321,723	6%	Yes
Bond Fund	\$ 68,535,899	\$ -	\$ 139,710,152	\$ 20,056,663	\$ 228,302,714	22%	Yes
	\$ 665,281,959	\$ 13,048,262	\$ 262,445,001	\$ 89,971,597	\$ 1,030,746,819	99%	
State Funds	\$ -	\$ -	\$ -	\$ 10,369,412	\$ 10,369,412	1%	N/A
Street Car	\$ -	\$ -	\$ -	\$ 922,133	\$ 922,133	0%	N/A
<b>TOTALS</b>	<b>\$ 665,281,959</b>	<b>\$ 13,048,262</b>	<b>\$ 262,445,001</b>	<b>\$ 101,263,141</b>	<b>\$ 1,042,038,363</b>	<b>100%</b>	

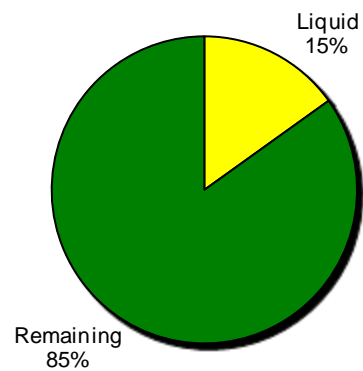
### Weighted Average Maturities



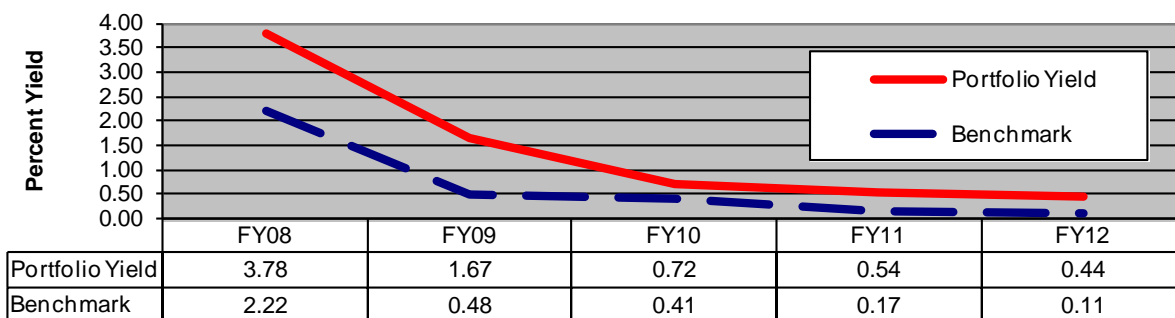
### Distribution by Maturity Sector



### Operating Fund



### Historical Portfolio Performance



# Security Transactions - Purchases by Fund

2nd Qtr FY12

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Call Date	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>OPERATING FUND</b>								
1/23/2012	7562E0HA7	Reckitt Bensk CP	\$ 10,000,000	08/10/12	---	0.3555	\$ 9,980,556	12-0041
2/13/2012	00084BHD9	ABN Amro CP	\$ 6,000,000	08/13/12	---	0.5796	\$ 5,982,710	12-0058
2/16/2012	90262CHF7	UBS CP	\$ 10,000,000	08/15/12	---	0.6649	\$ 9,967,139	12-0063
2/24/2012	7443M2HQ2	Prudential CP	\$ 10,000,000	08/24/12	---	0.7122	\$ 9,964,611	12-0075
1/24/2012	7562E0JC1	Reckitt Bensk CP	\$ 10,000,000	09/12/12	---	0.4064	\$ 9,974,222	12-0042
3/7/2012	7443M2JS6	Prudential CP	\$ 14,000,000	09/26/12	---	0.7429	\$ 13,942,371	12-0085
2/27/2012	7443M2LP9	Prudential CP	\$ 18,000,000	11/23/12	---	0.8866	\$ 17,882,550	12-0076
2/15/2012	3133EADF2	FFCB (n/a)	\$ 10,000,000	02/15/13	---	0.1727	\$ 9,997,730	12-0060
3/5/2012	3133785B3	FHLB Callable (monthly-5)	\$ 10,000,000	03/05/13	04/05/12	0.4701	\$ 9,998,000	12-0080
3/5/2012	3133785B3	FHLB Callable (monthly-5)	\$ 10,000,000	03/05/13	04/05/12	0.2300	\$ 10,000,000	12-0081
2/24/2012	3133784N8	FHLB Callable (qtrly-5)	\$ 10,000,000	03/08/13	05/24/12	0.2000	\$ 10,000,000	12-0074
2/28/2012	3133785H0	FHLB Callable (monthly-5)	\$ 10,000,000	03/08/13	04/28/12	0.2300	\$ 10,000,000	12-0078
2/15/2012	313376XG5	FHLB (n/a)	\$ 10,000,000	04/30/13	---	0.2166	\$ 9,998,000	12-0062
1/26/2012	3133EAAY4	FFCB Callable (any>4/25/12-5)	\$ 10,000,000	07/26/13	04/26/12	0.3601	\$ 9,996,500	12-0046
2/15/2012	313378B67	FHLB (n/a)	\$ 10,000,000	08/15/13	---	0.2600	\$ 10,000,000	12-0061
3/19/2012	313378H20	FHLB Callable (monthly-5)	\$ 10,000,000	12/19/13	04/19/12	0.5000	\$ 10,000,000	12-0091
1/30/2012	313376RT4	FHLB Step Callable (qtrly-5)	\$ 5,000,000	01/30/14	04/30/12	0.2500	\$ 5,000,000	12-0048
1/31/2012	3133EAAG3	FFCB Callable (any>1/29/13-5)	\$ 7,275,000	01/30/14	01/30/13	0.3350	\$ 7,274,636	12-0050
2/21/2012	3133EADY1	FFCB Callable (any>2/20/13-5)	\$ 10,000,000	02/21/14	02/21/13	0.4102	\$ 9,992,000	12-0070
2/24/2012	3133785V9	FHLB Callable (qtrly-5)	\$ 10,000,000	02/24/14	08/24/12	0.3750	\$ 10,000,000	12-0072
2/24/2012	3133785V9	FHLB Callable (qtrly-5)	\$ 5,000,000	02/24/14	08/24/12	0.3750	\$ 5,000,000	12-0073
3/12/2012	313378DB4	FHLB Callable (monthly-5)	\$ 10,000,000	03/12/14	04/12/12	0.5000	\$ 10,000,000	12-0086
1/25/2012	313376R64	FHLB Callable (any>04/24/12-5)	\$ 5,000,000	04/25/14	04/25/12	0.5500	\$ 5,000,000	12-0043
2/28/2012	3133783S8	FHLB Callable (monthly-5)	\$ 5,000,000	05/28/14	04/28/12	0.4500	\$ 5,000,000	12-0079
2/7/2012	3133EACK2	FFCB Callable (any>5/6/12-5)	\$ 5,000,000	08/07/14	05/07/12	0.4000	\$ 5,000,000	12-0053
2/7/2012	3133EACK2	FFCB Callable (any>5/6/12-5)	\$ 10,000,000	08/07/14	05/07/12	0.5602	\$ 9,996,000	12-0054
3/19/2012	3135G0JD6	FNMA Callable (3/19/13-10)	\$ 10,000,000	09/19/14	03/19/13	0.5201	\$ 9,998,000	12-0090
3/30/2012	3135G0JD6	FNMA Callable (3/19/13-10)	\$ 5,000,000	09/19/14	03/19/13	0.5155	\$ 4,999,250	12-0094
2/14/2012	3133EACR7	FFCB Callable (any>5/6/12-5)	\$ 10,000,000	11/07/14	05/07/12	0.9014	\$ 9,988,900	12-0059
3/6/2012	3136FT2A6	FNMA Step Callable (qtrly-10)	\$ 10,000,000	03/06/15	03/06/13	0.4500	\$ 10,000,000	12-0083
3/13/2012	3136FTX20	FNMA Step Callable (qtrly-10)	\$ 10,000,000	03/13/15	09/13/12	0.3752	\$ 10,000,000	12-0087
2/21/2012	3133EADT2	FFCB Callable (any>05/20/12-5)	\$ 10,000,000	05/21/15	05/21/12	0.6200	\$ 10,000,000	12-0069

**TOTAL \$ 295,275,000 0.4593 \$ 294,933,175**

**PLUS: Accrued Interest Purchased: \$ 2,526  
\$ 294,935,701**

## INSURANCE FUND

1/30/2012	3135G0HC0	FNMA Callable (1/30/13-10)	\$ 2,000,000	01/30/15	01/30/13	0.6250	\$ 2,000,000	12-0049
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**TOTAL \$ 2,000,000 0.6250 \$ 2,000,000**

**PLUS: Accrued Interest Purchased: \$ -  
\$ 2,000,000**

# Security Transactions - Purchases by Fund

2nd Qtr FY12

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Call Date	Yield to Call	Ending Unamor Val/Cost	Invest Number
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## FINANCIAL RESERVE FUND

3/30/2012	313378FK2	FHLB Callable (9/5/12-5)	\$ 2,700,000	03/05/14	09/05/12	0.4264	\$ 2,699,460	12-0093
3/29/2012	313378GV7	FHLB Callable (monthly-5)	\$ 1,500,000	03/12/14	04/12/12	0.5000	\$ 1,500,000	12-0092
2/16/2012	3133EABW7	FFCB Callable (any>4/30/12-5)	\$ 1,050,000	05/01/14	05/01/12	0.8599	\$ 1,048,950	12-0067
3/6/2012	3133EABW7	FFCB Callable (any>4/30/12-5)	\$ 3,500,000	05/01/14	05/01/12	0.8704	\$ 3,497,375	12-0082
1/27/2012	3133EAAN8	FFCB Callable (any>4/26/12-5)	\$ 4,000,000	10/27/14	04/27/12	0.7394	\$ 3,998,000	12-0047

**TOTAL \$ 12,750,000 0.7787 \$ 12,743,785**

**PLUS: Accrued Interest Purchased: \$ 2,526  
\$ 12,746,311**

## BOND FUND

2/8/2012	00084BE42	ABN Amro CP	\$ 10,000,000	05/04/12	---	0.4364	\$ 9,989,728	12-0055
1/6/2012	90262CG50	UBS CP	\$ 10,000,000	07/05/12	---	0.7633	\$ 9,962,292	12-0036
1/18/2012	00084BGK4	ABN Amro CP	\$ 10,000,000	07/19/12	---	0.7122	\$ 9,964,417	12-0040
1/25/2012	00084BGR9	ABN Amro CP	\$ 4,000,000	07/25/12	---	0.6510	\$ 3,987,058	12-0044
1/10/2012	7562E0H25	Reckitt Bensc CP	\$ 10,000,000	08/02/12	---	0.3555	\$ 9,980,069	12-0037
2/21/2012	313396A94	FHLMC Discount Note (n/a)	\$ 10,000,000	08/06/12	---	0.1268	\$ 9,994,201	12-0068
1/25/2012	7562E0HA7	Reckitt Bensc CP	\$ 5,000,000	08/10/12	---	0.3555	\$ 4,990,375	12-0045
2/23/2012	00084BHV9	ABN Amro CP	\$ 9,000,000	08/29/12	---	0.5898	\$ 8,972,740	12-0071
2/27/2012	00084BJ47	ABN Amro CP	\$ 14,000,000	09/04/12	---	0.5898	\$ 13,957,144	12-0077
3/6/2012	0027A0JE2	Abbey National CP	\$ 14,000,000	09/14/12	---	0.8349	\$ 13,938,773	12-0084
2/8/2012	7562E0K96	Reckitt Bensc CP	\$ 3,000,000	10/09/12	---	0.4064	\$ 2,991,867	12-0056
2/13/2012	7562E0K96	Reckitt Bensc CP	\$ 5,000,000	10/09/12	---	0.4116	\$ 4,986,556	12-0057
2/1/2012	0027A0KR1	Abbey National CP	\$ 8,000,000	10/25/12	---	1.0609	\$ 7,938,293	12-0051
2/1/2012	90262CKS5	UBS CP	\$ 3,000,000	10/26/12	---	0.7638	\$ 2,983,250	12-0052

**TOTAL \$ 115,000,000 0.5884 \$ 114,636,763**

**PLUS: Accrued Interest Purchased: \$ -  
\$ 114,636,763**

## DEBT SERVICE FUND

1/13/2012	313588XC4	FNMA Discount Note (n/a)	\$ 12,503,000	05/21/12	---	0.0590	\$ 12,500,395	12-0039
2/13/2012	313384XM6	FHLB Discount Note (n/a)	\$ 5,420,000	05/30/12	---	0.0963	\$ 5,418,470	12-0065
2/13/2012	313396XM0	FHLMC Discount Note (n/a)	\$ 7,080,000	05/30/12	---	0.0913	\$ 7,078,106	12-0066
3/12/2012	9127953S8	Treasury Bill (n/a)	\$ 12,500,000	05/31/12	---	0.0608	\$ 12,498,333	12-0089
3/12/2012	9127955L1	Treasury Bill (n/a)	\$ 550,000	11/15/12	---	0.1421	\$ 549,470	12-0088
2/13/2012	3134G1WT7	FHLMC (n/a)	\$ 550,000	11/26/12	---	0.1521	\$ 551,568	12-0064
1/17/2012	313376HV0	FHLB (n/a)	\$ 545,000	11/28/12	---	0.1425	\$ 545,223	12-0038

**TOTAL \$ 39,148,000 0.0735 \$ 39,141,565**

**PLUS: Accrued Interest Purchased: \$ 747  
\$ 39,142,312**

**GRAND TOTAL \$ 464,173,000 0.4696 \$ 463,461,086**

# Security Transactions - Maturities & Calls

2nd Qtr FY12

Sale Date	Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>OPERATING FUND</b>							
1/1/2012	CAL	08/01/13	FHLB Callable (monthly-5)	\$ 5,000,000.00	0.7000	0.7000	\$ 5,000,000 11-0203-01
1/6/2012	MAT	01/06/12	Bankers Acceptance (n/a)	\$ 5,349,000.00	0.3890	0.3890	\$ 5,344,427 12-0002-01
1/6/2012	MAT	01/06/12	Citigroup CP	\$ 15,000,000.00	0.4062	0.4062	\$ 14,976,167 11-0218-01
1/7/2012	CAL	12/07/12	FHLB Callable (monthly-5)	\$ 6,175,000.00	0.4000	0.4000	\$ 6,175,000 12-0012-01
1/13/2012	MAT	01/13/12	ABN AMRO CP	\$ 10,000,000.00	0.3757	0.3757	\$ 9,983,864 11-0214-01
1/25/2012	CAL	08/25/14	FFCB Callable (anytime-5)	\$ 10,000,000.00	0.7500	0.7500	\$ 10,000,000 11-0229-01
1/25/2012	CAL	08/25/14	FFCB Callable (anytime-5)	\$ 10,000,000.00	0.7500	0.7500	\$ 10,000,000 11-0234-01
1/26/2012	CAL	06/21/13	FFCB Callable (anytime-5)	\$ 5,000,000.00	0.5700	0.5700	\$ 5,000,000 11-0167-01
1/27/2012	CAL	03/13/13	FFCB Callable (anytime-5)	\$ 5,000,000.00	0.4800	0.4800	\$ 5,000,000 11-0156-01
1/27/2012	CAL	04/18/13	FFCB Callable (anytime-5)	\$ 5,000,000.00	0.4800	0.4800	\$ 5,000,000 11-0198-01
1/27/2012	CAL	07/24/14	FFCB Callable (any>1/23/12-5)	\$ 5,000,000.00	0.7500	0.7500	\$ 5,000,000 12-0004-01
1/28/2012	PCL	08/10/12	FHLB Callable (qtrly-5)	\$ 4,375,000.00	0.3500	0.3500	\$ 4,375,000 11-0202-01
2/2/2012	CAL	05/23/14	FFCB Callable (anytime-5)	\$ 10,000,000.00	0.6900	0.6900	\$ 10,000,000 11-0227-01
2/2/2012	CAL	02/25/13	FFCB Callable (anytime-5)	\$ 10,000,000.00	0.3600	0.3600	\$ 9,998,500 11-0231-01
2/2/2012	CAL	03/06/14	FFCB Callable (anytime-5)	\$ 10,000,000.00	0.6100	0.6100	\$ 10,000,000 11-0242-01
2/2/2012	CAL	01/24/14	FFCB Callable (anytime-5)	\$ 10,000,000.00	0.6250	0.6250	\$ 10,000,000 12-0005-01
2/9/2012	CAL	03/08/13	FFCB Callable (anytime-5)	\$ 11,375,000.00	0.3668	0.3668	\$ 11,372,156 11-0246-01
2/10/2012	MAT	02/10/12	Prudential CP	\$ 15,000,000.00	0.6510	0.6510	\$ 14,950,400 11-0210-01
2/10/2012	MAT	02/10/12	UBS CP	\$ 10,000,000.00	0.3657	0.3657	\$ 9,981,600 11-0216-01
2/13/2012	MAT	02/13/12	UBS CP	\$ 10,000,000.00	0.3047	0.3047	\$ 9,977,500 11-0135-01
2/14/2012	CAL	03/07/14	FHLB Callable (anytime-5)	\$ 10,000,000.00	0.6250	0.6250	\$ 10,000,000 11-0243-01
2/17/2012	MAT	02/17/12	ABN Amro CP	\$ 10,000,000.00	0.4166	0.4166	\$ 9,978,019 11-0211-01
2/17/2012	CAL	12/10/12	FHLB Callable (qtrly-5)	\$ 5,000,000.00	0.3000	0.3000	\$ 5,000,000 12-0014-01
2/22/2012	CAL	08/22/13	FHLMC Callable (qtrly-5)	\$ 10,000,000.00	0.6000	0.6000	\$ 10,000,000 11-0226-01
2/25/2012	CAL	02/25/14	FHLMC Step Callable (qtrly-5)	\$ 5,000,000.00	0.9975	0.5834	\$ 5,000,000 11-0232-01
2/25/2012	CAL	02/25/14	FHLMC Step Callable (qtrly-5)	\$ 10,000,000.00	0.9894	0.5566	\$ 10,002,000 11-0233-01
2/28/2012	CAL	11/28/12	FHLB Callable (qtrly-5)	\$ 10,000,000.00	0.2500	0.2500	\$ 10,000,000 12-0020-01
3/1/2012	CAL	09/12/12	FHLB Callable (qtrly-5)	\$ 10,000,000.00	0.3500	0.3500	\$ 10,000,000 11-0239-01
3/2/2012	MAT	03/02/12	Prudential CP	\$ 15,000,000.00	0.6612	0.6612	\$ 14,950,708 11-0240-01
3/6/2012	CAL	09/06/13	FNMA Callable (qtrly-10)	\$ 10,000,000.00	0.5000	0.5000	\$ 10,000,000 12-0026-01
3/9/2012	CAL	09/09/14	FNMA Step Callable (qtrly-10)	\$ 10,000,000.00	1.0043	0.5418	\$ 10,000,000 11-0244-01
3/9/2012	CAL	09/09/14	FNMA Step Callable (qtrly-10)	\$ 10,000,000.00	0.8311	0.5001	\$ 10,000,000 11-0245-01
3/13/2012	CAL	03/13/13	FHLMC Callable (qtrly-5)	\$ 10,000,000.00	0.5000	0.5000	\$ 10,000,000 11-0250-01
3/28/2012	CAL	06/28/13	FHLB Callable (qtrly-5)	\$ 5,000,000.00	0.6000	0.6000	\$ 5,000,000 11-0172-01
3/28/2012	CAL	09/28/12	FHLB Callable (qtrly-5)	\$ 10,000,000.00	0.3000	0.3000	\$ 10,000,000 11-0256-01
3/29/2012	CAL	07/16/12	FHLB Callable (qtrly-5)	\$ 5,000,000.00	0.3300	0.3300	\$ 5,000,000 11-0180-01
<b>TOTAL</b>				<b>\$ 317,274,000.00</b>	<b>0.5585</b>	<b>0.4929</b>	<b>\$ 317,065,341</b>
<b>FINANCIAL RESERVE FUND</b>							
3/28/2012	CAL	03/28/14	FFCB Callable (any>3/27/12-5)	\$ 1,500,000.00	1.4263	1.4263	\$ 1,497,750 11-0100-01
3/30/2012	CAL	12/30/13	FHLB Callable (qtrly-5)	\$ 1,000,000.00	0.8750	0.8750	\$ 1,000,000 11-0187-01
3/30/2012	CAL	12/30/14	FHLB Step Callable (qtrly-5)	\$ 1,700,000.00	1.4542	0.7500	\$ 1,700,000 11-0184-01
2/14/2012	MAT	02/14/12	FNMA (n/a)	\$ 1,000,000.00	3.6250	3.6250	\$ 1,000,000 08-0066-01
3/6/2012	CAL	03/06/14	FNMA Callable (qtrly-10)	\$ 3,500,000.00	0.6000	0.6000	\$ 3,500,000 11-0258-01
1/27/2012	CAL	01/27/14	FNMA Step Callable (1/27/12-10)	\$ 4,000,000.00	0.7500	0.7500	\$ 4,000,000 11-0079-01
<b>TOTAL</b>				<b>\$ 12,700,000.00</b>	<b>1.1464</b>	<b>1.0034</b>	<b>\$ 12,697,750</b>

# Security Transactions - Maturities & Calls

2nd Qtr FY12

Sale Date		Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>BOND FUND</b>								
1/6/2012	MAT	01/06/12	Bankers Acceptance (n/a)	\$ 2,500,000.00	0.3071	0.3071	\$ 2,496,313	11-0195-01
2/10/2012	MAT	02/10/12	Reckitt Bensk CP	\$ 5,000,000.00	0.4167	0.4167	\$ 4,984,625	11-0129-01
1/6/2012	MAT	01/06/12	Citigroup CP	\$ 10,000,000.00	0.3250	0.3250	\$ 9,979,111	11-0130-01
3/1/2012	MAT	03/01/12	Citigroup CP	\$ 5,000,000.00	0.3556	0.3556	\$ 4,987,653	11-0169-01
1/17/2012	MAT	01/17/12	ABN Amro CP	\$ 10,000,000.00	0.3351	0.3351	\$ 9,982,858	11-0197-01
2/1/2012	MAT	02/01/12	ABN Amro CP	\$ 15,000,000.00	0.3758	0.3758	\$ 14,971,633	11-0204-01
2/27/2012	MAT	02/27/12	ABN Amro CP	\$ 15,000,000.00	0.4064	0.4064	\$ 14,965,500	11-0205-01
2/1/2012	MAT	02/01/12	Abbey National CP	\$ 10,000,000.00	0.6204	0.6204	\$ 9,969,500	11-0207-01
1/30/2012	MAT	01/30/12	Citigroup CP	\$ 10,000,000.00	0.3148	0.3148	\$ 9,984,672	11-0208-01
3/5/2012	MAT	03/05/12	Abbey National CP	\$ 15,000,000.00	0.6919	0.6919	\$ 14,940,500	11-0209-01
1/13/2012	MAT	01/13/12	ABN AMRO CP	\$ 10,000,000.00	0.3757	0.3757	\$ 9,983,864	11-0212-01
2/24/2012	MAT	02/24/12	Prudential CP	\$ 13,000,000.00	0.5779	0.5779	\$ 12,980,680	12-0015-01
2/27/2012	MAT	02/27/12	UBS CP	\$ 10,000,000.00	0.5075	0.5075	\$ 9,988,333	12-0022-01
2/3/2012	CAL	06/03/13	FHLB Callable (qtrly-5)	\$ 15,000,000.00	0.6000	0.6000	\$ 15,000,000	11-0043-01
3/21/2012	CAL	03/21/13	FHLB Callable (qtrly-5)	\$ 5,000,000.00	0.7174	0.5230	\$ 5,025,600	11-0139-01
1/17/2012	MAT	01/17/12	FHLB (n/a)	\$ 10,000,000.00	0.1536	0.1536	\$ 9,999,200	11-0158-01
1/25/2012	CAL	07/25/13	FHLMC Callable (qtrly-5)	\$ 15,000,000.00	0.7500	0.7500	\$ 15,000,000	11-0023-01
<b>TOTAL</b>				<b>\$ 175,500,000.00</b>	<b>0.5229</b>	<b>0.5107</b>	<b>\$ 175,240,043</b>	
<b>INSURANCE FUND</b>								
1/25/2012	CAL	07/25/14	FHLMC Step Callable (qtrly-5)	\$ 2,000,000.00	1.4280	0.5000	\$ 2,000,000	11-0199-01
<b>TOTAL</b>				<b>\$ 2,000,000.00</b>	<b>1.4280</b>	<b>0.5000</b>	<b>\$ 2,000,000</b>	
<b>GRAND TOTAL</b>				<b>\$ 507,474,000.00</b>	<b>0.5707</b>	<b>0.5168</b>	<b>\$ 507,003,134</b>	

# Current Portfolio - Total

2nd Qtr FY12

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
Prudential CP	7443M2DA1	\$ 10,000,000	0.000	04/10/12	0.6707	0.6707	\$ 9,998,350	\$ 9,999,000	12/09/11	12-0028
Citigroup CP	17307RDD3	\$ 10,000,000	0.000	04/13/12	0.4472	0.4472	\$ 9,998,533	\$ 9,999,000	08/10/11	11-0215
FNMA (n/a)	31398AWK4	\$ 10,000,000	1.875	04/20/12	0.2031	0.2031	\$ 10,008,811	\$ 10,008,800	06/08/11	11-0151
Citigroup CP	17307RDL5	\$ 10,000,000	0.000	04/20/12	0.4472	0.4472	\$ 9,997,678	\$ 9,998,000	08/15/11	11-0217
FFCB (n/a)	31331GNQ8	\$ 4,685,000	2.250	04/24/12	0.4143	0.4143	\$ 4,690,474	\$ 4,691,091	02/09/11	11-0081
Abbey National CP	0027A0DT5	\$ 15,000,000	0.000	04/27/12	0.7842	0.7842	\$ 14,991,658	\$ 14,998,500	08/04/11	11-0206
Abbey National CP	0027A0E23	\$ 15,000,000	0.000	05/02/12	0.7842	0.7842	\$ 14,990,054	\$ 14,998,500	08/09/11	11-0213
ABN Amro CP	00084BE42	\$ 10,000,000	0.000	05/04/12	0.4364	0.4364	\$ 9,996,058	\$ 9,996,000	02/08/12	12-0055
FHLMC Discount (n/a)	313396WV1	\$ 32,219	0.000	05/14/12	0.0710	0.0710	\$ 32,217	\$ 32,218	11/16/11	12-0017
FHLMC Discount (n/a)	313396WV1	\$ 10,009,781	0.000	05/14/12	0.0710	0.0710	\$ 10,008,944	\$ 10,009,430	11/16/11	12-0018
FFCB (n/a)	31331KKT6	\$ 5,000,000	0.210	05/16/12	0.2100	0.2100	\$ 5,000,000	\$ 5,000,800	05/16/11	11-0131
FNMA (n/a)	31398ABX9	\$ 5,950,000	4.875	05/18/12	0.0913	0.0913	\$ 5,987,143	\$ 5,986,236	12/12/11	12-0035
FHLB (n/a)	3133XXPV3	\$ 5,000,000	1.125	05/18/12	0.2170	0.2170	\$ 5,005,917	\$ 5,006,550	05/09/11	11-0123
FHLB (n/a)	3133XXPV3	\$ 5,000,000	1.125	05/18/12	0.2235	0.2235	\$ 5,005,875	\$ 5,006,550	05/10/11	11-0125
FNMA Discount Note (n/a)	313588XC4	\$ 12,503,000	0.000	05/21/12	0.0590	0.0590	\$ 12,501,990	\$ 12,502,487	01/13/12	12-0039
FFCB (n/a)	31331KLQ1	\$ 5,000,000	0.200	05/23/12	0.2000	0.2000	\$ 5,000,000	\$ 5,000,200	05/23/11	11-0138
FFCB (n/a)	31331KLQ1	\$ 5,000,000	0.200	05/23/12	0.2000	0.2000	\$ 5,000,000	\$ 5,000,200	05/23/11	11-0140
FHLMC Discount Note (n/a)	313396XM0	\$ 7,080,000	0.000	05/30/12	0.0913	0.0913	\$ 7,078,956	\$ 7,079,660	02/13/12	12-0066
FHLB Discount Note (n/a)	313384XM6	\$ 5,420,000	0.000	05/30/12	0.0963	0.0963	\$ 5,419,156	\$ 5,419,740	02/13/12	12-0065
Treasury Bill (n/a)	9127953S8	\$ 12,500,000	0.000	05/31/12	0.0608	0.0608	\$ 12,498,750	\$ 12,498,875	03/12/12	12-0089
FHLB Discount Note (n/a)	313384XP9	\$ 8,410,000	0.000	06/01/12	0.0659	0.0659	\$ 8,409,074	\$ 8,409,302	12/12/11	12-0034
UBS CP	90262CF69	\$ 10,000,000	0.000	06/06/12	0.7123	0.7123	\$ 9,987,167	\$ 9,991,000	12/06/11	12-0024
Reckitt Bensc CP	7562E0F84	\$ 10,000,000	0.000	06/08/12	0.5068	0.5068	\$ 9,990,582	\$ 9,990,000	11/22/11	12-0016
FFCB (n/a)	31331G6G9	\$ 4,800,000	1.125	06/11/12	1.1852	1.1852	\$ 4,799,446	\$ 4,808,448	07/01/11	10-0050
FFCB (n/a)	31331GYP8	\$ 5,000,000	2.125	06/18/12	0.2334	0.2334	\$ 5,020,194	\$ 5,021,050	06/15/11	11-0157
FFCB (n/a)	31331KPJ3	\$ 5,000,000	0.240	06/20/12	0.2286	0.2286	\$ 5,000,125	\$ 5,001,550	06/20/11	11-0161
FNMA (n/a)	31398AP71	\$ 5,000,000	1.250	06/22/12	0.2541	0.2541	\$ 5,011,180	\$ 5,012,500	05/06/11	11-0122
FNMA (n/a)	31398AP71	\$ 5,000,000	1.250	06/22/12	0.2543	0.2543	\$ 5,011,179	\$ 5,012,500	05/20/11	11-0137
UBS CP	90262CG50	\$ 10,000,000	0.000	07/05/12	0.7633	0.7633	\$ 9,980,208	\$ 9,985,000	01/06/12	12-0036
ABN Amro CP	00084BGK4	\$ 10,000,000	0.000	07/19/12	0.7122	0.7122	\$ 9,978,806	\$ 9,981,000	01/18/12	12-0040
ABN Amro CP	00084BGR9	\$ 4,000,000	0.000	07/25/12	0.6510	0.6510	\$ 3,991,822	\$ 3,992,000	01/25/12	12-0044
FHLMC (n/a)	3137EACK3	\$ 10,000,000	1.125	07/27/12	0.3247	0.3247	\$ 10,025,714	\$ 10,031,500	05/04/11	11-0120
Reckitt Bensc CP	7562E0H25	\$ 10,000,000	0.000	08/02/12	0.3555	0.3555	\$ 9,988,042	\$ 9,977,000	01/10/12	12-0037
FHLMC Discount Note (n/a)	313396A94	\$ 10,000,000	0.000	08/06/12	0.1268	0.1268	\$ 9,995,590	\$ 9,995,000	02/21/12	12-0068
FHLB Callable (qtrly-5)	313374SU5	\$ 625,000	0.350	08/10/12	0.3500	0.3500	\$ 625,000	\$ 625,088	07/28/11	11-0202
Reckitt Bensc CP	7562E0HA7	\$ 5,000,000	0.000	08/10/12	0.3555	0.3555	\$ 4,993,632	\$ 4,987,500	01/25/12	12-0045
Reckitt Bensc CP	7562E0HA7	\$ 10,000,000	0.000	08/10/12	0.3555	0.3555	\$ 9,987,264	\$ 9,975,000	01/23/12	12-0041
ABN Amro CP	00084BHD9	\$ 6,000,000	0.000	08/13/12	0.5796	0.5796	\$ 5,987,270	\$ 5,985,000	02/13/12	12-0058
UBS CP	90262CHF7	\$ 10,000,000	0.000	08/15/12	0.6649	0.6649	\$ 9,975,309	\$ 9,974,000	02/16/12	12-0063
Prudential CP	7443M2HQ2	\$ 10,000,000	0.000	08/24/12	0.7122	0.7122	\$ 9,971,806	\$ 9,971,000	02/24/12	12-0075
ABN Amro CP	00084BHV9	\$ 9,000,000	0.000	08/29/12	0.5898	0.5898	\$ 8,978,250	\$ 8,973,000	02/23/12	12-0071
ABN Amro CP	00084BJ47	\$ 14,000,000	0.000	09/04/12	0.5898	0.5898	\$ 13,964,813	\$ 13,955,200	02/27/12	12-0077
Reckitt Bensc CP	7562E0JC1	\$ 10,000,000	0.000	09/12/12	0.4064	0.4064	\$ 9,981,778	\$ 9,965,000	01/24/12	12-0042
Abbey National CP	0027A0JE2	\$ 14,000,000	0.000	09/14/12	0.8349	0.8349	\$ 13,947,064	\$ 13,949,600	03/06/12	12-0084
Prudential CP	7443M2JS6	\$ 14,000,000	0.000	09/26/12	0.7429	0.7429	\$ 13,949,468	\$ 13,942,600	03/07/12	12-0085
Reckitt Bensc CP	7562E0K96	\$ 3,000,000	0.000	10/09/12	0.4064	0.4064	\$ 2,993,633	\$ 2,992,500	02/08/12	12-0056
Reckitt Bensc CP	7562E0K96	\$ 5,000,000	0.000	10/09/12	0.4116	0.4116	\$ 4,989,256	\$ 4,987,500	02/13/12	12-0057
Abbey National CP	0027A0KR1	\$ 8,000,000	0.000	10/25/12	1.0609	1.0609	\$ 7,952,160	\$ 7,980,800	02/01/12	12-0051
UBS CP	90262CKS5	\$ 3,000,000	0.000	10/26/12	0.7638	0.7638	\$ 2,987,000	\$ 2,983,800	02/01/12	12-0052
Treasury Bill (n/a)	9127955L1	\$ 550,000	0.000	11/15/12	0.1421	0.1421	\$ 549,512	\$ 549,550	03/12/12	12-0088



# Current Portfolio - Total

2nd Qtr FY12

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FHLB Callable (qtrly-5)	313376A70	\$ 10,000,000	0.320	11/23/12	0.3200	0.3200	\$ 10,000,000	\$ 10,002,200	11/16/11	12-0013
Prudential CP	7443M2LP9	\$ 18,000,000	0.000	11/23/12	0.8866	0.8866	\$ 17,897,340	\$ 17,884,800	02/27/12	12-0076
FHLMC (n/a)	3134G1WT7	\$ 550,000	0.515	11/26/12	0.1521	0.1521	\$ 551,302	\$ 551,155	02/13/12	12-0064
FHLMC (n/a)	3134G1WT7	\$ 698,000	0.515	11/26/12	0.1933	0.1933	\$ 699,464	\$ 699,466	12/12/11	12-0033
FHLB (n/a)	313376HV0	\$ 545,000	0.190	11/28/12	0.1425	0.1425	\$ 545,170	\$ 545,022	01/17/12	12-0038
FHLB (n/a)	3133744N7	\$ 8,500,000	0.330	11/30/12	0.3300	0.3300	\$ 8,500,000	\$ 8,506,120	06/10/11	11-0153
FHLB Callable (qtrly-5)	313374DB3	\$ 5,000,000	0.350	12/28/12	0.3500	0.3500	\$ 5,000,000	\$ 5,001,200	06/28/11	11-0173
FHLB Callable (qtrly-5)	313376G33	\$ 13,000,000	0.325	01/07/13	0.3250	0.3250	\$ 13,000,000	\$ 13,000,000	12/07/11	12-0025
FFCB (n/a)	3133EADF2	\$ 10,000,000	0.150	02/15/13	0.1727	0.1727	\$ 9,998,020	\$ 9,994,100	02/15/12	12-0060
FHLB Callable (monthly-5)	3133785B3	\$ 10,000,000	0.230	03/05/13	0.2300	0.2300	\$ 10,000,000	\$ 10,000,200	03/05/12	12-0081
FHLB Callable (monthly-5)	3133785B3	\$ 10,000,000	0.230	03/05/13	0.2500	0.4701	\$ 9,999,733	\$ 10,000,200	03/05/12	12-0080
FHLB Callable (monthly-5)	3133785H0	\$ 10,000,000	0.230	03/08/13	0.2300	0.2300	\$ 10,000,000	\$ 9,997,000	02/28/12	12-0078
FHLB Callable (qtrly-5)	3133784N8	\$ 10,000,000	0.200	03/08/13	0.2000	0.2000	\$ 10,000,000	\$ 9,997,200	02/24/12	12-0074
FHLB (n/a)	3133766Q3	\$ 5,000,000	0.370	04/26/13	0.3700	0.3700	\$ 5,000,000	\$ 5,007,000	10/26/11	12-0008
FFCB (n/a)	31331KQF0	\$ 5,000,000	0.400	04/29/13	0.4000	0.4000	\$ 5,000,000	\$ 5,007,350	06/29/11	11-0181
FFCB (n/a)	31331KQF0	\$ 5,000,000	0.400	04/29/13	0.4000	0.4000	\$ 5,000,000	\$ 5,007,350	06/29/11	11-0183
FHLB (n/a)	313376XG5	\$ 10,000,000	0.200	04/30/13	0.2166	0.2166	\$ 9,998,211	\$ 9,993,900	02/15/12	12-0062
FHLB Callable (11/1/2012-5)	3133765Y7	\$ 10,000,000	0.400	05/01/13	0.4000	0.4000	\$ 10,000,000	\$ 10,001,500	11/01/11	12-0010
FNMA (n/a)	3136FPWF0	\$ 15,000,000	0.650	05/09/13	0.6500	0.6500	\$ 15,000,000	\$ 15,044,550	11/09/10	11-0051
FFCB Callable (anytime-5)	31331KTZ3	\$ 8,000,000	0.400	05/10/13	0.4000	0.4000	\$ 8,000,000	\$ 8,000,080	08/24/11	11-0228
FFCB Callable (anytime-5)	31331KTZ3	\$ 10,000,000	0.400	05/10/13	0.4000	0.4000	\$ 10,000,000	\$ 10,000,100	08/25/11	11-0230
FHLB (n/a)	313376JB2	\$ 10,000,000	0.360	06/12/13	0.3600	0.3600	\$ 10,000,000	\$ 10,009,400	12/12/11	12-0029
FFCB Callable (anytime-5)	31331K3X6	\$ 5,000,000	0.280	06/20/13	0.3001	0.4001	\$ 5,000,000	\$ 5,021,050	12/20/11	12-0031
FHLMC Callable (qtrly-5)	3134G2NL2	\$ 5,000,000	0.650	07/05/13	0.6500	0.6500	\$ 5,000,000	\$ 5,000,250	07/05/11	11-0189
FFCB Callable (any>7/4/12-5)	31331KQK9	\$ 5,000,000	0.570	07/05/13	0.5700	0.5700	\$ 5,000,000	\$ 5,004,550	07/05/11	11-0188
FFCB Callable (any>4/25/12-5)	3133EAAAY4	\$ 10,000,000	0.220	07/26/13	0.2434	0.3601	\$ 9,999,028	\$ 9,986,500	01/26/12	12-0046
FHLB (n/a)	313378B67	\$ 10,000,000	0.260	08/15/13	0.2600	0.2600	\$ 10,000,000	\$ 9,997,600	02/15/12	12-0061
FFCB Callable (anytime-5)	31331KUV0	\$ 10,000,000	0.430	08/22/13	0.4300	0.4300	\$ 10,000,000	\$ 9,995,300	08/22/11	11-0225
FHLMC Callable (9/6/12-5)	3134G2YK2	\$ 10,000,000	0.450	09/06/13	0.4500	0.4500	\$ 10,000,000	\$ 9,999,800	09/06/11	11-0241
FHLB Callable (6/27/12-5)	3133747F1	\$ 5,000,000	0.700	09/27/13	0.7000	0.7000	\$ 5,000,000	\$ 5,005,500	06/28/11	11-0176
FNMA Callable (qtrly-10)	3135G0DR1	\$ 10,000,000	0.500	10/03/13	0.5000	0.5000	\$ 10,000,000	\$ 10,000,200	10/03/11	12-0001
FFCB Callable (anytime-5)	31331KH78	\$ 5,000,000	0.520	10/24/13	0.5200	0.5200	\$ 5,000,000	\$ 5,000,400	10/24/11	12-0003
FNMA Callable (qtrly-10)	3135G0EH2	\$ 10,000,000	0.625	10/25/13	0.6250	0.6250	\$ 10,000,000	\$ 10,002,000	10/25/11	12-0006
FHLMC Callable (qtrly-5)	3134G22H4	\$ 10,000,000	0.700	11/04/13	0.7000	0.7000	\$ 10,000,000	\$ 10,004,200	11/04/11	12-0011
FFCB Callable (anytime-5)	31331KUW8	\$ 10,000,000	0.500	11/18/13	0.5000	0.5000	\$ 10,000,000	\$ 10,000,600	08/18/11	11-0219
FFCB (n/a)	31331KPD6	\$ 5,000,000	0.625	11/20/13	0.6250	0.6250	\$ 5,000,000	\$ 5,016,750	06/20/11	11-0163
FNMA Callable (qtrly-10)	3135G0GG2	\$ 5,000,000	0.750	12/06/13	0.7500	0.7500	\$ 5,000,000	\$ 5,001,250	12/06/11	12-0023
FHLB Callable (anytime-5)	313375EJ2	\$ 10,000,000	0.550	12/12/13	0.5500	0.5500	\$ 10,000,000	\$ 10,000,600	09/12/11	11-0247
FFCB Callable (anytime-5)	31331KYF1	\$ 10,000,000	0.510	12/16/13	0.5100	0.5100	\$ 10,000,000	\$ 10,000,700	09/16/11	11-0252
FHLB Callable (monthly-5)	313378H20	\$ 10,000,000	0.500	12/19/13	0.5000	0.5000	\$ 10,000,000	\$ 10,001,900	03/19/12	12-0091
FHLMC (n/a)	3137EABX6	\$ 200,000	2.500	01/07/14	2.5850	2.5850	\$ 199,718	\$ 207,518	03/06/09	09-0060
FHLB Step Callable (qtrly-5)	313376RT4	\$ 5,000,000	0.250	01/30/14	0.6240	0.2500	\$ 5,000,000	\$ 5,000,400	01/30/12	12-0048
FFCB Callable (any>1/29/13-5)	3133EAAG3	\$ 7,275,000	0.330	01/30/14	0.3325	0.3350	\$ 7,274,697	\$ 7,264,088	01/31/12	12-0050
FFCB Callable (any>2/20/13-5)	3133EADY1	\$ 10,000,000	0.330	02/21/14	0.3702	0.4102	\$ 9,992,889	\$ 9,991,300	02/21/12	12-0070
FHLB Callable (qtrly-5)	3133785V9	\$ 10,000,000	0.375	02/24/14	0.3750	0.3750	\$ 10,000,000	\$ 9,995,500	02/24/12	12-0072
FHLB Callable (qtrly-5)	3133785V9	\$ 5,000,000	0.375	02/24/14	0.3750	0.3750	\$ 5,000,000	\$ 4,997,750	02/24/12	12-0073
FHLB Callable (9/5/12-5)	313378FK2	\$ 2,700,000	0.380	03/05/14	0.3904	0.4264	\$ 2,699,463	\$ 2,697,516	03/30/12	12-0093
FHLB Callable (monthly-5)	313378DB4	\$ 10,000,000	0.500	03/12/14	0.5000	0.5000	\$ 10,000,000	\$ 9,999,800	03/12/12	12-0086
FHLB Callable (monthly-5)	313378GV7	\$ 1,500,000	0.500	03/12/14	0.5000	0.5000	\$ 1,500,000	\$ 1,499,670	03/29/12	12-0092
FHLMC Callable (qtrly-5)	3134G3GB0	\$ 8,600,000	0.625	03/27/14	0.6250	0.6250	\$ 8,600,000	\$ 8,603,698	12/27/11	12-0032

# Current Portfolio - Total

2nd Qtr FY12

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FHLB Callable (any>04/24/12-5)	313376R64	\$ 5,000,000	0.550	04/25/14	0.5500	0.5500	\$ 5,000,000	\$ 5,000,750	01/25/12	12-0043
FNMA Callable (qtrly-10)	3136FTGL7	\$ 10,000,000	0.700	04/25/14	0.7000	0.7000	\$ 10,000,000	\$ 10,023,200	10/25/11	12-0007
FHLMC Callable (qtrly-5)	3134G23A8	\$ 5,000,000	0.750	05/01/14	0.7540	0.7701	\$ 4,999,917	\$ 5,001,800	11/01/11	12-0009
FFCB Callable (any>4/30/12-5)	3133EABW7	\$ 1,050,000	0.380	05/01/14	0.4256	0.8599	\$ 1,049,580	\$ 1,048,310	02/16/12	12-0067
FFCB Callable (any>4/30/12-5)	3133EABW7	\$ 3,500,000	0.380	05/01/14	0.4150	0.8704	\$ 3,498,568	\$ 3,494,365	03/06/12	12-0082
FHLB Callable (monthly-5)	3133783S8	\$ 5,000,000	0.450	05/28/14	0.4500	0.4500	\$ 5,000,000	\$ 4,999,000	02/28/12	12-0079
FNMA Step Callable (qtrly-10)	3136FTRW1	\$ 7,750,000	0.500	05/29/14	0.8184	0.5000	\$ 7,750,000	\$ 7,752,558	11/29/11	12-0021
FNMA Step Callable (qtrly-10)	3136FR5W9	\$ 5,500,000	0.375	06/27/14	0.7140	0.3750	\$ 5,500,000	\$ 5,498,570	09/27/11	11-0255
FFCB Callable (any>5/6/12-5)	3133EACK2	\$ 5,000,000	0.400	08/07/14	0.4000	0.4000	\$ 5,000,000	\$ 4,991,200	02/07/12	12-0053
FFCB Callable (any>5/6/12-5)	3133EACK2	\$ 10,000,000	0.400	08/07/14	0.4161	0.5602	\$ 9,998,400	\$ 9,982,400	02/07/12	12-0054
FHLB Callable (qtrly-5)	313375CH8	\$ 3,000,000	0.650	08/22/14	0.6500	0.6500	\$ 3,000,000	\$ 3,004,500	08/22/11	11-0221
FHLB Callable (qtrly-5)	313375CH8	\$ 5,000,000	0.650	08/22/14	0.6669	0.7003	\$ 4,999,021	\$ 5,007,500	08/22/11	11-0223
FNMA Callable (8/28/12-10)	3135G0CN1	\$ 1,330,000	0.650	08/28/14	0.6584	0.6752	\$ 1,329,864	\$ 1,330,226	08/29/11	11-0237
FHLMC Step Callable (qtrly-5)	3134G2ZT2	\$ 10,000,000	0.500	09/12/14	0.9745	0.5001	\$ 10,000,000	\$ 10,008,700	09/12/11	11-0248
FNMA Callable (3/19/13-10)	3135G0JD6	\$ 5,000,000	0.500	09/19/14	0.5061	0.5155	\$ 4,999,252	\$ 4,993,150	03/30/12	12-0094
FNMA Callable (3/19/13-10)	3135G0JD6	\$ 10,000,000	0.500	09/19/14	0.5081	0.5201	\$ 9,998,067	\$ 9,986,300	03/19/12	12-0090
FNMA Callable (qtrly-10)	3136FTBT5	\$ 1,500,000	0.750	10/01/14	0.7500	0.7500	\$ 1,500,000	\$ 1,502,475	09/30/11	11-0257
FFCB Callable (any>4/26/12-5)	3133EAA8	\$ 4,000,000	0.540	10/27/14	0.5584	0.7394	\$ 3,999,422	\$ 3,996,200	01/27/12	12-0047
FFCB Callable (any>5/6/12-5)	3133EACR7	\$ 10,000,000	0.420	11/07/14	0.4610	0.9014	\$ 9,995,186	\$ 9,960,200	02/14/12	12-0059
FNMA Step Callable (qtrly-10)	3136FTRR2	\$ 5,000,000	0.750	11/25/14	1.2453	0.7500	\$ 5,000,000	\$ 5,003,050	11/25/11	12-0019
FHLMC Step Callable (qtrly-5)	3134G3BY5	\$ 5,000,000	0.750	12/19/14	1.1006	0.7500	\$ 5,000,000	\$ 5,010,900	12/19/11	12-0030
FHLB Callable (6/29/12-5)	313374AZ3	\$ 3,570,000	1.200	12/29/14	1.2000	1.2000	\$ 3,570,000	\$ 3,577,390	06/29/11	11-0178
FHLB Callable (6/29/12-5)	3134G2PM8	\$ 5,900,000	1.250	12/29/14	1.2500	1.2500	\$ 5,900,000	\$ 5,914,927	06/29/11	11-0182
FNMA Callable (1/30/13-10)	3135G0HC0	\$ 2,000,000	0.625	01/30/15	0.6250	0.6250	\$ 2,000,000	\$ 1,998,060	01/30/12	12-0049
FNMA Step Callable (qtrly-10)	3136FT2A6	\$ 10,000,000	0.450	03/06/15	0.4500	0.4500	\$ 10,000,000	\$ 9,988,800	03/06/12	12-0083
FNMA Step Callable (qtrly-10)	3136FTX20	\$ 10,000,000	0.375	03/13/15	0.7246	0.3752	\$ 10,000,000	\$ 9,982,200	03/13/12	12-0087
FFCB Callable (any>05/20/12-5)	3133EADT2	\$ 10,000,000	0.620	05/21/15	0.6200	0.6200	\$ 10,000,000	\$ 9,930,700	02/21/12	12-0069
Amegy AIM1	MMF	\$ 40,046	0.020	---	0.0201	0.0201	\$ 40,046	\$ 40,046	09/30/01	AR-0002
Blackrock - Op	MMF	\$ 24,727,055	0.131	---	0.1305	0.1305	\$ 24,727,055	\$ 24,727,055	10/31/01	AR-0001
Blackrock Fin Reserve	MMF	\$ 39,431	0.141	---	0.1412	0.1412	\$ 39,431	\$ 39,431	09/30/01	AR-0006
Bond SEAF - Western	MMF	\$ 10,362,167	0.229	---	0.2292	0.2292	\$ 10,362,167	\$ 10,362,167	08/31/08	AR-0015
Bond SEAF - Fidelity	MMF	\$ 9,163,691	0.197	---	0.1974	0.1974	\$ 9,163,691	\$ 9,163,691	07/31/08	AR-0014
Bond SEAF - Wells Fargo	MMF	\$ 530,804	0.071	---	0.0709	0.0709	\$ 530,804	\$ 530,804	06/30/08	AR-0013
Fidelity Op MMF	MMF	\$ 25,388,326	0.198	---	0.1979	0.1979	\$ 25,388,326	\$ 25,388,326	08/31/11	AR-0023
Invesco	MMF	\$ 19,720,076	0.119	---	0.1186	0.1186	\$ 19,720,076	\$ 19,720,076	04/16/03	AR-0008
RTR N. Carrollton	MMF	\$ 2,314,765	0.135	---	0.1346	0.1346	\$ 2,314,765	\$ 2,314,765	02/17/10	AR-0021
RTR Plano Park & Ride	MMF	\$ 8,054,646	0.000	---	0.0000	0.0000	\$ 8,054,646	\$ 8,054,646	02/16/10	AR-0019
Street Car Fund - Wells	MMF	\$ 922,133	0.000	---	0.0000	0.0000	\$ 922,133	\$ 922,133	12/10/10	AR-0022
<b>GRAND TOTALS</b>		<b>\$ 1,042,496,141</b>	<b>0.3590</b>		<b>0.4586</b>	<b>0.4536</b>	<b>\$ 1,042,038,363</b>	<b>\$ 1,042,033,677</b>		

# Portfolio Analysis by Fund

2nd Qtr FY12

( \$ = 000's )	Gen Oper	Fin Res	Insurance	State / Other	Debt Srv	Bond	TOTAL
Par Value	\$692,940	\$31,689	\$13,730	\$11,292	\$64,288	\$228,557	\$1,042,496
Market Value	\$692,615	\$31,686	\$13,750	\$11,292	\$64,323	\$228,368	\$1,042,034
Unrealized Gain (Loss)	<u>-\$92</u>	<u>\$0</u>	<u>\$20</u>	<u>\$0</u>	<u>\$1</u>	<u>\$65</u>	<u>-\$5</u>
Ending Amortized Book Value	\$692,707	\$31,686	\$13,730	\$11,292	\$64,322	\$228,303	\$1,042,038
Accrued Interest	<u>\$618</u>	<u>\$36</u>	<u>\$30</u>	<u>\$0</u>	<u>\$90</u>	<u>\$195</u>	<u>\$968</u>
Total Book Value	\$693,325	\$31,722	\$13,759	\$11,292	\$64,411	\$228,497	\$1,043,006
Cash Balance	<u>\$835</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$835</u>
<b>TOTAL FUND VALUE</b>	<u>\$694,160</u>	<u>\$31,722</u>	<u>\$13,759</u>	<u>\$11,292</u>	<u>\$64,411</u>	<u>\$228,497</u>	<u>\$1,043,842</u>
<b>Liquid Securities (Mkt. value)</b>	\$104,523						\$104,523
Yield to Call	0.46%	0.69%	0.92%	0.03%	0.08%	0.51%	0.45%
Wgt. Average Maturity (days)	473	677	914	1	32	113	381
<b>KEY COMPLIANCE TARGETS</b>							
Minimum Requirement	\$63,935	\$22,000	\$13,491 <sup>1</sup>				
Maximum Average Maturity	18 Months	30 Months	48 Months	1 Day	12 Months	30 Months	
Max. Average Maturity (days)	548	912	1,460	1	365	912	
Is Fund in Compliance ?	Yes	Yes	Yes	Yes	Yes	Yes	
<b>INVESTMENT COMPARISON</b>							
6-Month T-Bill	0.14%	0.14%	0.14%	0.14%	0.14%	0.14%	0.14%
Wgt Average Fund Variance	0.32%	0.55%	0.78%	-0.11%	-0.06%	0.37%	0.32%

## Notes:

<sup>1</sup> The minimum requirement for the Insurance Fund = G/L liability for the current month plus D & O Liability coverage.

# Change in Market Value of Investments

2nd Qtr FY12

Fund	Security Description	Rate	Maturity	Call Date	Par Value	12/31/11 Market Value	3/31/12 Market Value	Change from Prior Quarter
Operating	FHLMC (n/a)	2.500	01/07/14	---	\$ 200,000	\$ 208,222	\$ 207,518	\$ (704)
Fin Reserve	FFCB (n/a)	1.125	06/11/12	---	\$ 4,800,000	\$ 4,815,456	\$ 4,808,448	\$ (7,008)
Bond	FNMA (n/a)	0.650	05/09/13	---	\$ 15,000,000	\$ 15,043,650	\$ 15,044,550	\$ 900
Operating	FFCB (n/a)	2.250	04/24/12	---	\$ 4,685,000	\$ 4,716,764	\$ 4,691,091	\$ (25,674)
Operating	FHLMC (n/a)	1.125	07/27/12	---	\$ 10,000,000	\$ 10,057,300	\$ 10,031,500	\$ (25,800)
Operating	FNMA (n/a)	1.250	06/22/12	---	\$ 5,000,000	\$ 5,027,250	\$ 5,012,500	\$ (14,750)
Operating	FHLB (n/a)	1.125	05/18/12	---	\$ 5,000,000	\$ 5,019,700	\$ 5,006,550	\$ (13,150)
Operating	FHLB (n/a)	1.125	05/18/12	---	\$ 5,000,000	\$ 5,019,700	\$ 5,006,550	\$ (13,150)
Operating	FFCB (n/a)	0.210	05/16/12	---	\$ 5,000,000	\$ 4,998,950	\$ 5,000,800	\$ 1,850
Bond	FNMA (n/a)	1.250	06/22/12	---	\$ 5,000,000	\$ 5,027,250	\$ 5,012,500	\$ (14,750)
Bond	FFCB (n/a)	0.200	05/23/12	---	\$ 5,000,000	\$ 4,996,800	\$ 5,000,200	\$ 3,400
Operating	FFCB (n/a)	0.200	05/23/12	---	\$ 5,000,000	\$ 4,996,800	\$ 5,000,200	\$ 3,400
Bond	FNMA (n/a)	1.875	04/20/12	---	\$ 10,000,000	\$ 10,053,600	\$ 10,008,800	\$ (44,800)
Bond	FHLB (n/a)	0.330	11/30/12	---	\$ 8,500,000	\$ 8,503,315	\$ 8,506,120	\$ 2,805
Bond	FFCB (n/a)	2.125	06/18/12	---	\$ 5,000,000	\$ 5,046,950	\$ 5,021,050	\$ (25,900)
Bond	FFCB (n/a)	0.240	06/20/12	---	\$ 5,000,000	\$ 4,999,100	\$ 5,001,550	\$ 2,450
Operating	FFCB (n/a)	0.625	11/20/13	---	\$ 5,000,000	\$ 5,009,000	\$ 5,016,750	\$ 7,750
Bond	FHLB Callable (qtrly-5)	0.350	12/28/12	03/28/12	\$ 5,000,000	\$ 4,999,250	\$ 5,001,200	\$ 1,950
Operating	FHLB Callable (6/27/12-5)	0.700	09/27/13	06/27/12	\$ 5,000,000	\$ 5,006,000	\$ 5,005,500	\$ (500)
Operating	FHLB Callable (6/29/12-5)	1.200	12/29/14	06/29/12	\$ 3,570,000	\$ 3,582,959	\$ 3,577,390	\$ (5,569)
Operating	FFCB (n/a)	0.400	04/29/13	---	\$ 5,000,000	\$ 5,002,700	\$ 5,007,350	\$ 4,650
Insurance	FHLB Callable (6/29/12-5)	1.250	12/29/14	06/29/12	\$ 5,900,000	\$ 5,927,848	\$ 5,914,927	\$ (12,921)
Operating	FFCB (n/a)	0.400	04/29/13	---	\$ 5,000,000	\$ 5,002,700	\$ 5,007,350	\$ 4,650
Operating	FFCB Callable (any>7/4/12-5)	0.570	07/05/13	07/05/12	\$ 5,000,000	\$ 5,002,450	\$ 5,004,550	\$ 2,100
Operating	FHLMC Callable (qtrly-5)	0.650	07/05/13	04/05/12	\$ 5,000,000	\$ 5,003,350	\$ 5,000,250	\$ (3,100)
Operating	FHLB Callable (qtrly-5)	0.350	08/10/12	04/28/12	\$ 625,000	\$ 625,100	\$ 625,088	\$ (13)
Bond	Abbey National CP	0.000	04/27/12	---	\$ 15,000,000	\$ 14,991,000	\$ 14,998,500	\$ 7,500
Operating	Abbey National CP	0.000	05/02/12	---	\$ 15,000,000	\$ 14,989,500	\$ 14,998,500	\$ 9,000
Operating	Citigroup CP	0.000	04/13/12	---	\$ 10,000,000	\$ 9,981,000	\$ 9,999,000	\$ 18,000
Operating	Citigroup CP	0.000	04/20/12	---	\$ 10,000,000	\$ 9,980,000	\$ 9,998,000	\$ 18,000
Operating	FFCB Callable (anytime-5)	0.500	11/18/13	anytime	\$ 10,000,000	\$ 9,992,700	\$ 10,000,600	\$ 7,900
Insurance	FHLB Callable (qtrly-5)	0.650	08/22/14	08/22/12	\$ 3,000,000	\$ 2,994,660	\$ 3,004,500	\$ 9,840
Operating	FHLB Callable (qtrly-5)	0.650	08/22/14	08/22/12	\$ 5,000,000	\$ 4,991,100	\$ 5,007,500	\$ 16,400
Operating	FFCB Callable (anytime-5)	0.430	08/22/13	anytime	\$ 10,000,000	\$ 10,004,000	\$ 9,995,300	\$ (8,700)
Operating	FFCB Callable (anytime-5)	0.400	05/10/13	anytime	\$ 8,000,000	\$ 7,998,080	\$ 8,000,080	\$ 2,000
Operating	FFCB Callable (anytime-5)	0.400	05/10/13	anytime	\$ 10,000,000	\$ 9,997,600	\$ 10,000,100	\$ 2,500
Insurance	FNMA Callable (8/28/12-10)	0.650	08/28/14	08/28/12	\$ 1,330,000	\$ 1,328,883	\$ 1,330,226	\$ 1,343
Operating	FHLMC Callable (9/6/12-5)	0.450	09/06/13	09/06/12	\$ 10,000,000	\$ 10,003,400	\$ 9,999,800	\$ (3,600)
Operating	FHLB Callable (anytime-5)	0.550	12/12/13	anytime	\$ 10,000,000	\$ 9,997,800	\$ 10,000,600	\$ 2,800
Operating	FHLMC Step Callable (qtrly-5)	0.500	09/12/14	07/12/12	\$ 10,000,000	\$ 9,972,000	\$ 10,008,700	\$ 36,700
Operating	FFCB Callable (anytime-5)	0.510	12/16/13	anytime	\$ 10,000,000	\$ 9,981,600	\$ 10,000,700	\$ 19,100
Fin Reserve	FNMA Step Callable (qtrly-10)	0.375	06/27/14	07/27/12	\$ 5,500,000	\$ 5,476,460	\$ 5,498,570	\$ 22,110
Insurance	FNMA Callable (qtrly-10)	0.750	10/01/14	10/01/12	\$ 1,500,000	\$ 1,500,180	\$ 1,502,475	\$ 2,295

# Change in Market Value of Investments

2nd Qtr FY12

Fund	Security Description	Rate	Maturity	Call Date	Par Value	12/31/11 Market Value	3/31/12 Market Value	Change from Prior Quarter
Operating	FNMA Callable (qtrly-10)	0.500	10/03/13	04/03/12	\$ 10,000,000	\$ 9,993,500	\$ 10,000,200	\$ 6,700
Operating	FFCB Callable (anytime-5)	0.520	10/24/13	anytime	\$ 5,000,000	\$ 4,999,800	\$ 5,000,400	\$ 600
Operating	FNMA Callable (qtrly-10)	0.625	10/25/13	04/25/12	\$ 10,000,000	\$ 10,003,900	\$ 10,002,000	\$ (1,900)
Operating	FNMA Callable (qtrly-10)	0.700	04/25/14	10/25/12	\$ 10,000,000	\$ 9,992,900	\$ 10,023,200	\$ 30,300
Operating	FHLB (n/a)	0.370	04/26/13	---	\$ 5,000,000	\$ 4,998,550	\$ 5,007,000	\$ 8,450
Operating	FHLMC Callable (qtrly-5)	0.750	05/01/14	05/01/12	\$ 5,000,000	\$ 5,001,500	\$ 5,001,800	\$ 300
Operating	FHLB Callable (11/1/2012-5)	0.400	05/01/13	11/01/12	\$ 10,000,000	\$ 9,989,500	\$ 10,001,500	\$ 12,000
Operating	FHLMC Callable (qtrly-5)	0.700	11/04/13	05/04/12	\$ 10,000,000	\$ 10,008,100	\$ 10,004,200	\$ (3,900)
Operating	FHLB Callable (qtrly-5)	0.320	11/23/12	05/16/12	\$ 10,000,000	\$ 10,000,500	\$ 10,002,200	\$ 1,700
Bond	Reckitt Bensk CP	0.000	06/08/12	---	\$ 10,000,000	\$ 9,966,000	\$ 9,990,000	\$ 24,000
Debt	FHLMC Discount (n/a)	0.000	05/14/12	---	\$ 32,219	\$ 32,217	\$ 32,218	\$ 1
Debt	FHLMC Discount (n/a)	0.000	05/14/12	---	\$ 10,009,781	\$ 10,009,050	\$ 10,009,430	\$ 380
Operating	FNMA Step Callable (qtrly-10)	0.750	11/25/14	05/25/12	\$ 5,000,000	\$ 4,995,950	\$ 5,003,050	\$ 7,100
Operating	FNMA Step Callable (qtrly-10)	0.500	05/29/14	05/29/12	\$ 7,750,000	\$ 7,734,190	\$ 7,752,558	\$ 18,368
Operating	FNMA Callable (qtrly-10)	0.750	12/06/13	06/06/12	\$ 5,000,000	\$ 5,010,900	\$ 5,001,250	\$ (9,650)
Bond	UBS CP	0.000	06/06/12	---	\$ 10,000,000	\$ 9,966,000	\$ 9,991,000	\$ 25,000
Operating	FHLB Callable (qtrly-5)	0.325	01/07/13	06/07/12	\$ 13,000,000	\$ 12,991,290	\$ 13,000,000	\$ 8,710
Operating	Prudential CP	0.000	04/10/12	---	\$ 10,000,000	\$ 9,984,000	\$ 9,999,000	\$ 15,000
Operating	FHLB (n/a)	0.360	06/12/13	---	\$ 10,000,000	\$ 10,009,100	\$ 10,009,400	\$ 300
Operating	FHLMC Step Callable (qtrly-5)	0.750	12/19/14	12/19/12	\$ 5,000,000	\$ 5,005,600	\$ 5,010,900	\$ 5,300
Operating	FFCB Callable (anytime-5)	0.280	06/20/13	anytime	\$ 5,000,000	\$ 4,995,300	\$ 5,021,050	\$ 25,750
Fin Reserve	FHLMC Callable (qtrly-5)	0.625	03/27/14	12/27/12	\$ 8,600,000	\$ 8,598,108	\$ 8,603,698	\$ 5,590
Debt	FHLMC (n/a)	0.515	11/26/12	---	\$ 698,000	\$ 700,227	\$ 699,466	\$ (761)
Debt	FHLB Discount Note (n/a)	0.000	06/01/12	---	\$ 8,410,000	\$ 8,408,949	\$ 8,409,302	\$ 353
Debt	FNMA (n/a)	4.875	05/18/12	---	\$ 5,950,000	\$ 6,057,338	\$ 5,986,236	\$ (71,103)

Sub-total for Securities held at the end of both periods	\$ 477,324,596	\$ 477,424,489	\$ 99,893
% Change as a result of market movement			0.02%
Holdings at 12/31/11 maturing during Q2, FY12	\$ 231,773,979		\$ (231,773,979)
Holdings at 12/31/11 called during Q2, FY12	\$ 275,488,629		\$ (275,488,629)
Holdings at 12/31/11 sold during Q2, FY12	\$ -		\$ -
Values of Money Market Mutual Funds (All)	\$ 100,233,533	\$ 101,263,141	\$ 1,029,608
Holdings purchased during Q1, FY12		\$ 463,346,047	\$ 463,346,047
<b>TOTAL PORTFOLIO VALUE</b>	<b>\$ 1,084,820,737</b>	<b>\$ 1,042,033,677</b>	<b>\$ (42,787,060)</b>

# Callable Securities Analysis

2nd Qtr FY12

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
11-0202	Operating	08/10/12	FHLB Callable (qtrly-5)	313374SU5	04/28/12	5	\$ 625,000	0.350	0.130	Extreme
12-0013	Operating	11/23/12	FHLB Callable (qtrly-5)	313376A70	05/16/12	5	\$ 10,000,000	0.320	0.160	High
11-0173	Bond	12/28/12	FHLB Callable (qtrly-5)	313374DB3	06/28/12	5	\$ 5,000,000	0.350	0.160	High
12-0025	Operating	01/07/13	FHLB Callable (qtrly-5)	313376G33	06/07/12	5	\$ 13,000,000	0.325	0.160	High
12-0080	Operating	03/05/13	FHLB Callable (monthly-5)	3133785B3	04/05/12	5	\$ 10,000,000	0.230	0.170	Moderate
12-0081	Operating	03/05/13	FHLB Callable (monthly-5)	3133785B3	04/05/12	5	\$ 10,000,000	0.230	0.170	Moderate
12-0074	Operating	03/08/13	FHLB Callable (qtrly-5)	3133784N8	05/24/12	5	\$ 10,000,000	0.200	0.170	Low
12-0078	Operating	03/08/13	FHLB Callable (monthly-5)	3133785H0	04/28/12	5	\$ 10,000,000	0.230	0.170	Low
12-0010	Operating	05/01/13	FHLB Callable (11/1/2012-5)	3133765Y7	11/01/12	5	\$ 10,000,000	0.400	0.190	High
11-0228	Operating	05/10/13	FFCB Callable (anytime-5)	31331KTZ3	anytime	5	\$ 8,000,000	0.400	0.190	High
11-0230	Operating	05/10/13	FFCB Callable (anytime-5)	31331KTZ3	anytime	5	\$ 10,000,000	0.400	0.190	High
12-0031	Operating	06/20/13	FFCB Callable (anytime-5)	31331K3X6	anytime	5	\$ 5,000,000	0.280	0.200	Low
11-0188	Operating	07/05/13	FFCB Callable (any>7/4/12-5)	31331KQK9	07/05/12	5	\$ 5,000,000	0.570	0.210	Extreme
11-0189	Operating	07/05/13	FHLMC Callable (qtrly-5)	3134G2NL2	04/05/12	5	\$ 5,000,000	0.650	0.210	Extreme
12-0046	Operating	07/26/13	FFCB Callable (any>4/25/12-5)	3133EAA44	04/26/12	5	\$ 10,000,000	0.220	0.210	Low
11-0225	Operating	08/22/13	FFCB Callable (anytime-5)	31331KUV0	anytime	5	\$ 10,000,000	0.430	0.220	Moderate
11-0241	Operating	09/06/13	FHLMC Callable (9/6/12-5)	3134G2YK2	09/06/12	5	\$ 10,000,000	0.450	0.220	High
11-0176	Operating	09/27/13	FHLB Callable (6/27/12-5)	3133747F1	06/27/12	5	\$ 5,000,000	0.700	0.230	Extreme
12-0001	Operating	10/03/13	FNMA Callable (qtrly-10)	3135G0DR1	04/03/12	5	\$ 10,000,000	0.500	0.230	High
12-0003	Operating	10/24/13	FFCB Callable (anytime-5)	31331KH78	anytime	5	\$ 5,000,000	0.520	0.240	High
12-0006	Operating	10/25/13	FNMA Callable (qtrly-10)	3135G0EH2	04/25/12	10	\$ 10,000,000	0.625	0.240	High
12-0011	Operating	11/04/13	FHLMC Callable (qtrly-5)	3134G22H4	05/04/12	5	\$ 10,000,000	0.700	0.250	Extreme
11-0219	Operating	11/18/13	FFCB Callable (anytime-5)	31331KUW8	anytime	5	\$ 10,000,000	0.500	0.260	Moderate
12-0023	Operating	12/06/13	FNMA Callable (qtrly-10)	3135G0GG2	06/06/12	10	\$ 5,000,000	0.750	0.270	Extreme
11-0247	Operating	12/12/13	FHLB Callable (anytime-5)	313375EJ2	anytime	5	\$ 10,000,000	0.550	0.280	High
11-0252	Operating	12/16/13	FFCB Callable (anytime-5)	31331KYF1	anytime	5	\$ 10,000,000	0.510	0.280	Moderate
12-0091	Operating	12/19/13	FHLB Callable (monthly-5)	313378H20	04/19/12	5	\$ 10,000,000	0.500	0.280	Moderate
12-0048	Operating	01/30/14	FHLB Step Callable (qtrly-5)	313376RT4	04/30/12	5	\$ 5,000,000	0.250	0.310	Moderate
12-0050	Operating	01/30/14	FFCB Callable (any>1/29/13-5)	3133EAA33	01/30/13	5	\$ 7,275,000	0.330	0.310	Low
12-0070	Operating	02/21/14	FFCB Callable (any>2/20/13-5)	3133EADY1	02/21/13	5	\$ 10,000,000	0.330	0.320	Low
12-0072	Operating	02/24/14	FHLB Callable (qtrly-5)	3133785V9	08/24/12	5	\$ 10,000,000	0.375	0.320	Low
12-0073	Operating	02/24/14	FHLB Callable (qtrly-5)	3133785V9	08/24/12	5	\$ 5,000,000	0.375	0.320	Low
12-0093	Fin Res	03/05/14	FHLB Callable (9/5/12-5)	313378FK2	09/05/12	5	\$ 2,700,000	0.380	0.320	Low
12-0086	Operating	03/12/14	FHLB Callable (monthly-5)	313378DB4	04/12/12	5	\$ 10,000,000	0.500	0.330	Moderate
12-0092	Fin Res	03/12/14	FHLB Callable (monthly-5)	313378GV7	04/12/12	5	\$ 1,500,000	0.500	0.330	Moderate
12-0032	Fin Res	03/27/14	FHLMC Callable (qtrly-5)	3134G3GB0	12/27/12	5	\$ 8,600,000	0.625	0.330	High
12-0007	Operating	04/25/14	FNMA Callable (qtrly-10)	3136FTGL7	10/25/12	10	\$ 10,000,000	0.700	0.340	High
12-0043	Operating	04/25/14	FHLB Callable (any>04/24/12-5)	313376R64	04/25/12	5	\$ 5,000,000	0.550	0.340	Moderate
12-0009	Operating	05/01/14	FHLMC Callable (qtrly-5)	3134G23A8	05/01/12	5	\$ 5,000,000	0.750	0.350	High
12-0067	Fin Res	05/01/14	FFCB Callable (any>4/30/12-5)	3133EABW7	05/01/12	5	\$ 1,050,000	0.380	0.350	Low
12-0082	Fin Res	05/01/14	FFCB Callable (any>4/30/12-5)	3133EABW7	05/01/12	5	\$ 3,500,000	0.380	0.350	Low
12-0079	Operating	05/28/14	FHLB Callable (monthly-5)	3133783S8	04/28/12	5	\$ 5,000,000	0.450	0.460	Low
12-0021	Operating	05/29/14	FNMA Step Callable (qtrly-10)	3136FTRW1	05/29/12	10	\$ 7,750,000	0.500	0.360	Moderate
11-0255	Fin Res	06/27/14	FNMA Step Callable (qtrly-10)	3136FR5W9	06/27/12	10	\$ 5,500,000	0.375	0.380	Moderate
12-0053	Operating	08/07/14	FFCB Callable (any>5/6/12-5)	3133EACK2	05/07/12	5	\$ 5,000,000	0.400	0.400	Low
12-0054	Operating	08/07/14	FFCB Callable (any>5/6/12-5)	3133EACK2	05/07/12	5	\$ 10,000,000	0.400	0.400	Low
11-0221	Insurance	08/22/14	FHLB Callable (qtrly-5)	313375CH8	08/22/12	5	\$ 3,000,000	0.650	0.410	Moderate
11-0223	Operating	08/22/14	FHLB Callable (qtrly-5)	313375CH8	08/22/12	5	\$ 5,000,000	0.650	0.410	Moderate
11-0237	Insurance	08/28/14	FNMA Callable (8/28/12-10)	3135G0CN1	08/28/12	10	\$ 1,330,000	0.650	0.410	Moderate

# Callable Securities Analysis

2nd Qtr FY12

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
11-0248	Operating	09/12/14	FHLMC Step Callable (qtrly-5)	3134G2ZT2	06/12/12	5	\$ 10,000,000	0.500	0.420	Low
12-0090	Operating	09/19/14	FNMA Callable (3/19/13-10)	3135G0JD6	03/19/13	10	\$ 10,000,000	0.500	0.420	Low
12-0094	Operating	09/19/14	FNMA Callable (3/19/13-10)	3135G0JD6	03/19/13	10	\$ 5,000,000	0.500	0.420	Low
11-0257	Insurance	10/01/14	FNMA Callable (qtrly-10)	3136FTBT5	10/01/12	10	\$ 1,500,000	0.750	0.430	High
12-0047	Fin Res	10/27/14	FFCB Callable (any>4/26/12-5)	3133EAAN8	04/27/12	5	\$ 4,000,000	0.540	0.440	Moderate
12-0059	Operating	11/07/14	FFCB Callable (any>5/6/12-5)	3133EACR7	05/07/12	5	\$ 10,000,000	0.420	0.440	Low
12-0019	Operating	11/25/14	FNMA Step Callable (qtrly-10)	3136FTRR2	05/25/12	10	\$ 5,000,000	0.750	0.450	Extreme
12-0030	Operating	12/19/14	FHLMC Step Callable (qtrly-5)	3134G3BY5	12/19/12	5	\$ 5,000,000	0.750	0.460	Extreme
11-0178	Operating	12/29/14	FHLB Callable (6/29/12-5)	313374AZ3	06/29/12	5	\$ 3,570,000	1.200	0.460	Extreme
11-0182	Insurance	12/29/14	FHLB Callable (6/29/12-5)	3134G2PM8	06/29/12	5	\$ 5,900,000	1.250	0.460	Extreme
12-0049	Insurance	01/30/15	FNMA Callable (1/30/13-10)	3135G0HC0	01/30/13	10	\$ 2,000,000	0.625	0.470	Moderate
12-0083	Operating	03/06/15	FNMA Step Callable (qtrly-10)	3136FT2A6	03/06/13	10	\$ 10,000,000	0.450	0.500	High
12-0087	Operating	03/13/15	FNMA Step Callable (qtrly-10)	3136FTX20	09/13/12	10	\$ 10,000,000	0.375	0.500	Low
12-0069	Operating	05/21/15	FFCB Callable (any>05/20/12-5)	3133EADT2	05/21/12	5	\$ 10,000,000	0.620	0.520	Moderate



# Defined Benefit Plan Summary

2nd Qtr FY12

	Market				Realized	Unrealized				Market
	Value		Benefit		Gain/	Gain/	Contributions			Value
	31-Dec-11	Income	Payments	Transfers	(loss)	(loss)	Employer	Employee	Other	31-Mar-12
<b><u>Equity Managers</u></b>										
<b>Large Cap:</b>										
Washington Mutual	0	0	0	0	0	0	0	0	0	\$0
Goldman	0	0	0	0	0	0	0	0	0	\$0
SSGA Wilshire 5000	25,415,175	(13,688)	0	(2,486,153)	363,683	2,707,387	0	0	1	\$25,986,405
<b>Small Cap:</b>										
Friess	0	0	0	0	0	0	0	0	0	\$0
Earnest Partners	10,739,602	59,967	0	0	297,866	549,515	0	0	(1)	\$11,646,949
<b>International:</b>										
Dodge & Cox	0	0	0	0	0	0	0	0	0	\$0
Capital Resources	0	0	0	0	0	0	0	0	0	\$0
SSGA Internat. Index	25,362,066	0	0	0	0	2,776,584	0	0	0	\$28,138,650
<b><u>Fixed Income Managers</u></b>										
PIMCO Total Return	22,709,960	194,079	0	0	0	459,303	0	0	(1)	\$23,363,341
SSGA Index	13,960,683	0	0	0	0	42,950	0	0	0	\$14,003,633
PIMCO IG Corp	11,035,800	123,989	0	0	0	266,224	0	0	1	\$11,426,014
<b><u>Real Estate</u></b>										
UBS	12,366,304	248,163	0	(88,997)	0	0	0	0	0	\$12,525,470
<b><u>Gold</u></b>	297,900	0	0	0	0	19,894	0	0	0	\$317,794
<b><u>Cash</u></b>	1,452,957	(35,428)	(2,703,141)	2,575,150	0	0	6,000,000	507	1	\$7,290,046
<b>Total</b>	<b>\$123,340,447</b>	<b>\$577,082</b>	<b>(\$2,703,141)</b>	<b>\$0</b>	<b>\$661,549</b>	<b>\$6,821,857</b>	<b>\$6,000,000</b>	<b>\$507</b>	<b>\$1</b>	<b>\$134,698,302</b>



## Obligations

2nd Qtr FY12

### Commercial Paper

Issue Date	Maturity Date	Par Value	Coupon %	Issue Term (Days)	Dealer
3/26/2012	4/2/2012	\$ 15,000,000	0.18%	7	JPMorgan
3/5/2012	4/3/2012	\$ 5,000,000	0.16%	29	JPMorgan
3/6/2012	4/4/2012	\$ 30,000,000	0.15%	29	JPMorgan
3/15/2012	5/8/2012	\$ 50,000,000	0.20%	54	Loop
3/15/2012	5/8/2012	\$ 15,000,000	0.20%	54	Loop
2/2/2012	5/10/2012	\$ 20,000,000	0.19%	98	Loop
3/12/2012	5/10/2012	\$ 15,000,000	0.20%	59	Loop
		<b>Total:</b>	<b>\$ 150,000,000</b>	<b>0.19%</b>	<b>50</b>

### Bonds

Series	Rates	Remaining Principal
2002	4.902%	\$ 1,000,000
2007	4.492%	\$ 745,895,000
2008	4.973%	\$ 718,540,000
2009	4.017%	\$ 1,000,000,000
2010	3.210%	\$ 824,625,000
		<b>\$ 3,290,060,000</b>

# Major Contracts Funded by CP / Bonds

2nd Qtr FY12

01014604	Abacus	Mobile Data Computers
01007732	ACT 21	NW SE LRT Build-Out
01012000	Advanced Track	NW SE LRT Build-Out
01004187	AECOM	NW SE LRT Build-Out
01010950	3I Construction	WSA Yard Paving
01011780	American Intl	OCIP, GL WC Insurance
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01012392	Archerwestern	NW SE LRT Build-out
N/A	AT&T	LRT Build-out Utility Relo
01012966	Austin Bridge	Lisa/Perkins Double Track
01014614-2	Austin Bridge	Rowlett-1 Line Section
01015482	Austin Ribbon & Computer	Police MDC's
01011656	Barrier Systems	LBJ HOV East/West
01012081	Benchmark Environmental	Build-Out
01017713	BKM Total Office	Trash Receptacles
01008589	Bombardier	Commuter Rail Vehicles
01016302	Bombardier	Commuter Rail Vehicles
01013454	Brad Oldham	Artwork
01004732	Bridgefarmer/Farradyne	HOV Projects
01016425	Caldwell Country Chev	Non-Revenue Vehicles
01016547	Calence Physical Sec.	Security
01011527	Carcon	Walnut Hill Parking exp.
01017401	Chavez Concrete	Misc. Construction On Call
N/A	Chicago Title Insurance	Rowlett Extension
01018585	Clean Energy	CNG Fueling Facility Construction
01016829	Compucom Systems	Police MDC's
01017370	Compucom Systems	Police MDC's
01017669	Compucom Systems	Disaster Recovery
01017671	Compucom Systems	Disaster Recovery
01017707	Compucom Systems	Disaster Recovery
01008633	CONNEX/ATC	Paratransit Service
01015311	Dallas Harley-Davidson	HOV Vehicles
01012758	DGNO	Freight Track Relocation
01014811	DMI Corp/Decker Mech	S&I HVAC Replacement
01017000	EAN Holdings	Vanpool
01018750	EJES Inc	Cedars / Southside Lamar
01017971	Enigma Inc	Electronic Parts
01015695	ESS Auto Fleet	Police Vehicles
01006471	F Hall Mowing	NW SE LRT Build-out
01009337	GE Transportation	NW SE LRT Build-out
01010224	GE Security	Bus Surveillance System Pilot
01021226	GFI Genfare	TVM's
01008612	Gilbert May	Demo NW SE LRT Build-out
01010399	Gilbert May	WSA Annexes Upgrade
01002608	Gilbert May Inc.	Misc. Construction – Various
01011941	Gilbert May Inc.	Misc. Construction – Various
01012813	Gilbert May Inc.	CBD Level Boarding
01016053	Gilbert May Inc.	CBD Level Boarding
01016434	Gilbert May Inc.	Glenn Heights Parking Exp.
01017045	Gilbert May Inc.	Monroe Shops
01016241	Gilbert May Inc.	Love Field Improvements
01017779	Gilbert May Inc.	DART Police Facility

# Major Contracts Funded by CP / Bonds

2nd Qtr FY12

01018601	Gilbert May Inc.	Walnut Hill Parking
01019090	Gilbert May Inc.	Level Boarding
01020513	Gilbert May Inc.	NW Plano TC Construction
01011028	Greyhawk Tech.	Paratransit VBS Equipment
01006552	Greyhawk Tech	VBS
01006362	Halff Associates	NW SE LRT Build-out
01012080	Halff Associates	Environmental
01014813	Harris Corp	Radio Replacement
01018808	HDR Engineering	Dallas Streetcar
01008130	Hensel Phelps	S N& I Facility Expansion
01008316	Herzog	TRE Rail Operating
01010371	Herzog	Railroad Signalization
01012392	Herzog	NWROF
01012577	Herzog	Lisa/Perkins & Beltline
01019764	Holt Power Systems	HEP Engine
01018043	ISH Inc.	Procurement Technology System
98000071	Itochu International	LRV's
01020252	John Burns	Cedars / Southside Lamar
01012392	Journeyman Construction	NWROF
01015235	Journeyman Construction	Shelters/Amenities
01016649	Journeyman Construction	Lake Highlands Station
01018394	Journeyman Construction	Monroe Shops
01014614	Kiewit, Stacy, Witback	Irving 1 & 2 LRT Build-out
01018691	Kiewit, Stacy, Witback	Irving 3 LRT Build-out
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01013706	Kinkisharyo	SLRV's
01020796	Kratos	NWROF Surveillance
01012000	LB Foster	Track Materials
01014938	LB Foster	Track Materials
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
01012392	MACTON	NWROF
01003569	Malcolm Pirnie	NW SE LRT Build-out
01019090	MART Inc	Level Boarding
01012392	Mass Electric	NWROF
01003568	Maxim Technologies	NW SE LRT Build-out
01012696	McCarthy	Beltline Grade Separation
01012448	McKinney Dodge	NRV's
01015378	McKinney Dodge	NRV's
01011418	Messaging Architects	Email Archive/Retrieve
01011941	Mitchell	Misc. Construction
01015379	Modern Track Machinery	Equipment
01018492	NABI Inc.	CNG Bus Purchase
N/A	National Union Fire Ins.	Build-Out Projects
01019181	Nelson Nygaard	Mobility Management
01004832	Neon Electric	Bus Passenger Amenities
01013062	Nextel Comms	NW SE LRT Build-ou
01008230	North Star Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
01015627	Omega Contracting	LRT parking expansion
01015568	Omega Contracting	LRT parking expansion
01016965	Omega Contracting	Frankford Station Parking


## Major Contracts Funded by CP / Bonds

2nd Qtr FY12

N/A	ONCOR Electric	LRT Build-Out
01002803	Parsons Transport Group	LRT Build-Out
00937775	Parsons Transport. Group	NW SE LRT Build-out
01009306	PB America's	CBD Study
01011831	Penaco	Tunnel Delamination
01008681	Philpott Motors	Purchase NRV's
01010787	Philpott Motors	Non-Revenue Vehicles
01012444	Philpott Motors	NRV's
01013147	Philpott Motors	NRV's
01014490	Philpott Motors	NRV's
01017277	Philpott Motors	NRV's
01018584	Planet Dodge	NRV's
01018581	Planet Ford	NRV's
01012441	Planet Ford 6	NRV's
01008230	Ponce/Ice/North Star	Asbestos Abatement
01013342	Priority Public Safety Eqp	Operating Vehicles for HOV
01009684	Progress Rail	NW SE LRT Build-out
01014938	Progress Rail	Rail Materials Build out
01016855	Progress Rail	Rail Materials Valley View
01011171	Proofrock	1401 Pacific exterior
01011114	RAK Main Place	NW SE LRT Build-out
01015530	RAK Main Place	Irv/Rowlett LRT Build-out
01011044	RAM COMM Inc	Build-Out
01015405	RELCO	TRE Vehicle Overhaul
01007671	Reliant/Texas Gen Land	LRT Utility Relo
01009684	ROCLA	NW SE LRT Build-out
01016425	Sam Packs Five Star Ford	NRV's
01016696	Sam Packs Five Star Ford	NRV's
01017015	Sam Packs Five Star Ford	NRV's
01010224	SECURENET INC	Facility Surveillance Pilot
01012105	Siemens	NW SE LRT Build-out
01014066	Solid IT Network	Agency WAN/LAN Upgrade
01020803	Southwest Construction	Beltline Grade Separation Bridge
01012440	Southwest Intl Trucks	High Rail Equipment
01014833	Stromberg's	Passenger Amenities
01002450	Sunland/ACT 21	NW SE LRT Build-out
01014197	Telco Solutions	Telephone System Upgrade
01004732	Telvent Farradyne	TSP LRT Project
01018750	Telvant USA Corp	ICM
01013585	Texas Transportation Inst	LRT Signal Prioritization
01012819	Tolar Mfg	Bus shelters
01013219	Track 3	LRT Build-Out
01017103	Transportation Technology	TRE Vehicle Overhaul
01020296	Transstechnik Corp USA	Static Inverter
01015617	Trapeze Software	Para-trans CERT module
01016551	Trapeze Software	Trapeze Modifications
01017090	Trapeze Software	Operations Module
N/A	TxDOT	HOV Projects
01017751	URS Corp	General Planning
01012000	VAE Nortrak	NW SE LRT Build-out
01011941	Vestal Builders	Misc Construction
01010179	Willis of Texas	LRT Build-Out
01012443	Windham Motors	NRV's



INTEROFFICE MEMORANDUM

DATE: April 16, 2012  
TO: Board of Directors  
THROUGH: Gary C. Thomas   
FROM: Michael Muhammad  
SUBJECT: Second Quarter DMWBE Participation

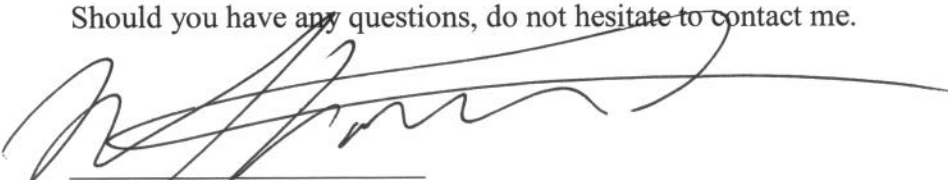
This memorandum provides a summary of contracts, contract modifications, small purchases and blanket purchase orders awarded during the second quarter of fiscal year 2012. Accompanying this data are dollars committed and paid to Disadvantaged, Minority and Woman owned business enterprises (DMWBE's).

A combined 26 new contracts were awarded in the second quarter FY 2012. The contracts have a total dollar value of \$239,644,367 which represents 95% of the total procurement dollars committed during this quarter. Please see Attachment 1.

Attachment 2 reflects DMWBE participation on contracts awarded, contract modifications, small purchases, and blanket purchase orders during the second quarter FY 2012. Attachment 3 reflects those categories, as a whole, against total procurement dollars expended during the second quarter 2012. The total amount expended was \$251,431,921. Of the foregoing amount, \$71,820,593 was committed to DMWBE's during the second quarter (29%) (Attachment 2).

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

Should you have any questions, do not hesitate to contact me.

A large, stylized handwritten signature in black ink, likely belonging to Michael Muhammad, is written over a horizontal line.

Michael Muhammad  
Assistant Vice President, Economic Opportunity



CONTRACTS AWARDED  
2nd QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
<b>COMMODITIES</b>								
<b>1,019,928.00-1.00</b>								
SOUTHWEST INTNL TRUCKS INC HEAVY DUTY NRV TRUCKS	2/28/2012	\$1,206,215	\$ 0	0.00 / 2.00 / 0.00	\$ 25,000	\$ 0	\$ 0	\$ 0
<b>1,020,623.00-1.00</b>								
KINKISHARYO INTERNATIONAL LLC REBUILT, VALVE, LEVELING	2/23/2012	\$71,040	\$ 0	0.00 / 0.00 / 0.00	\$ 0	\$ 0	\$ 0	\$ 0
<b>* 1,020,670.00-1.00</b>								
ACE ENVIRONMENTAL RECYCLE USED ENGINE ANTIFREEZE / COOLANT	1/19/2012	\$108,097	\$ 10,780	100.00 / 100.00 / 100.00	\$ 108,097	\$ 0	\$ 0	\$ 10,780





CONTRACTS AWARDED  
2nd QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
<b>1,020,767.00-1.00</b>								
SAFEWARE INC	2/13/2012	\$180,680	\$ 0	0.00 / 0.00 / 0.20	\$ 451	\$ 0	\$ 0	\$ 0
GE MOBILE TRACE EXPLOSIVE DETECTOR								
<b>1,020,770.00-1.00</b>								
JESSE P TAYLOR OIL	3/26/2012	\$1,000,350	\$ 0	0.00 / 0.00 / 19.90	\$ 200,000	\$ 0	\$ 0	\$ 0
ENGINE LUBRICATING OILS FOR CUMMINS AND DETROIT D								
<b>1,020,790.00-1.00</b>								
PETROLEUM TRADERS CORP	2/14/2012	\$38,919,587	\$ 2,388,607	0.00 / 0.00 / 5.00	\$ 1,945,980	\$ 0	\$ 0	\$ 67,989
DIESEL FUEL CONTRACT								
<b>* 1,020,861.00-1.00</b>								
JERRY HAYNES ELECTRIC CO	1/17/2012	\$55,448	\$ 55,641	0.00 / 100.00 / 0.00	\$ 55,648	\$ 0	\$ 0	\$ 0
CONTINUITY JUMPER REPLACEMENT PROJECT								



CONTRACTS AWARDED  
2nd QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
<b>1,021,059.00-1.00</b>								
NEW FLYER INDUSTRIES CANADA UL OPERATORS FRONT WINDOW SUNSHADES FOR DARTS NOVA	3/22/2012	\$111,444	\$ 0	0.00 / 0.00 / 4.90	\$ 5,572	\$ 0	\$ 0	\$ 0
<b>1,021,096.00-1.00</b>								
PEXCO, LLC  PEXCO CURB SYSTEM	3/8/2012	\$218,404	\$ 36,720	0.00 / 0.40 / 0.00	\$ 984	\$ 0	\$ 0	\$ 0
<b>1,021,146.00-1.00</b>								
COOLGAS LTD  NON-FLAMMABLE REFRIGERANT GASES	2/23/2012	\$373,280	\$ 0	0.00 / 3.20 / 0.00	\$ 12,000	\$ 0	\$ 0	\$ 0
		\$ 42,244,545			\$ 2,353,732			

**CONSTRUCTION**



CONTRACTS AWARDED  
2nd QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
<b>* 1,021,359.00-1.00</b>								
ROBINSON INDUSTRIES INC	1/25/2012	\$2,460,275	\$ 0	0.00 / 100.00 / 100.00	\$ 2,460,275	\$ 0	\$ 0	\$ 0
LRT STATIONS VISUAL MESSAGING SYSTEM GENERAL CONT								
		\$ 2,460,275	\$ 2,460,275					
<b>SERVICES</b>								
<b>1,015,858.00-1.00</b>								
INIT INNOVATIONS IN TRANSPORTA	2/23/2012	\$2,072,596	\$ 0	3.90 / 0.00 / 0.00	\$ 82,903	\$ 0	\$ 0	\$ 0
TRE NEXT TRAIN								
<b>1,019,730.00-1.00</b>								
MV TRANSPORTATION	1/30/2012	\$185,981,120	\$ 0	0.00 / 28.10 / 4.60	\$ 61,023,627	\$ 0	\$ 0	\$ 0
MOBILITY MANAGEMENT SERVICE DELIVERY CONTRACT								



CONTRACTS AWARDED  
2nd QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
<b>1,020,427.00-1.00</b>								
ENGHOUSE TRANSPORTATION LLC TRANSPORTATION RECURRING ABSENCE IVR	1/31/2012	\$36,000	\$ 0	0.00 / 0.00 / 0.00	\$ 0	\$ 0	\$ 0	\$ 0
<b>* 1,020,433.00-1.00</b>								
A&F ELEVATOR  INSPECTION AND MAINTENACE SERVICES FOR LIFT EQUIP	3/27/2012	\$575,190	\$ 0	0.00 / 0.00 / 100.00	\$ 575,190	\$ 0	\$ 0	\$ 0
<b>1,020,717.00-1.00</b>								
LORAM MAINTENANCE OF WAY INC THREE YEAR CONTRACT FOR RAIL GRINDING SERVICES.	3/5/2012	\$787,500	\$ 0	0.00 / 12.00 / 0.00	\$ 94,500	\$ 0	\$ 0	\$ 0
<b>* 1,020,860.00-1.00</b>								
ADCO DECAL & SIGN CO INC  CUSTOMER INFORMATION SIGNAGE CONTRACT	1/17/2012	\$120,221	\$ 0	100.00 / 100.00 / 100.00	\$ 120,221	\$ 0	\$ 0	\$ 0



CONTRACTS AWARDED  
2nd QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
<b>1,020,870.00-1.00</b>								
WILLIS OF TEXAS INC	1/20/2012	\$185,760	\$ 0	0.00 / 15.00 / 0.00	\$ 27,864	\$ 0	\$ 0	\$ 0
OPERATIONS INSURANCE BROKER OF RECORD								
<b>1,021,040.00-1.00</b>								
BIO LANDSCAPE AND MAINTENANCE	1/26/2012	\$1,040,640	\$ 0	0.00 / 19.00 / 12.00	\$ 323,171	\$ 0	\$ 0	\$ 0
GROUNDS MAINTENANCE AND VEGETATION CONTROL								
<b>1,021,067.00-1.00</b>								
CLEAR CHANNEL OUTDOOR	2/3/2012	\$200,000	\$ 6,974	0.00 / 2.00 / 0.00	\$ 4,000	\$ 0	\$ 987	\$ 0
OUTDOOR MEDIA								
<b>* 1,021,206.00-1.00</b>								
AAA DATA COMMUNICATION	2/22/2012	\$162,715	\$ 0	0.00 / 100.00 / 0.00	\$ 162,715	\$ 0	\$ 0	\$ 0
NETWORK INFRASTRUCTURE CABLING CONTRACT								



## CONTRACTS AWARDED 2nd QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
<b>1,021,249.00-1.00</b>								
VEHICLE TECHNICAL CONSULTANTS  INPLANT INSPECTION SERVICES FOR ARBOC BUS PRODUIC	3/12/2012	\$56,820	\$ 0	0.00 / 0.00 / 15.00	\$ 8,525	\$ 0	\$ 0	\$ 0
<b>* 1,021,305.00-1.00</b>								
A LIGHT CONSTRUCTION  REPLACE EXISTING CARPET ON SECOND FLOOR OF HEADQU	2/1/2012	\$235,968	\$ 191,061	100.00 / 100.00 / 100.00	\$ 239,700	\$ 0	\$ 0	\$ 191,061
<b>1,021,343.00-1.00</b>								
TEXAS DEPARTMENT OF INFO RESC  INTERNET SERVICES PROVIDER FOR SDC DIR CONTRACT	2/1/2012	\$93,796	\$ 0	0.00 / 13.00 / 0.00	\$ 12,197	\$ 0	\$ 0	\$ 0
<b>1,021,358.00-1.00</b>								
LUMINATOR HOLDING LP  LRT STATIONS VISUAL MESSAGE SYSTEM	1/25/2012	\$3,247,613	\$ 0	15.80 / 0.00 / 0.00	\$ 515,915	\$ 0	\$ 0	\$ 0



CONTRACTS AWARDED  
2nd QUARTER FY 2012

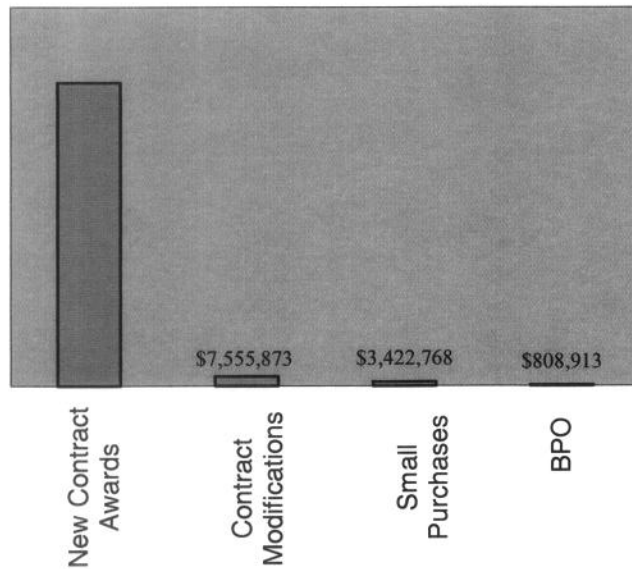
Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
1,021,513.00-1.00								
RISK TECHNOLOGIES INC	3/30/2012	\$143,608	\$ 0	0.00 / 0.00 / 0.90	\$ 1,436	\$ 0	\$ 0	\$ 0
RISK MGMT INFORMATION SOFTWARE: LICENSING, REPORT								
		\$ 194,939,547	\$ 63,191,964					
TOTAL COMMITMENTS			\$ 239,644,367	\$ 68,005,971				
				28.37%				



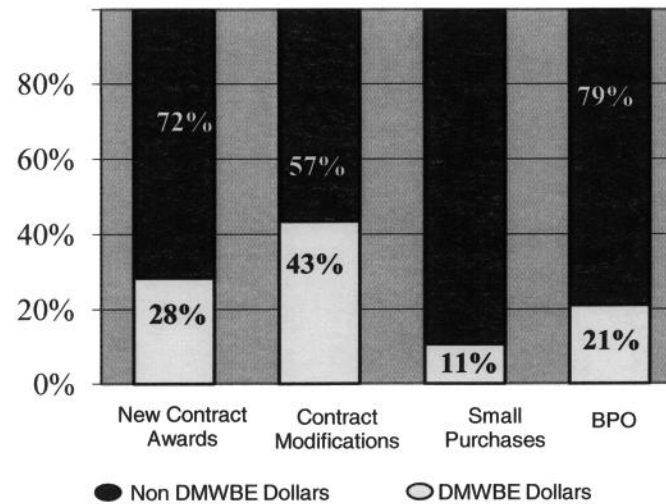
**PROCUREMENT DOLLARS BY AGREEMENT TYPE  
SECOND QUARTER FOR FISCAL YEAR 2012**

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 Contract Awards	\$239,644,367	26	95%	\$68,005,971	28%
Contract Mods/Options	\$7,555,873	65	3%	\$3,280,034	43%
Small Purchases	\$3,422,768	1536	1%	\$363,588	11%
Blanket Purchase Order	\$808,913	29	0.3%	\$171,000	21%
<b>Total Awards</b>	<b>\$251,431,921</b>	<b>1656</b>	<b>100%</b>	<b>\$71,820,593</b>	<b>29%</b>

**All Procurement Dollars  
By Agreement Type**



**D/M/WBE Procurement  
% By Agreement Type**

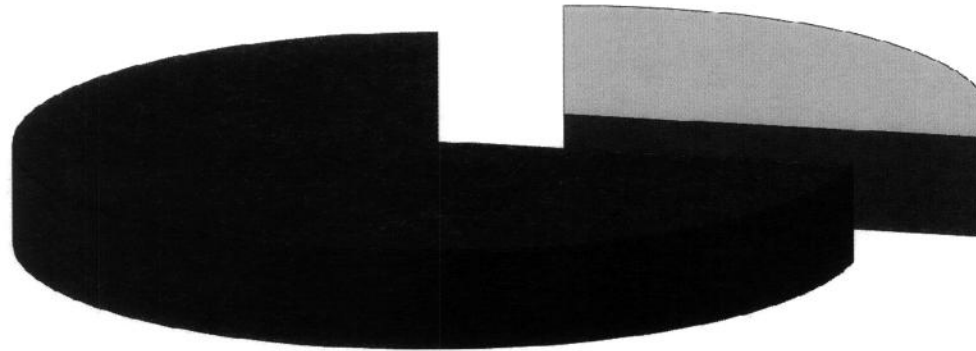


PROCUREMENT DOLLARS BY DMWBE AND NON DMWBE PROCUREMENT DOLLARS  
FIRST QUARTER FOR FISCAL YEAR 2012

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$71,820,593	29%
Non D/M/WBE Procurement Dollars	\$179,611,328	71%
<b>TOTAL PROCUREMENT DOLLARS AWARDED</b>	<b>\$251,431,921</b>	<b>100%</b>

Non D/M/WBE  
Procurement Dollars  
Awarded  
71%

D/M/WBE Procurement  
Dollars Awarded  
29%





## INTEROFFICE MEMORANDUM

**DATE:** April 20, 2012

**TO:** Board of Directors

**THROUGH:** Gary C. Thomas, President/Executive Director

**THROUGH:** David Leininger, Executive Vice President/CPPO

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

**SUBJECT:** Quarterly Procurement Report – Second Quarter Fiscal Year 2012

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The following is a report of DART's procurement activities for the Second Quarter of Fiscal Year 2012. Included in this quarterly report are the following components:

- Summary Reports
- Contract Awards
- Contract Modifications
- Unauthorized Procurement Actions
- Emergency Procurements
- Revenue Generating Procurements
- Noncompetitive Procurements
- Deviations to the DART Procurement Regulations
- List of Requirements/IDIQ Contracts Expiring in 12 Months

John O. Adler, CPPO  
Vice President  
Procurement Department

Cc: Nancy Johnson



**DART PROCUREMENT DEPARTMENT  
QUARTERLY PROCUREMENT REPORT  
SECOND QUARTER FISCAL YEAR 2012**



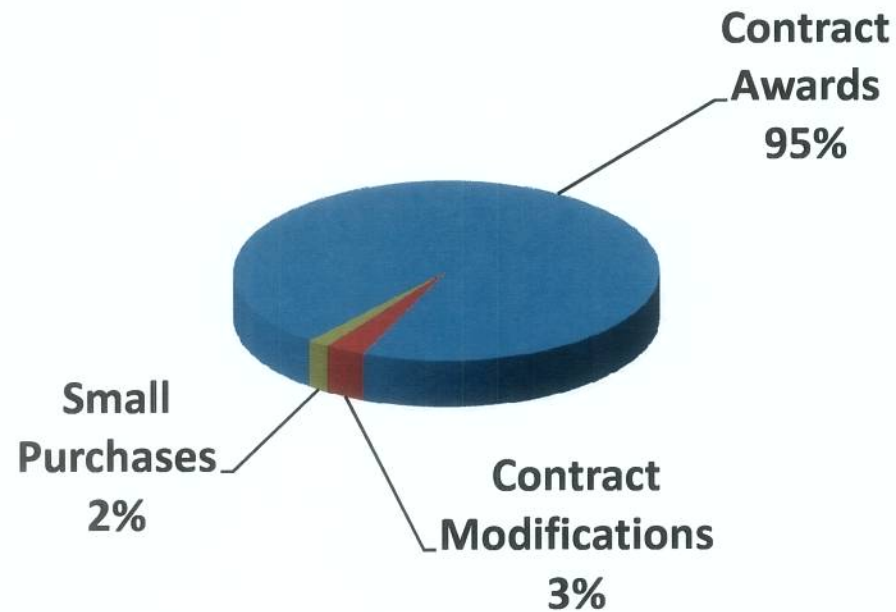
## **SUMMARY REPORTS**

Includes a summary of total award activity and special procurement actions.

**SUMMARY REPORT**  
**TOTAL AWARD SECOND QUARTER FISCAL YEAR 2012**

<b>Agreement Type</b>	<b>Total Procurement Dollars</b>	<b>Awards</b>	<b>% of Total Procurement Dollars</b>
Contract Awards	\$ 239,644,367	26	95%
Contract Modifications	\$ 7,555,873	65	3%
Small Purchases	\$ 4,231,681	1,565	2%
<b>Total Awards</b>	<b>\$ 251,431,921</b>	<b>1,656</b>	<b>100%</b>

**All Procurement Dollars  
By Agreement Type**



**SUMMARY REPORT**  
**SPECIAL PROCUREMENT ACTIONS - SECOND QUARTER FISCAL YEAR 2012**

<b>Procurement Actions</b>	<b>Dollars</b>	<b># of Actions</b>	<b>% of Total Procurement Dollars</b>
Unauthorized Procurement Actions	\$ -	0	0.000%
Emergency Procurements	\$ 57,303	4	0.023%
Revenue Generating Procurements	\$ -	0	0.000%
Noncompetitive Contracts	\$ 669,052	5	0.266%
Deviations to DART Procurement Regulations	\$ -	0	0.000%
<b>TOTAL ACTIVITY</b>	<b>\$ 726,355</b>	<b>9</b>	<b>0.289%</b>





## **CONTRACT AWARDS**

Includes a detailed listing of all Contract Awards.



## CONTRACT AWARDS - SECOND QUARTER FISCAL YEAR 2012

CONTRACTOR NAME	CONTRACT DESCRIPTION	AWARD DATE	AWARD AMOUNT
ADCO DECAL & SIGN CO INC	CUSTOMER INFORMATION SIGNAGE CONTRACT	01/17/2012	\$120,221
JERRY HAYNES ELECTRIC CO	CONTINUITY JUMPER REPLACEMENT PROJECT	01/17/2012	\$55,448
ACE ENVIRONMENTAL	RECYCLE USED ENGINE ANTIFREEZE / COOLANT	01/19/2012	\$108,097
WILLIS OF TEXAS INC	OPERATIONS INSURANCE BROKER OF RECORD	01/20/2012	\$185,760
ROBINSON INDUSTRIES INC	LRT STATIONS VISUAL MESSAGING SYSTEM GENERAL CONT	01/25/2012	\$2,460,275
LUMINATOR HOLDING LP	LRT STATIONS VISUAL MESSAGE SYSTEM	01/25/2012	\$3,247,613
BIO LANDSCAPE AND MAINTENANCE	GROUNDS MAINTENANCE AND VEGETATION CONTROL	01/26/2012	\$1,040,640
MV TRANSPORTATION	MOBILITY MANAGEMENT SERVICE DELIVERY CONTRACT	01/30/2012	\$185,981,120
ENGHOUSE TRANSPORTATION LLC	TRANSPORTATION RECURRING ABSENCE IVR	01/31/2012	\$36,000
TEXAS DEPARTMENT OF INFO RESC	INTERNET SERVICES PROVIDER FOR SDC DIR CONTRACT	02/01/2012	\$93,796
A LIGHT CONSTRUCTION	REPLACE EXISTING CARPET ON SECOND FLOOR OF HEADQU	02/01/2012	\$235,968
CLEAR CHANNEL OUTDOOR	OUTDOOR MEDIA	02/03/2012	\$200,000
SAFEWARE INC	GE MOBILE TRACE EXPLOSIVE DETECTOR	02/13/2012	\$180,680
PETROLEUM TRADERS CORP	DIESEL FUEL CONTRACT	02/14/2012	\$38,919,587
AAA DATA COMMUNICATION	NETWORK INFRASTRUCTURE CABLING CONTRACT	02/22/2012	\$162,715
COOLGAS LTD	NON-FLAMMABLE REFRIGERANT GASES	02/23/2012	\$373,280
INIT INNOVATIONS IN TRANSPORTA	TRE NEXT TRAIN	02/23/2012	\$2,072,596
KINKISHARYO INTERNATIONAL LLC	REBUILT, VALVE, LEVELING	02/23/2012	\$71,040
SOUTHWEST INTNL TRUCKS INC	HEAVY DUTY NRV TRUCKS	02/28/2012	\$1,206,215
LORAM MAINTENANCE OF WAY INC	THREE YEAR CONTRACT FOR RAIL GRINDING SERVICES.	03/05/2012	\$787,500
PEXCO, LLC	PEXCO CURB SYSTEM	03/08/2012	\$218,404
VEHICLE TECHNICAL CONSULTANTS	INPLANT INSPECTION SERVICES FOR ARBOC BUS PRODUIC	03/12/2012	\$56,820
NEW FLYER INDUSTRIES CANADA UL	OPERATORS FRONT WINDOW SUNSHADES FOR DARTS NOVA	03/22/2012	\$111,444
JESSE P TAYLOR OIL	ENGINE LUBRICATING OILS FOR CUMMINS AND DETROIT D	03/26/2012	\$1,000,350
A&F ELEVATOR	INSPECTION AND MAINTENACE SERVICES FOR LIFT EQUIP	03/27/2012	\$575,190
RISK TECHNOLOGIES INC	RISK MGMT INFORMATION SOFTWARE: LICENSING, REPORT	03/30/2012	\$143,608

TOTAL CONTRACTS AWARDED:

26

TOTAL DOLLARS AWARDED:

\$239,644,367



# **CONTRACT MODIFICATIONS**

Includes a detailed listing of all Modifications to existing contracts.



## CONTRACT MODIFICATIONS - SECOND QUARTER FISCAL YEAR 2012

CONTRACTOR NAME	MODIFICATION DESCRIPTION	MOD DATE	MOD AMOUNT
STEWART & STEVENSON POWER PROD	EXERCISE OPTIONS	01/04/2012	\$64,122
ENTERPRISE CONCRETE PRODUCTS	INCREASE FUNDING	01/04/2012	\$9,100
NEW FLYER INDUSTRIES CANADA	INCREASE FUNDING	01/05/2012	\$17,139
GILBERT MAY, INC	CHANGE ADD SPECS/WORK	01/10/2012	\$22,150
GREYHAWK TECHNOLOGIES	EXERCISE OPTIONS	01/10/2012	\$40,599
MART INC	CHANGE ADD SPECS/WORK	01/10/2012	\$2,325
PREVOST CAR (US) INC	EXERCISE OPTIONS	01/12/2012	\$46,000
GILBERT MAY, INC	CHANGE ADD SPECS/WORK	01/12/2012	\$12,375
GILBERT MAY, INC	CHANGE ADD SPECS/WORK	01/12/2012	\$47,285
GILBERT MAY, INC	CHANGE ADD SPECS/WORK	01/12/2012	\$9,750
EVERBRIDGE	INCREASE FUNDING	01/17/2012	\$10,000
WILLIS OF TEXAS INC	EXTEND TERM/INCREASE FUNDING	01/25/2012	\$936,688
WILLIS OF TEXAS INC	INCREASE FUNDING	01/25/2012	\$200,000
AMERICAN INTERNATIONAL GROUP	EXTEND TERM/INCREASE FUNDING	01/25/2012	\$608,119
WILLIS LIMITED	EXTEND TERM/INCREASE FUNDING	01/25/2012	\$149,289
GFI GENFARE INC	INCREASE FUNDING	01/25/2012	\$32,697
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	01/26/2012	\$21,520
GFI GENFARE INC	EXTEND TERM/INCREASE FUNDING	02/01/2012	\$1,832,595
DAIMLER BUSES NORTH AMERICA	INCREASE FUNDING	02/02/2012	\$1,486
AUSTIN BRIDGE & ROAD	INCREASE FUNDING	02/06/2012	\$169,874
TRIAD COMMERCIAL SERVICES	EXERCISE OPTIONS	02/08/2012	\$1,393,844
TRIAD COMMERCIAL SERVICES	EXERCISE OPTIONS	02/08/2012	\$337,342
GILBERT MAY, INC	CHANGE ADD SPECS/WORK	02/09/2012	\$14,760
EJES INC	INCREASE FUNDING	02/09/2012	\$126,159
GE TRANSPORTATION SYSTEMS	INCREASE FUNDING	02/13/2012	\$8,305

CONTRACTOR NAME	MODIFICATION DESCRIPTION	MOD DATE	MOD AMOUNT
BRIDGEFARMER & ASSOC INC	INCREASE FUNDING	02/14/2012	\$34,456
TF HUDGINS INC	INCREASE FUNDING	02/14/2012	\$15,821
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	02/15/2012	\$48,364
NEOPART LLC	INCREASE FUNDING	02/15/2012	\$9,100
NABI INC	INCREASE FUNDING	02/16/2012	\$10,000
GRACO INC.	INCREASE FUNDING	02/16/2012	\$81,877
AT&T MOBILITY II,LLC	INCREASE FUNDING	02/17/2012	\$25,000
AUSTIN RIBBON & COMPUTER	EXTEND TERM/INCREASE FUNDING	02/17/2012	\$170,280
LEMCO CONSTRUCTION SERVICES LP	CHANGE ADD SPECS/WORK	02/21/2012	\$51,943
LEMCO CONSTRUCTION SERVICES LP	CHANGE ADD SPECS/WORK	02/21/2012	-\$427,794
LEMCO CONSTRUCTION SERVICES LP	CHANGE ADD SPECS/WORK	02/21/2012	\$63,390
LEMCO CONSTRUCTION SERVICES LP	CHANGE ADD SPECS/WORK	02/21/2012	\$97,072
LEMCO CONSTRUCTION SERVICES LP	CHANGE ADD SPECS/WORK	02/21/2012	\$71,800
LAWSON SOFTWARE AMERICAS INC.	INCREASE FUNDING	02/22/2012	\$10,184
TRAPEZE SOFTWARE GROUP	DECREASE FUNDING	02/22/2012	-\$5,578
WILLIS OF TEXAS INC	EXERCISE OPTIONS	02/24/2012	\$1,296,016
JERRY HAYNES ELECTRIC CO	INCREASE FUNDING	02/27/2012	\$200
BRIDGESTONE AMERICAS TIRE OPER	CHANGE/ADD SCHEDULE	02/28/2012	-\$333,653
THE HAWKINS COMPANY	INCREASE FUNDING	02/28/2012	\$17,500
CALENCE PHYSICAL SECURITY SOLU	INCREASE FUNDING	03/01/2012	\$21,627
CALENCE PHYSICAL SECURITY SOLU	INCREASE FUNDING	03/01/2012	\$80,515
CALENCE PHYSICAL SECURITY SOLU	INCREASE FUNDING	03/01/2012	\$89,973
CALENCE PHYSICAL SECURITY SOLU	INCREASE FUNDING	03/01/2012	\$18,392
CALENCE PHYSICAL SECURITY SOLU	INCREASE FUNDING	03/01/2012	\$67,772
HALFF ASSOCIATES, INC.	INCREASE FUNDING	03/05/2012	\$39,858
TRACK 3	INCREASE FUNDING	03/06/2012	\$2,693
BIKELID LLC	MUTUAL AGREEMENT	03/06/2012	\$1,915



CONTRACTOR NAME	MODIFICATION DESCRIPTION	MOD DATE	MOD AMOUNT
GILBERT MAY, INC	INCREASE FUNDING	03/08/2012	\$250,000
LEMCO CONSTRUCTION SERVICES LP	CHANGE ADD SPECS/WORK	03/08/2012	\$7,011
MTM JOSTENS RECOGNITION DIVISI	EXTEND TERM/INCREASE FUNDING	03/12/2012	\$53,986
KINKISHARYO INTERNATIONAL LLC	DECREASE FUNDING	03/13/2012	-\$848,826
GALAXY TECHNICAL SERVICES	EXERCISE OPTIONS	03/15/2012	\$100,238
MOHAWK MFG & SUPPLY CO	EXERCISE OPTIONS	03/15/2012	\$21,165
WALTER P MOORE & ASSOC	INCREASE FUNDING	03/20/2012	\$6,824
KIEWIT STACY WITBECK REYES PAR	INCREASE FUNDING	03/20/2012	\$45,000
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	03/23/2012	\$749
TRANSIT DESTINATION SIGN SVC	EXERCISE OPTIONS	03/23/2012	\$51,400
A LIGHT CONSTRUCTION	INCREASE FUNDING	03/27/2012	\$3,732
DELTA DENTAL	EXERCISE OPTIONS	03/28/2012	\$102,348
BUCK CONSULTANTS LLC	EXTEND TERM/INCREASE FUNDING	03/30/2012	\$90,000
TOTAL MODIFICATIONS AWARDED:		<u>65</u>	TOTAL MODIFICATION DOLLARS: <u>\$7,555,873</u>



## **UNAUTHORIZED PROCUREMENT ACTIONS**

Includes a detailed listing of Unauthorized Procurement Actions, approved by the President and Vice President of Procurement.

There were no Unauthorized Procurement Actions this Quarter





## **EMERGENCY PROCUREMENTS**

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

## EMERGENCY PROCUREMENTS - SECOND QUARTER - FISCAL YEAR 2012

CONTRACTOR NAME	DESCRIPTION	DATE	AMOUNT
Industrial Millwright Service	Repair Bay #36 Center Liftpost Damage and NW Bus Lift Bay 6	3/7/2012	\$ 19,845
ARS Inc Rescue Rooter	Lake June Transit Center Repair to Underground Broken Sewer Pipe	2/2/2012	\$ 7,410
Motion Industries Inc	Euro Drive Brake Assembly	2/16/2012	\$ 5,048
Pexco LLC	HOV Lane Posts, Curbs and Anchor Bolts	3/2/2012	\$ 25,000
TOTAL EMERGENCY PROCUREMENTS AWARDED: <u>4</u>		TOTAL EMERGENCY PROCUREMENT DOLLARS: <u>\$ 57,303</u>	



## **REVENUE GENERATING PROCUREMENTS**

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

There were no Revenue Generating Procurements



## **NONCOMPETITIVE PROCUREMENTS**

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.

## NONCOMPETITIVE PROCUREMENTS - SECOND QUARTER - FISCAL YEAR 2012

CONTRACTOR NAME	DESCRIPTION	DATE	AMOUNT
Enghouse Transportation LLC	Transportation Recurring Absence IVR - Ontira Communications Inc is the only firm who can make changes to DART's Existing IVR	1/31/2012	\$ 36,000
Clear Channel Outdoor	Outdoor Media - Outdoor Billboard	2/3/2012	\$ 200,000
Kinkisharyo International LLC	Rebuilt Valve Leveling Rail Part	2/23/2012	\$ 71,040
Pexco LLC	The Highly Visible Filtrona Curb System Delineator is the only approved and authorized product by Texas Department of Transportation on US 75 HOV Lane to provide a supplemental separation from the general purpose lanes	3/8/2012	\$ 218,404
Risk Technologies Inc	Risk Management Information Software Licensing Report - This System is the Exclusive Property of Risk Technologies	3/30/2012	\$ 143,608
TOTAL EMERGENCY PROCUREMENTS AWARDED: <u>5</u>		TOTAL EMERGENCY PROCUREMENT DOLLARS: <u>\$ 669,052</u>	



# **DEVIATIONS TO THE DART PROCUREMENT REGULATIONS**

There were no Deviation to the DART Procurement Regulations this Quarter.



**Active Indefinite Delivery, Indefinite Quantity (IDIQ) and Requirements Contracts  
Meeting \$250,000+ Board Threshold Expiring within the Next 6-12 Months**

4/17/2012

**Contracts Expiring within 6 Months**

**Variable Quantity - Indefinite (VQI)**

<u>Contract #</u>	<u>Contractor</u>	<u>Description</u>	<u>Expiration Date</u>	<u>Contract Amount</u>	<u>Options Remaining</u>
1014112-1	Affiliated Telephone Inc	Telephone Maintenance	06/26/2012	\$1,312,842	2
1010974-1	Reliable Couriers	Courier Services	06/27/2012	\$306,228	
1016944-2	Waste Management Of North Tex	Trash Pick-Up & Disposal Services	08/12/2012	\$272,984	1
1016228-2	Valleycrest Landscape Maintena	Contract Out All Landscaping And Right-Of-Way Lan	08/23/2012	\$495,266	2
1018124-1	Cummins Southern Plains Llc	Cummins M11/Ism Short Block	08/29/2012	\$977,398	1
1015655-1	Sprint Solutions DbA Sprint Ne	Walkie/Talkie/Cellular Services	08/31/2012	\$1,209,000	1
1019185-1	Triplenetpricing Llc	Toner And Printer Consumables For Lexmark Printer	09/28/2012	\$658,450	1
1014592-1	Valleycrest Landscape Maintena	Systemwide Landscape Management	09/30/2012	\$5,137,889	2
1018043-1	Ish Inc	Procurement Technology System	09/30/2012	\$714,882	

**Variable Quantity - Requirements (VQR)**

<u>Contract #</u>	<u>Contractor</u>	<u>Description</u>	<u>Expiration Date</u>	<u>Contract Amount</u>	<u>Options Remaining</u>
1017713-1	Bkm Total Office Of Texas Inc	New Trash Receptacles To Be Usded Systemwide	07/05/2012	\$576,114	
1016615-1	Valero Marketing & Supply	Non-Revenue Vehicle Fuel And Fuel Management Syst	10/08/2012	\$5,738,792	1

**Contracts Expiring within 6 Months to 1 Year**

**Variable Quantity - Indefinite (VQI)**

<u>Contract #</u>	<u>Contractor</u>	<u>Description</u>	<u>Expiration Date</u>	<u>Contract Amount</u>	<u>Options Remaining</u>
1017330-1	At & T Texas	Telecommunications Ser Agreement With D I R	10/28/2012	\$3,296,600	
1017291-1	Dikita Management Services	Data Collection Services	02/01/2013	\$1,316,426	2
1017755-1	Stewart & Stevenson Svc Inc	Heavy-Duty 12-Volt Maintenance-Free Batteries	04/13/2013	\$472,038	1

Total # of Contracts Above:

**14**

Total Value of Contracts Above:

**\$22,484,909**



# DART MEMBER CITIES

