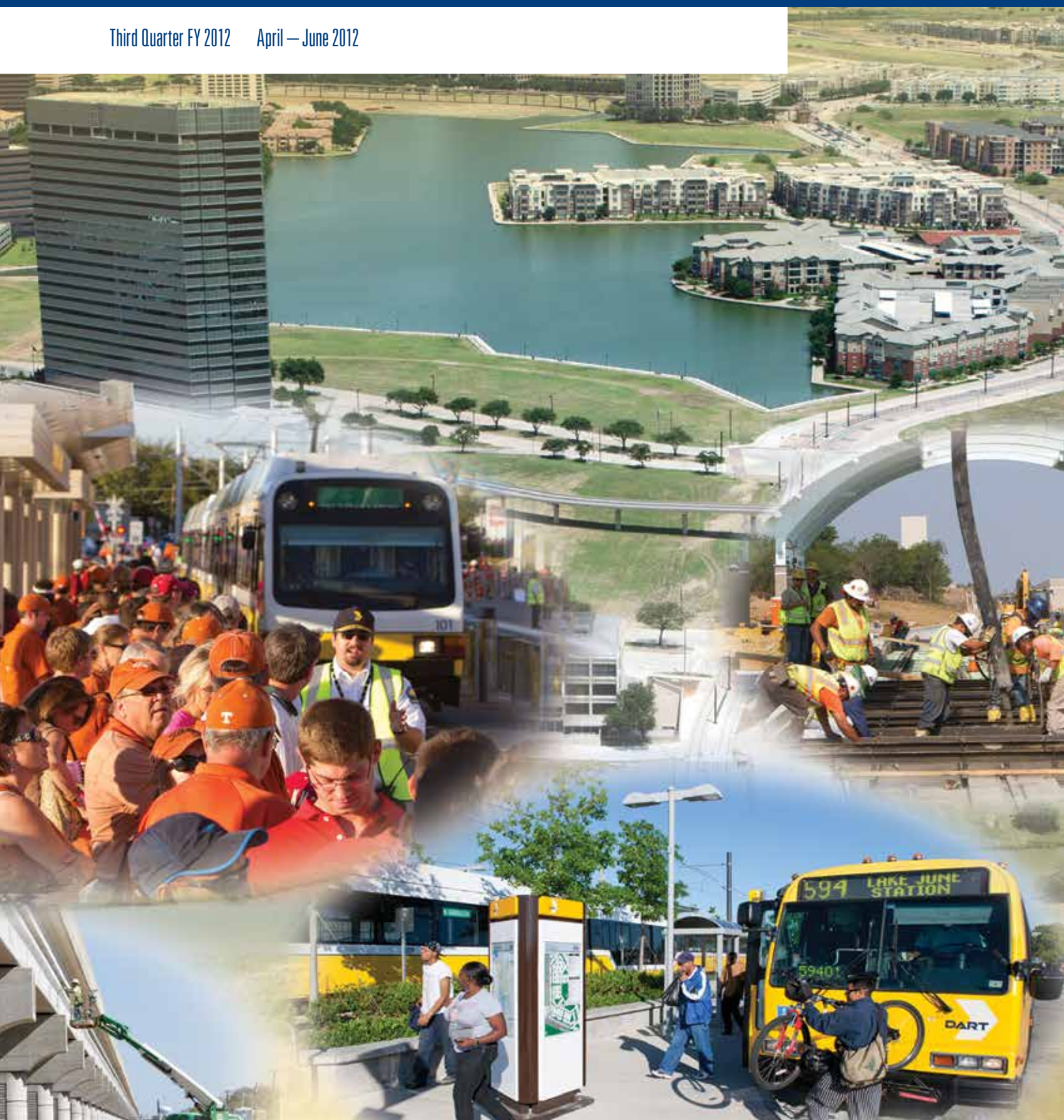




# FY 2012 Quarterly Operating, Financial Performance, and Compliance Reports

Third Quarter FY 2012 April — June 2012





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RPD-ES-1-7 Executive Summary

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**DALLAS AREA RAPID TRANSIT**

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

**THIRD QUARTER FY 2012  
APRIL - JUNE 2012**

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

**Highlights**

**Sales tax revenues** (page 17) for the nine months ending June 2012 were \$320.9 million, \$1.4 million (0.5%) more than the budget of \$319.5 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 April and accruals for May and June.

**Total agency ridership** (page 3) for the rolling four quarters ending June 2012 was 100.2 million, 14.2 million (12.4%) less than the corresponding period last year and is on target for the year. TxDOT construction on IH-635 began in June 2011, resulting in the closing of the HOV lanes and the loss of the associated ridership.

**Fixed-route ridership** (page 3) for the rolling four quarters was 64.5 million, which is 4.0 million (6.7%) higher than the same period last year, due to the Green Line opening and recent improvements in DART bus service. Ridership is more fully discussed in the modal sections.

**On-time performance (fixed route)** (page 3) was 96.1% for the rolling four quarters, slightly above the FY11 actuals and the FY12 target, both 95.0%, and was 96.7% during the third quarter.

**Total system subsidy per passenger** (page 3) for the rolling four quarters was \$3.48 and the third quarter was \$3.52, \$0.13 and \$0.09 below (better than) target, respectively. **Fixed-route subsidy per passenger** (page 3) was \$4.72 for the rolling four quarters and \$4.64 for the third quarter. These indicators were \$0.08 and \$0.16 below (better than) target, respectively.

The four-quarter rolling **Administrative Ratio** (page 3) was 8.1%, or 0.3% below (better than) the target of 8.4%, and was 8.3% during the third quarter.

**Sales taxes for operating expense** (page 3) for the twelve-month period ended with a ratio of 81.2%, or 2.3% less (better) than the target of 83.5%, and was 80.7% for the third quarter.

**Operating expenses** (page 17) (after Capital P&D and Start-up allocations) were \$316.0 million, \$7.8 million (2.5%) under budget. **Total expenses** (before Capital P&D and Start-up allocations) were \$328.2 million, \$10.2 million under budget.

**Note:** During FY 2011 a new methodology was developed for allocating passenger revenues for fixed-route services (bus, light rail, and TRE) to each mode rather than using an overall fixed-route average. This methodology was derived from information from TVM machines, the number of average rides per day, and average trip lengths. This new methodology changes allocated revenues, and therefore also changes **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 with more recent data. We are currently using the updated percentages for actual allocations 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. In order to remove seasonality from financial and operating information, annual amounts are used representing four-quarter rolling totals (or averages, in some cases). 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. In the exhibits that follow, the columns labeled “Q3 2011” are for the 12-month period from July 2010 through June 2011. The columns labeled “Q3 2012” are for the 12-month period from July 2011 through June 2012. The columns labeled “Qtrly” are for the current quarter, April - June 2012.

Please note, however, that Operating Speed Ratio for HOV is not a four-quarter rolling number, but a quarterly number, and is marked by an asterisk.

**KPI Reporting** – Management is continually striving to improve the reporting of Key Performance Indicators (KPIs). Accordingly, prior period KPIs may not reflect the most current methodology. Such changes are discussed in the section in which they occur.

This report 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 & Development* 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** begin on page 18 and Glossary of Terms/Definitions begin 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 3/11 | Q 3/12 | Qtrly  | FY12 Target | Status |
|           | Customer/Quality Indicators                   |        |        |        |             |        |
|           | Total Agency Ridership (M)                    | 114.4  | 100.2  | 25.2   | 100.2       | Green  |
|           | Fixed Route Ridership (M)                     | 60.5   | 64.5   | 16.0   | 65.9        | Yellow |
|           | Total System Subsidy Per Passenger            | \$2.96 | \$3.48 | \$3.52 | \$3.61      | Green  |
|           | Fixed Route Subsidy Per Passenger             | \$4.85 | \$4.72 | \$4.64 | \$4.80      | Green  |
|           | On-Time Performance (Fixed Route)             | 95.0%  | 96.1%  | 96.7%  | 95.0%       | Green  |
|           | Fixed Route Complaints Per 100,000 Passengers | 56.3   | 48.7   | 43.4   | 49.5        | Green  |
|           | Fixed Route Accidents Per 100,000 Miles       | 1.56   | 1.40   | 1.40   | 1.47        | Green  |
|           | Sales Taxes for Operating Expense             | 84.9%  | 81.2%  | 80.7%  | 83.5%       | Green  |
|           | Fixed Route Farebox Recovery Ratio            | 15.5%  | 15.2%  | 14.8%  | 14.3%       | Green  |
|           | Administrative Ratio                          | 7.9%   | 8.1%   | 8.3%   | 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 actual average ridership for the four quarter rolling periods ending June 30, 2011 and June 30, 2012, the third quarter ridership and the FY12 annual ridership target. Ridership decreased significantly when the HOV 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 3/11 | Q 3/12  | Qtrly | FY12 Target | Status |
|-----------|---------------------|--------|---------|-------|-------------|--------|
|           | RIDERSHIP           |        |         |       |             |        |
|           | Total Agency (M)    | 114.4  | 100.2   | 25.2  | 100.2       | Green  |
|           | Fixed Route (M)     | 60.5   | 64.5    | 16.0  | 65.9        | Yellow |
|           | Bus (M)             | 37.3   | 38.6    | 9.7   | 39.9        | Red    |
|           | LRT (M)             | 20.7   | 23.6    | 5.7   | 23.5        | Green  |
|           | Commuter Rail (M)   | 2.4    | 2.3     | 0.6   | 2.4         | Yellow |
|           | Paratransit (000s)* | 784.7  | 804.4   | 203.0 | 816.0       | Green  |
|           | HOV (M)             | 52.2   | 33.9    | 8.8   | 32.4        | Green  |
|           | Vanpool (000s)      | 962.4  | 1,037.2 | 259.9 | 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 actual average subsidy per passenger for the four quarter rolling periods ending June 30, 2011 and June 30, 2012, the third quarter subsidy per passenger and the FY12 subsidy per passenger target. See modal sections for variance explanations.

| Exhibit 3 |  | Q 3/11  | Q 3/12  | Qtrly   | FY12 Target | Status |
|-----------|--|---------|---------|---------|-------------|--------|
|           | Efficiency Indicator - Subsidy Per Passenger |         |         |         |             |        |
|           | Total System                                 | \$2.96  | \$3.48  | \$3.52  | \$3.61      | Green  |
|           | Fixed Route                                  | \$4.85  | \$4.72  | \$4.64  | \$4.80      | Green  |
|           | Bus *  | \$4.81  | \$5.23  | \$5.12  | \$4.92      | Red    |
|           | LRT*   | \$4.86  | \$3.84  | \$4.34  | \$4.47      | Green  |
|           | Commuter Rail *                              | \$5.35  | \$5.14  | \$5.15  | \$5.94      | Green  |
|           | Paratransit                                  | \$43.14 | \$43.95 | \$44.77 | \$43.46     | Red    |
|           | HOV  | \$0.22  | \$0.27  | \$0.23  | \$0.29      | Green  |
|           | Vanpool                                      | \$0.44  | \$0.41  | \$0.28  | \$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.

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. We anticipate that as the employment picture in the Dallas area improves, it will translate into increasing bus ridership.

Exhibit 4 is DART's Bus Scorecard and provides actual KPIs for the four quarter rolling periods ending June 30, 2011 and June 30, 2012, the third quarter KPIs and the FY12 annual KPIs target. A discussion of variances follows.

| Exhibit 4 | Bus Scorecard - Key Performance Indicators |        |        |        |             |        |
|-----------|--|--------|--------|--------|-------------|--------|
|           | Indicators                                 | Q 3/11 | Q 3/12 | Qtrly  | FY12 Target | Status |
|           | Customer/Quality Indicators                |        |        |        |             |        |
|           | Bus Ridership (including Charter) (M)      | 37.3   | 38.6   | 9.7    | 39.9        | Red    |
|           | On-Time Performance                        | 92.2%  | 94.3%  | 95.0%  | 92.0%       | Green  |
|           | Complaints Per 100k Passengers             | 79.2   | 68.1   | 60.7   | 70.0        | Green  |
|           | Mean Distance Between Service Calls        | 4,822  | 5,203  | 5,319  | 7,367       | Red    |
|           | Vehicle Accidents Per 100k Miles           | 1.91   | 1.81   | 2.11   | 1.90        | Green  |
|           | Farebox Recovery Ratio*                    | 12.3%  | 11.6%  | 11.6%  | 11.5%       | Green  |
|           | Financial/Efficiency Indicators            |        |        |        |             |        |
|           | Subsidy Per Passenger *                    | \$4.81 | \$5.23 | \$5.12 | \$4.92      | Red    |

\* See reference note on Highlights page

**Bus ridership** for the first three quarters of FY12 is up 3.9% over comparable numbers from last year. This strong growth is supported by ridership for several of our major crosstown services and our site-specific shuttles. Ridership for some service groups -- particularly On Call -- is down, and the causes are under investigation. We expect that similar overall growth patterns will continue in the fourth quarter.

Starting in November 2011 DART established a partnership with Parkland Hospital to operate shuttle service between SW Medical District/Parkland Station, Parkland parking areas, and the main hospital. Ridership was heavy from the start, with average weekday boardings of nearly 3,500 overall, and individual daily numbers sometimes exceeding 5,000. Because of ridership demand, we have added an additional bus on weekdays and have initiated weekend service. The service is expected to operate until the new Parkland campus opens next door to the DART rail station in 2015.

**Mean Distance Between Service Calls** continues to trend well below the goal. The majority of the mechanical related bus service calls are related to the engine and fuel systems. This is in part due to the aging of the bus fleet, with most buses at or beyond Federal retirement standards. We continue to use a team to complete a root cause analysis on the service calls, reviewing failure data, and adjusting the maintenance plan where appropriate. The results of these efforts are a lagging indicator and we strive to balance existing bus maintenance costs against reliability. The lowest performing bus fleet is the older LNG buses, most if not all of these units will be removed from service by the end of calendar year 2012 as a part of the Bus Fleet Replacement project. Over the next four years, the entire bus fleet will be replaced with new CNG-powered vehicles.

**Subsidy Per Passenger** is over target because ridership is lower than budgeted and the reallocation of revenues among modes.

## 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 (CROF) has been expanded to support and operate a portion of the additional fleet required for the new line sections. The 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 went into full revenue service in March 2012 due to the opening of the first segment of the Orange Line to Irving, July 30, 2012.

Construction continues to advance on the Orange Line and Blue 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. Irving-1 segment opened for full revenue service on July 30, 2012. The second segment of the Orange line in Irving will open December 3, 2012, along with the Blue Line extension from the Downtown Garland station to Downtown Rowlett.

Exhibit 5 below is DART's Light Rail Scorecard and provides actual KPIs for the four quarter rolling periods ending June 30, 2011 and June 30, 2012, the third quarter KPIs and the FY12 annual KPIs target. A discussion of variances follows.

| Exhibit 5 | Light Rail Scorecard - Key Performance Indicators |        |        |        |             |        |
|-----------|---|--------|--------|--------|-------------|--------|
|           | Indicators  | Q 3/11 | Q 3/12 | Qtrly  | FY12 Target | Status |
|           | Customer/Quality Indicators                       |        |        |        |             |        |
|           | LRT Ridership (M)                                 | 20.7   | 23.6   | 5.7    | 23.5        | Green  |
|           | On-Time Performance                               | 95.5%  | 96.4%  | 97.0%  | 95.5%       | Green  |
|           | Complaints Per 100k Passengers                    | 20.6   | 21.1   | 17.6   | 19.0        | Red    |
|           | Mean Distance Between Service Calls (000s)        | 18.5   | 28.7   | 33.6   | 20.4        | Green  |
|           | Accidents per 100k Miles                          | 0.45   | 0.19   | 0.10   | 0.25        | Green  |
|           | Farebox Recovery Ratio*                           | 17.6%  | 20.6%  | 18.9%  | 16.4%       | Green  |
|           | Financial/Efficiency Indicators                   |        |        |        |             |        |
|           | Subsidy Per Passenger *                           | \$4.86 | \$3.84 | \$4.34 | \$4.47      | Green  |
|           | Subsidy Per Passenger Mile                        | \$0.61 | \$0.45 | \$0.51 | \$0.55      | Green  |

\* See reference note on Highlights page



**LRT Complaints per 100,000 passengers** trended above targeted levels in the 3<sup>rd</sup> Quarter, 2012, principally due to a higher number of Ticket Vending Machine (TVM) complaints this year as compared to last year. In April 2011, 178 TVM related complaints were received. In April 2012, this number increased to 279. There have been a higher number of TVM issues with the introduction of new equipment as part of the Green Line build-out and the replacement of older TVM models. Additionally, the new TVMs provide added functionality (for example acceptance of credit cards) as compared to the previous equipment, which increases the potential exposure for customer concerns. TVM complaints have been trending downward over the past 3 to 6 months, as many of the issues have been resolved by DART staff and the equipment supplier.

## 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 actual KPIs for the four quarter rolling periods ending June 30, 2011 and June 30, 2012, the third quarter KPIs and the FY12 annual KPIs target. A discussion of variances follows.

| Exhibit 6 | Commuter Rail - TRE Scorecard - Key Performance Indicators |        |        |        |             |        |
|-----------|--|--------|--------|--------|-------------|--------|
|           | Indicators   | Q 3/11 | Q 3/12 | Qtrly  | FY12 Target | Status |
|           | <b>Customer/Quality Indicators</b>                         |        |        |        |             |        |
|           | TRE Ridership (M)  | 2.4    | 2.3    | 0.6    | 2.4         | Yellow |
|           | On-Time Performance  | 97.3%  | 97.6%  | 98.2%  | 97.5%       | Green  |
|           | Complaints Per 100k Passengers                             | 8.5    | 6.5    | 6.1    | 7.6         | Green  |
|           | Accidents Per 100k Miles                                   | 0.38   | 0.11   | 0.00   | 0.25        | Green  |
|           | Farebox Recovery Ratio*                                    | 23.5%  | 33.7%  | 33.2%  | 25.2%       | Green  |
|           | <b>Financial/Efficiency Indicators</b>                     |        |        |        |             |        |
|           | Subsidy Per Passenger *                                    | \$5.35 | \$5.14 | \$5.15 | \$5.94      | Green  |
|           | Subsidy Per Passenger Mile *                               | \$0.29 | \$0.27 | \$0.27 | \$0.34      | Green  |

\* See reference note on Highlights page

Projected **TRE ridership** for FY 2012 is 2.3 million compared to the original forecast of 2.4 million. Ridership is trending lower than target attributable to several factors including: the elimination of the State Fare shuttle, the NBA lock-out, and a lack of Mavericks and Stars playoff games. Other contributing factors include a steady decline in ridership at West Irving, Heritage Crossing, and Medical Market stations and a decline in recreational and weekend riders attributable to the continued weak economy and the current fare structure.

A proposed new fare structure planned for December of 2012, if approved by the DART Board, should help to reverse the ridership decline at the West Irving and Heritage Crossing stations. Currently riders have the option to utilize DART bus service at \$1.75 compared to the TRE one-zone fare of \$3.50. The new fare structure, if approved by the Board, will enable a TRE one-zone passenger to ride to CentrePort on a two-hour pass for \$2.50, which will be the same cost as the bus fare. If the trip is taken during mid-day (9:30 AM to 2:30 PM) the fare will be \$1.75 for both Bus and Commuter Rail.

## 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 change 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 actual KPIs for the four quarter rolling periods ending June 30, 2011 and June 30, 2012, the third quarter KPIs and the FY12 annual KPIs target.

| Exhibit 7 | Paratransit Scorecard - Key Performance Indicators |         |         |         |             |        |
|-----------|--|---------|---------|---------|-------------|--------|
|           | Indicators   | Q 3/11  | Q 3/12  | Qtrly   | FY12 Target | Status |
|           | <b>Customer/Quality Indicators</b>                 |         |         |         |             |        |
|           | Paratransit Scheduled Ridership (000s)             | 914.3   | 943.8   | 237.9   | 938.0       | Red    |
|           | Paratransit Actual Ridership (000s)*               | 784.7   | 804.4   | 203.0   | 816.0       | Green  |
|           | Revenue Hours (000s)                               | 460.7   | 469.1   | 117.9   | 464.0       | Red    |
|           | Passengers Per Hour - Scheduled                    | 1.70    | 2.01    | 2.02    | 2.02        | Green  |
|           | Passengers Per Hour - Actual                       | 1.70    | 1.71    | 1.72    | 1.76        | Red    |
|           | On-Time Performance                                | 88.1%   | 87.4%   | 87.9%   | 87.0%       | Green  |
|           | Accidents per 100K miles                           | 0.23    | 0.33    | 0.23    | 2.00        | Green  |
|           | Complaints per 1k Passengers                       | 2.57    | 3.08    | 2.79    | 4.50        | Green  |
|           | % of No Shows (Scheduled Ridership)                | 3.3%    | 4.7%    | 4.6%    | 4.0%        | Red    |
|           | <b>Financial/Efficiency Indicators</b>             |         |         |         |             |        |
|           | Subsidy Per Passenger                              | \$43.14 | \$43.95 | \$44.77 | \$43.46     | Red    |

\*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 (growth in) **Ridership** and **Revenue Hours**. There has also been a continued growth in the number of **No Shows** in the first three 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 exceed the FY 2012 target.

Exhibit 8 is DART's HOV Scorecard and provides actual KPIs for the four quarter rolling periods ending June 30, 2011 and June 30, 2012, the third quarter KPIs and the FY12 annual KPIs target.

| Exhibit 8 | HOV Scorecard - Key Performance Indicators |        |        |        |             |        |
|-----------|--|--------|--------|--------|-------------|--------|
|           | Indicators                                 | Q 3/11 | Q 3/12 | Qtrly  | FY12 Target | Status |
|           | Customer/Quality Indicators                |        |        |        |             |        |
|           | Ridership (M)                              | 52.2   | 33.9   | 8.8    | 32.4        | Green  |
|           | Avg. Weekday Ridership (000s)              | 154.6  | 101.7  | 102.7  | 96.7        | Green  |
|           | Operating Speed Ratio (Qtrly)*             | 1.61   | 1.93   | n/a    | 1.53        | Green  |
|           | Lane Availability                          | 100.0% | 100.0% | 100.0% | 99.0%       | Green  |
|           | Complaints per 100K Passengers             | 0.23   | 0.37   | 0.33   | 0.30        | Yellow |
|           | Financial/Efficiency Indicators            |        |        |        |             |        |
|           | Subsidy Per Passenger                      | \$0.22 | \$0.27 | \$0.23 | \$0.29      | Green  |

\*Number stated is a quarterly number

HOV lanes are enforced by the DART Police Department. Over the past year enforcement has increased causing complaints to spike in this category. More enforcement is also a positive however; it generates additional positive comments from patrons as well.

## 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. NCTCOG provides funding to DART that covers up to 80% of the total eligible cost of operations. The remaining 20% of the program costs are paid for by user fees (82%) and in-kind services such as program management provided by DART staff (18%).

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 actual KPIs for the four quarter rolling periods ending June 30, 2011 and June 30, 2012, the third quarter KPIs and the FY12 annual KPIs target.

| Exhibit 9 | General Mobility (Vanpool) - Key Performance Indicators |        |         |        |             |        |
|-----------|---|--------|---------|--------|-------------|--------|
|           | Indicators  | Q 3/11 | Q 3/12  | Qtrly  | FY12 Target | Status |
|           | Customer/Quality Indicators                             |        |         |        |             |        |
|           | Ridership (000s)  | 962.4  | 1,037.2 | 259.9  | 1,035.0     | Green  |
|           | Number Of Vanpools (current)                            | 198    | 198     | 198    | 198         | Green  |
|           | Financial/Efficiency Indicators                         |        |         |        |             |        |
|           | Subsidy Per Passenger                                   | \$0.44 | \$0.41  | \$0.28 | \$0.31      | Yellow |

The "yellow" status of **Subsidy Per Passenger** is was due to the outstanding concerns over funding through NCTCOG. Management has resolved the billing issues, 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 third quarter of FY 2012.

| Exhibit 10 | <b>Actuals vs. Budget</b><br><b>Capital and Non-Operating Costs</b><br><b>Through the Third Quarter, FY 2012</b><br><b>(In Thousands)</b> |                             |                            |                            |
|------------|---|-----------------------------|----------------------------|----------------------------|
|            | <b>Mode</b>   | <b>FY12<br/>YTD Actuals</b> | <b>FY12<br/>YTD Budget</b> | <b>Unspent<br/>Balance</b> |
|            | Agency- Wide  | \$13,025                    | \$42,622                   | \$29,597                   |
|            | Bus   | 41,646                      | 61,378                     | 19,732                     |
|            | LRT   | 128,117                     | 364,595                    | 236,478                    |
|            | Commuter Rail   | 6,893                       | 29,175                     | 22,282                     |
|            | Paratransit   | 0                           | 143                        | 143                        |
|            | HOV   | 8,059                       | 18,234                     | 10,175                     |
|            | <b>Total Projects</b>   | <b>\$197,739</b>            | <b>\$516,146</b>           | <b>\$318,407</b>           |
|            |   |                             |                            |                            |
|            | P&D/Startup/Non-Ops   | \$13,501                    | \$39,277                   | \$25,777                   |
|            | Road Improvements/ITS   | 3,624                       | 16,655                     | 13,030                     |
|            | <b>Total Capital</b>  | <b>\$214,864</b>            | <b>\$572,078</b>           | <b>\$357,214</b>           |

The revised estimate for FY 2012 capital and non-operating expenditures is \$396 million. The difference between the FY 2012 budget and anticipated expenditures will be rolled forward into future years in the FY 2013 Financial Plan.

## APPENDIX

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

| <b>Revenues</b>                            | <b>FY 2012 YTD<br/>Actuals</b> | <b>FY 2012 YTD<br/>Budget</b> | <b>YTD Better<br/>(Worse)</b> | <b>% Better<br/>(Worse) Budget</b> | <b>Annual Budget</b>    |
|--|--------------------------------|-------------------------------|-------------------------------|------------------------------------|-------------------------|
| Passenger Revenues (Fixed Route)           | \$42,607                       | \$40,750                      | \$1,857                       | 4.6%                               | \$54,348                |
| Special Events Passenger Revenue           | 146                            | 0.0                           | 146                           | 100.0%                             | 5                       |
| Vanpool Passenger Revenues                 | 611                            | 705                           | (94)                          | (13.4)%                            | 940                     |
| Paratransit Passenger Revenues             | 1,699                          | 1,498                         | 201                           | 13.4%                              | 2,443                   |
| <b>Passenger Revenues</b>                  | <b><u>\$45,062</u></b>         | <b><u>\$42,952</u></b>        | <b><u>\$2,110</u></b>         | <b><u>4.9%</u></b>                 | <b><u>\$57,736</u></b>  |
| Advertising and Other                      | \$8,554                        | \$8,358                       | \$196                         | 2.3%                               | \$12,098                |
| Grants/ILA Program Revenues                | 7,370                          | 1,609                         | 5,761                         | 358.2%                             | 5,016                   |
| <b>Total Other Revenues</b>                | <b><u>\$15,924</u></b>         | <b><u>\$9,967</u></b>         | <b><u>\$5,957</u></b>         | <b><u>59.8%</u></b>                | <b><u>\$17,113</u></b>  |
| <b>Total Operating Revenues</b>            | <b><u>\$60,986</u></b>         | <b><u>\$52,919</u></b>        | <b><u>\$8,067</u></b>         | <b><u>15.2%</u></b>                | <b><u>\$74,849</u></b>  |
| Sales Tax Revenues                         | \$320,945                      | \$319,500                     | \$1,445                       | 0.5%                               | \$422,528               |
| Other Non-Operating Revenues               | 5,434                          | 6,941                         | (1,508)                       | (21.7)%                            | 9,244                   |
| <b>Federal Funds</b>                       |                                |                               |                               |                                    |                         |
| Formula Federal Funding                    | \$55,131                       | \$49,038                      | \$6,093                       | 12.4%                              | \$83,278                |
| Discretionary Federal Funding              | 85,623                         | 89,956                        | (4,332)                       | (4.8)%                             | 91,191                  |
| Other Sources (Capital Contributions, etc) | 2,743                          | 4,608                         | (1,865)                       | (40.5)%                            | 15,237                  |
| <b>Total Revenues</b>                      | <b><u>\$530,862</u></b>        | <b><u>\$522,962</u></b>       | <b><u>\$7,901</u></b>         | <b><u>1.5%</u></b>                 | <b><u>\$696,327</u></b> |
| <b>Operating Expenses:</b>                 | <b>FY 2012 YTD<br/>Actuals</b> | <b>FY 2012 YTD<br/>Budget</b> | <b>YTD (Better)<br/>Worse</b> | <b>% (Better)<br/>Worse Budget</b> | <b>Annual Budget</b>    |
| Salaries & Wages                           | \$149,218                      | \$151,225                     | (\$2,007)                     | (1.3)%                             | \$200,889               |
| Benefits                                   | 66,632                         | 70,358                        | (3,726)                       | (5.6)%                             | 90,468                  |
| Services                                   | 17,180                         | 21,022                        | (3,841)                       | (22.4)%                            | 28,485                  |
| Materials & Supplies                       | 34,178                         | 34,804                        | (626)                         | (1.8)%                             | 47,360                  |
| Utilities                                  | 13,024                         | 13,474                        | (450)                         | (3.5)%                             | 18,537                  |
| Casualty and liability                     | 2,914                          | 3,315                         | (401)                         | (13.7)%                            | 4,440                   |
| Purchased Transportation                   | 41,190                         | 40,220                        | 970                           | 2.4%                               | 53,620                  |
| Taxes, Leases, and Other                   | 3,939                          | 4,079                         | (140)                         | (3.5)%                             | 5,631                   |
| Management Reserves & Fuel/Incentives      | (553)                          | (488)                         | (66)                          | (11.8)%                            | (45)                    |
| <b>Total Operating Expenses</b>            | <b><u>\$327,723</u></b>        | <b><u>\$338,009</u></b>       | <b><u>(\$10,286)</u></b>      | <b><u>(3.1)%</u></b>               | <b><u>\$449,384</u></b> |
| Capital Allocation and Startup             | (\$11,676)                     | (\$14,121)                    | \$2,445                       | (20.9)%                            | (\$15,849)              |
| <b>Total Ops Expense after Allocations</b> | <b><u>\$316,047</u></b>        | <b><u>\$323,888</u></b>       | <b><u>(\$7,841)</u></b>       | <b><u>(2.5)%</u></b>               | <b><u>\$433,535</u></b> |

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

|   | (In thousands)                   |                                  |
|---|----------------------------------|----------------------------------|
|   | 6/30/2012                        | 9/30/2011                        |
| <b>ASSETS</b>   |                                  |                                  |
| <b>CURRENT ASSETS</b>   |                                  |                                  |
| Cash & Cash Equivalents   | \$75,585                         | \$116,477                        |
| Investments   | 723,375                          | 677,801                          |
| Derivative instrument asset   | 2,650                            | 5,480                            |
| Sales tax receivable  | 74,400                           | 68,114                           |
| Transit Revenue Rec., Net   | 1,713                            | 2,563                            |
| Due from Other Governments  | 16,895                           | 20,306                           |
| Materials and supplies inventory  | 29,534                           | 27,381                           |
| Prepaid transit expenses and other  | 3,561                            | 2,483                            |
| Restricted investments held by trustee for debt service                         | 18,731                           | 65,375                           |
| Restricted investments held for advance funding agreements                      | 9,549                            | 11,921                           |
| Restricted investments held to pay capital lease/leaseback liabilities          | <u>76,296</u>                    | <u>55,762</u>                    |
| <b>TOTAL CURRENT ASSETS</b>   | <b><u>1,032,289</u></b>          | <b><u>1,053,663</u></b>          |
| <b>NONCURRENT ASSETS</b>  |                                  |                                  |
| Investments Restricted for SEA  | 171,312                          | 354,274                          |
| Restricted investments held as security for capital lease/leaseback liabilities | 10,608                           | 10,766                           |
| Investments in joint venture  | 23,305                           | 24,190                           |
| Capital assets  |                                  |                                  |
| Land and rights of way  | 548,905                          | 548,904                          |
| Depreciable capital assets, net of depreciation                                 | 3,315,633                        | 3,367,054                        |
| Projects in progress  | 1,006,522                        | 859,872                          |
| Restricted investments held to pay capital lease/leaseback liabilities          | 213,734                          | 268,141                          |
| Net pension asset   | 7,419                            | 6,485                            |
| Unamortized debt issuance costs and other                                       | <u>21,775</u>                    | <u>22,677</u>                    |
| <b>TOTAL NONCURRENT ASSETS</b>  | <b><u>5,319,213</u></b>          | <b><u>5,462,363</u></b>          |
| <b>TOTAL ASSETS</b>   | <b><u><u>\$6,351,502</u></u></b> | <b><u><u>\$6,516,026</u></u></b> |

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

|  | (In thousands)            |                           |
|--|---------------------------|---------------------------|
|  | 6/30/2012                 | 9/30/2011                 |
| <b>LIABILITIES</b>   |                           |                           |
| <b>CURRENT LIABILITIES</b>                                     |                           |                           |
| Accounts payable and accrued liabilities                       | \$83,586                  | \$93,415                  |
| Commercial paper notes payable                                 | 130,000                   | 150,000                   |
| Current portion of Capital lease/leaseback liabilities         | 76,296                    | \$55,762                  |
| Current portion of amount due to the State Comptroller         | 824                       | \$824                     |
| Local Assistance Program Payable                               | 5,170                     | 13,370                    |
| Retainage Payable  | 41,829                    | 55,666                    |
| Unearned revenue and other liabilities                         | 34,671                    | 35,194                    |
| Interest payable   | 14,478                    | 58,037                    |
| Current portion of senior lien sales tax revenue bonds payable | 6,740                     | 8,370                     |
| Deferred inflows of resources                                  | <u>2,650</u>              | <u>5,480</u>              |
| <b>TOTAL CURRENT LIABILITIES</b>                               | <b><u>396,244</u></b>     | <b><u>476,118</u></b>     |
| <b>NON-CURRENT LIABILITIES</b>                                 |                           |                           |
| Accrued liabilities  | 31,526                    | 30,217                    |
| Repayment due to State Comptroller                             | 11,253                    | 11,871                    |
| Senior lien sales tax revenue bonds payable                    | 3,345,719                 | 3,356,068                 |
| Capital lease/leaseback liabilities                            | <u>213,734</u>            | <u>268,141</u>            |
| <b>TOTAL NON-CURRENT LIABILITIES</b>                           | <b><u>3,602,232</u></b>   | <b><u>3,666,297</u></b>   |
| <b>TOTAL LIABILITIES</b>                                       | <b><u>3,998,476</u></b>   | <b><u>4,142,415</u></b>   |
| <b>NET ASSETS</b>  |                           |                           |
| Invested in capital assets, net of related debt                | 1,486,030                 | 1,560,000                 |
| Restricted for debt Service                                    | 4,252                     | 7,338                     |
| Restricted as security for capital lease/leaseback liabilities | 10,608                    | 10,766                    |
| Unrestricted   | <u>852,136</u>            | <u>795,507</u>            |
| <b>TOTAL NET ASSETS</b>  | <b><u>\$2,353,026</u></b> | <b><u>\$2,373,611</u></b> |

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS**  
**FOR THE NINE MONTHS ENDED JUNE 30, 2012 AND 2011**

|   | (In thousands)            |                           |
|---|---------------------------|---------------------------|
|   | For the nine months ended |                           |
|   | 6/30/2012                 | 6/30/2011                 |
| <b>OPERATING REVENUES:</b>  |                           |                           |
| Passenger   | \$45,062                  | \$42,616                  |
| Advertising, rent and other   | <u>15,163</u>             | <u>8,691</u>              |
| <b>Total Operating Revenues</b>                                     | <u><b>60,225</b></u>      | <u><b>51,307</b></u>      |
| <b>OPERATING EXPENSES:</b>  |                           |                           |
| Labor   | 149,632                   | 149,259                   |
| Benefits  | 66,808                    | 63,977                    |
| Services  | 20,728                    | 23,459                    |
| Materials and Supplies  | 35,728                    | 36,023                    |
| Purchased Transportation  | 41,190                    | 39,594                    |
| Depreciation and amortization                                       | 141,704                   | 129,659                   |
| Utilities   | 13,024                    | 11,909                    |
| Taxes, Leases, and Other  | 4,127                     | 4,053                     |
| Casualty and liability  | <u>2,914</u>              | <u>2,828</u>              |
| <b>TOTAL OPERATING EXPENSES</b>                                     | <u><b>475,855</b></u>     | <u><b>460,761</b></u>     |
| <b>NET OPERATING LOSS</b>   | <u><b>(415,630)</b></u>   | <u><b>(409,454)</b></u>   |
| <b>NON-OPERATING REVENUES (EXPENSES):</b>                           |                           |                           |
| Sales tax revenue   | 321,563                   | 300,732                   |
| Investment Income   | 4,502                     | 5,138                     |
| Interest Income from investments held to pay capital lease          | 16,309                    | 16,971                    |
| Interest expense on capital leases                                  | (16,309)                  | (16,971)                  |
| Street improvements for member cities                               | (3,534)                   | (299)                     |
| Interest and financing expenses                                     | (100,408)                 | (90,449)                  |
| Build America Bonds tax credit                                      | 22,847                    | 22,635                    |
| Other non-operating revenues  | 7,035                     | 9,580                     |
| Other non-operating expenses  | <u>(2,307)</u>            | <u>(4,633)</u>            |
| <b>TOTAL NET NON-OPERATING REVENUES</b>                             | <u><b>249,698</b></u>     | <u><b>242,704</b></u>     |
| <b>LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b> | <u><b>(165,932)</b></u>   | <u><b>(166,750)</b></u>   |
| <b>CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:</b>            |                           |                           |
| Federal capital contributions                                       | 100,971                   | 27,416                    |
| State capital contributions   | 1,762                     | 2,088                     |
| Local capital contributions   | 2,299                     | 4,110                     |
| Other federal and state grants                                      | <u>40,315</u>             | <u>2,115</u>              |
| <b>TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>       | <u><b>145,347</b></u>     | <u><b>35,729</b></u>      |
| <b>CHANGE IN NET ASSETS</b>   | <u><b>(20,585)</b></u>    | <u><b>(131,021)</b></u>   |
| 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                     | <u><b>\$2,353,026</b></u> | <u><b>\$2,314,473</b></u> |

## Glossary of Terms/Definitions

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

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

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

**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.

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

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

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

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

**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.

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

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

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

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

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

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

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



## Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Fund Balance** – The difference between a fund's assets and liabilities (also called Fund Equity).

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

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

## Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

**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 and other miscellaneous income. Operating revenues do not include sales tax revenue, interest income, or gain on sale of assets.

**Operating Expenses** – Includes the expenses required to operate DART's revenue 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.

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

**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.

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

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

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

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

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

## Glossary of Terms/Definitions (Cont.)

**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 completes a scheduled passenger pick-up. Management's objective is to increase this ratio.

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

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

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

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

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

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

**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. See also *Unlinked Trip*.

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

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

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

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

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

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

## Glossary of Terms/Definitions (Cont.)

**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]*

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

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

**Zero Denials** – 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                      |

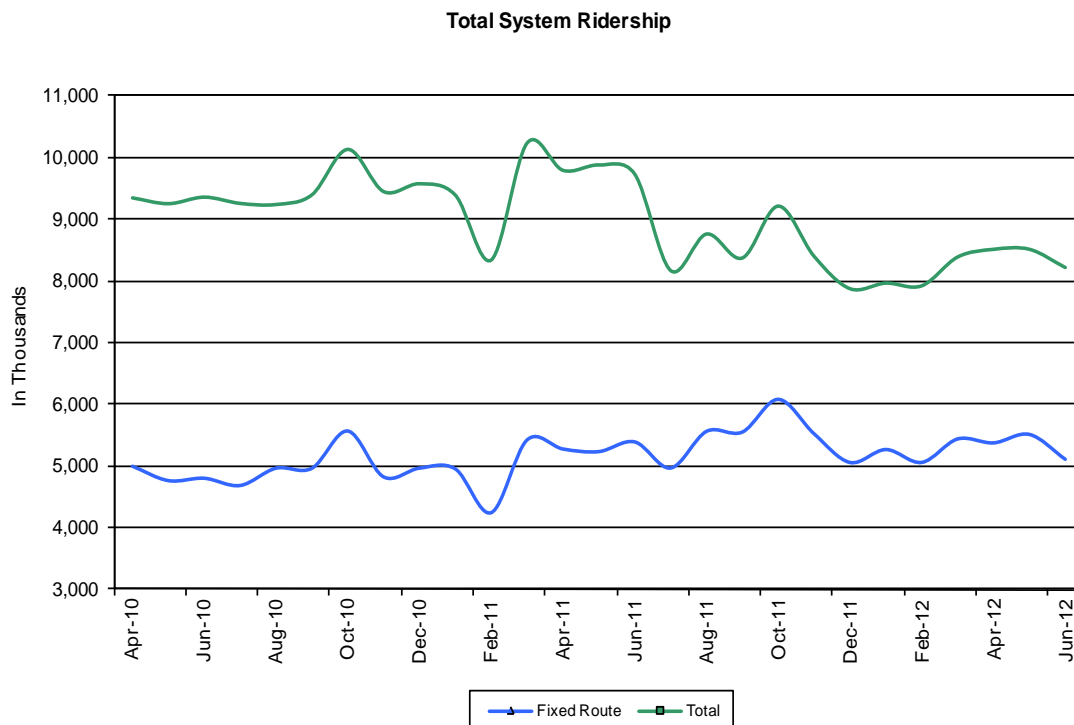
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary 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.

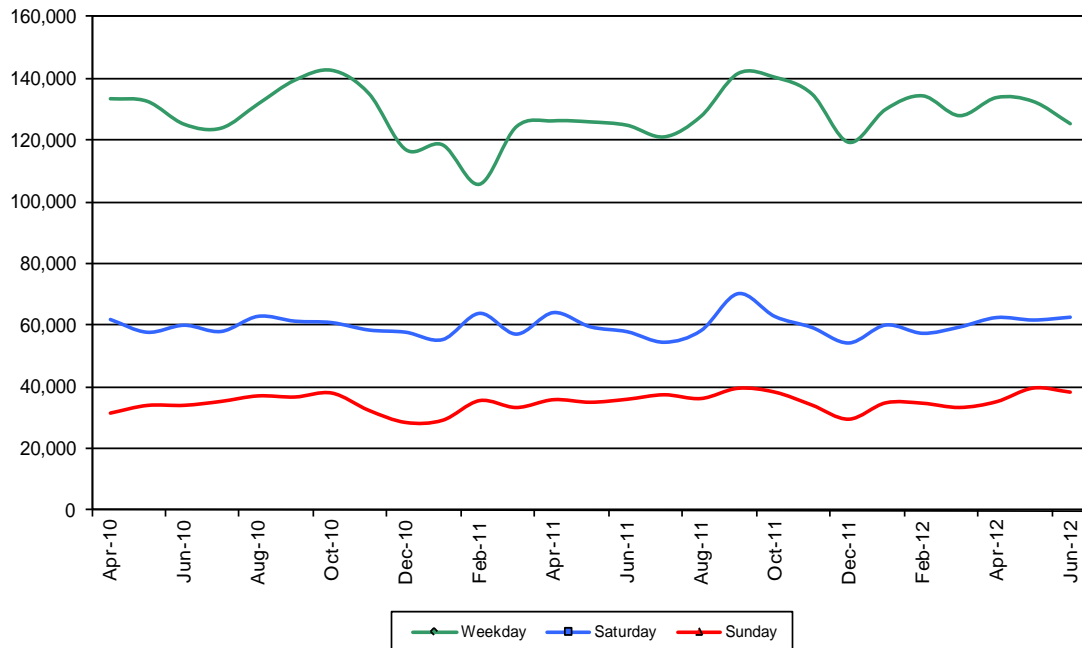
## Total System Ridership



- 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 third quarter of FY 2012 was 25.2 million riders, a decrease of 14.2 percent from the third quarter of FY 2011.
- Fixed route ridership totaled 16.0 million passengers in the third quarter of FY 2012, an increase of 0.6 percent from the third quarter of FY 2011. Increases in bus system ridership along with Green Line ridership contributed to the overall increase.
- Trinity Railway Express ridership was 555,494 passengers in the third quarter, a decrease of 10.2 percent from last year.
- Light rail ridership was 5.7 million riders in the third quarter. This 3.4 percent decrease is attributable, in part, to lower special event ridership and the ridership surge created by the Maverick's victory parade last year. Ridership on the Blue Line continues to trend downward as a result of service reductions and continued high unemployment. Red Line ridership has been about the same as last year.
- Paratransit ridership increased to 203,008 passenger trips in the third quarter of FY 2012, an increase of 0.5 percent from the FY 2011 levels.
- Total HOV usage in the third quarter of FY 2012 was 8.8 million persons, down 32.8 percent from the third 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. Other HOV facilities are performing well.

## **Bus System Ridership**

**Bus System Average Daily Ridership**

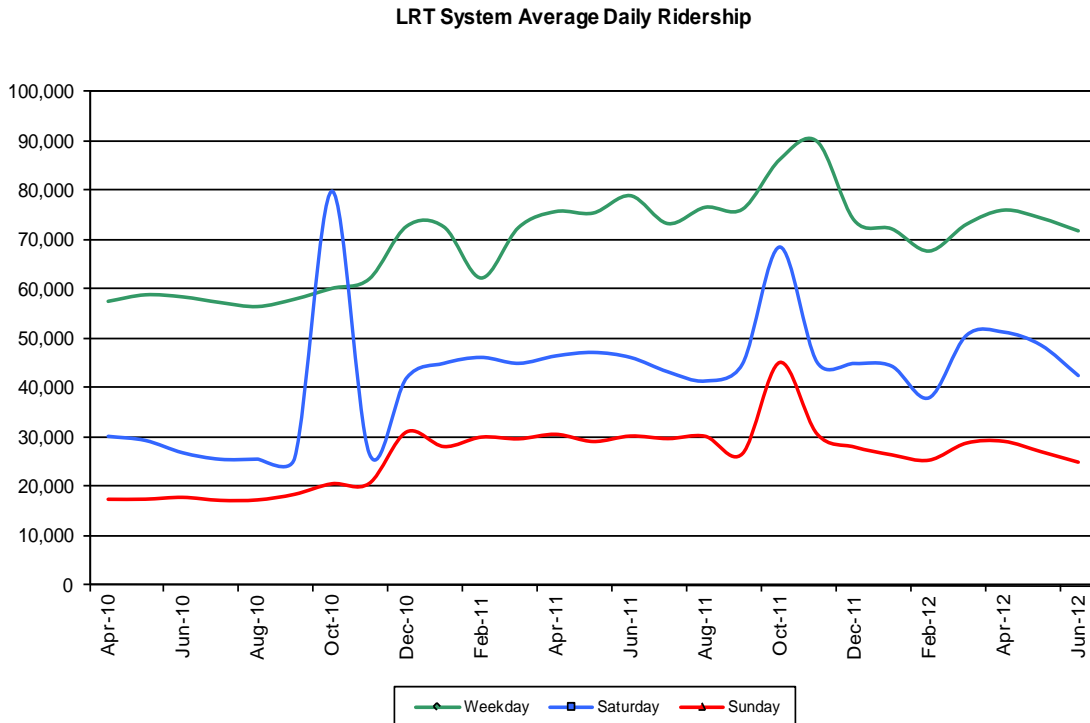


- Total bus ridership (including special events ridership) in the third quarter of FY 2012 was 9.7 million riders, a 3.9 percent increase from the third quarter of FY 2011.
- Average weekday ridership in the third quarter was 130,459 riders, a 3.9 percent increase over last year's average. Some improvement in the unemployment rate appears to be stimulating bus system ridership increases.
- Saturday bus system ridership averaged 62,253 daily riders, an increase of 3.0 percent from last year.
- Sunday bus system ridership averaged 37,705 daily riders, an increase of 5.8 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 third quarter, by route classification, were:

| Route Type  | Route | Weekday Average |
|-------------|-------|-----------------|
| Crosstown   | 486   | 2,840           |
| Express     | 283   | 1,102           |
| Rail Feeder | 703   | 4,003           |
| TC Feeder   | 301   | 1,128           |
| Local       | 11    | 4,373           |
| Shuttle     | UTD   | 1,475           |
| Flex        | 870   | 266             |

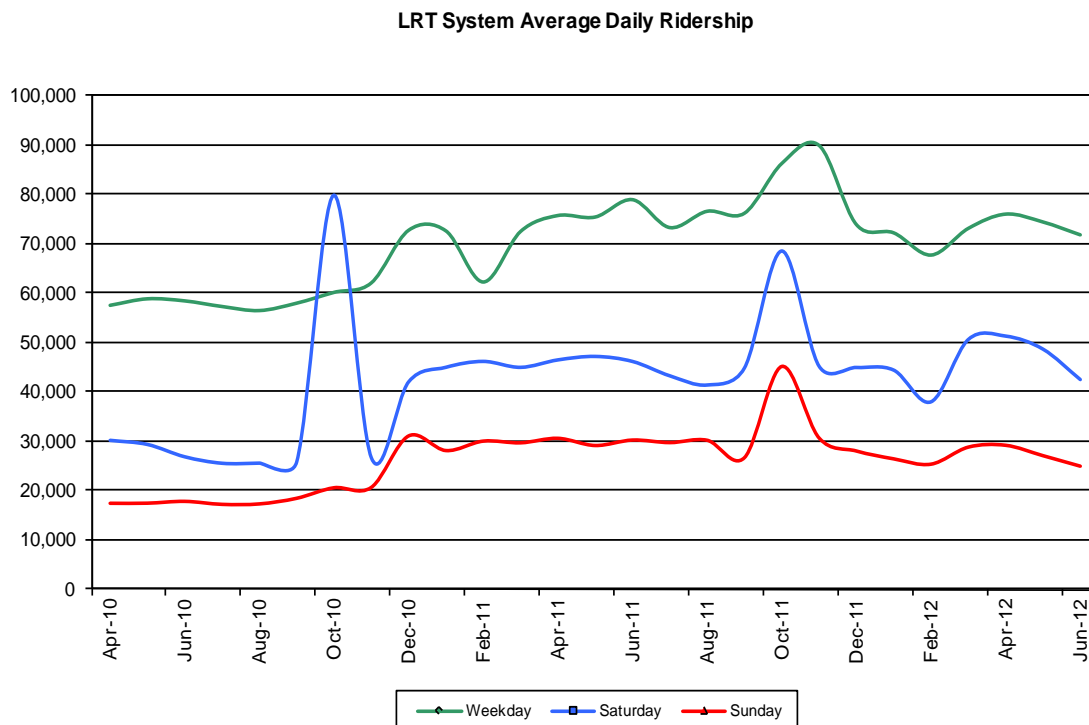


## LRT Ridership



- LRT ridership in the third quarter totaled 5.7 million riders, a decrease of 3.4 percent over the third quarter of FY 2011.
- Weekday ridership in the third quarter averaged 74,132 passengers, a decrease of 3.4 percent over the third quarter of FY 2011.
- Saturday ridership in the third quarter averaged 47,457 passengers, an increase of 1.9 percent from the FY 2011 level.
- Sunday ridership in the third quarter averaged 27,169 passengers, a decrease of 9.7 percent from the FY 2011 level.
- Ridership in the third quarter decreased, in part, because of fewer events at the American Airlines Center. Last year's weekday ridership was boosted by the record-setting ridership experienced as Mavericks fans attended the parade celebrating their NBA championship. That record ridership was, of course, not matched this year.

## Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership continued to decrease in the third quarter. The TRE served a total of 555,494 passengers, a decrease of 10.2 percent from the third quarter of FY 2011.
- Weekday ridership on the TRE averaged 8,067 daily riders (an 8.4 percent decrease from last year) in the third quarter.
- Saturday ridership in the third quarter averaged 2,963 daily riders, a decrease of 24.7 percent from the third 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 third quarter, the TRE weekday ridership was negatively impacted by the Mavericks' early exit from the NBA playoffs. The comparison to last year also suffered because last June's ridership was bolstered by record-setting ridership on the day of the Mavericks' parade celebrating their NBA championship. That day saw over 27,000 riders on the TRE, an increase of over 17,000 riders on a single day. The absence of a similar event this year reduced ridership by the equivalent of two weekdays' riders.

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

| Year | Month     | Bus<br>Monthly | LRT Monthly | Commuter Rail<br>Monthly | Fixed Route<br>Total |
|------|-----------|----------------|-------------|--------------------------|----------------------|
| 2010 | 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                |
|      | 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                |
| 2012 | January   | 3,204          | 1,872       | 189                      | 5,265                |
|      | February  | 3,190          | 1,678       | 187                      | 5,055                |
|      | March     | 3,244          | 1,979       | 214                      | 5,437                |
|      | April     | 3,236          | 1,949       | 189                      | 5,374                |
|      | May       | 3,361          | 1,969       | 182                      | 5,512                |
|      | June      | 3,097          | 1,822       | 185                      | 5,104                |

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

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

| Year | Month     | Bus<br>Weekday | LRT<br>Weekday | Commuter Rail<br>Weekday | Fixed Route<br>Total |
|------|-----------|----------------|----------------|--------------------------|----------------------|
| 2010 | 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                |
|      | April     | 133.8          | 76.1           | 8.3                      | 218.2                |
|      | May       | 132.5          | 74.5           | 7.7                      | 214.7                |
|      | June      | 125.3          | 71.9           | 8.2                      | 205.4                |

*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**  
**For the Third Quarter Fiscal Year 2012, Period Ending June 30, 2012**  
 In Thousands

| Description                      | Qtr 3<br>2012 | Qtr 3<br>2011 | %% (2)<br>Change | YTD<br>2012   | YTD<br>2011   | %%<br>Change |
|----------------------------------|---------------|---------------|------------------|---------------|---------------|--------------|
| <b>Bus Ridership (1)</b>         |               |               |                  |               |               |              |
| Addison                          | 180           | 154           | 16.6%            | 658           | 524           | 25.7%        |
| Carrollton                       | 84            | 78            | 7.4%             | 332           | 443           | -25.1%       |
| Farmers Branch                   | 101           | 98            | 3.3%             | 412           | 314           | 31.2%        |
| Garland                          | 667           | 642           | 3.8%             | 2,622         | 2,400         | 9.3%         |
| Glenn Heights                    | 65            | 70            | -7.7%            | 262           | 253           | 3.6%         |
| Irving                           | 620           | 618           | 0.3%             | 2,472         | 2,300         | 7.5%         |
| Plano                            | 248           | 242           | 2.3%             | 980           | 922           | 6.3%         |
| Richardson                       | 288           | 282           | 2.0%             | 1,187         | 1,122         | 5.8%         |
| Rowlett                          | 21            | 23            | -9.2%            | 85            | 86            | -1.1%        |
| Mesquite - Contracted            | 7             | 0             | 100.0%           | 9             | 0             | 100.0%       |
| <b>Suburban Total</b>            | <b>2,280</b>  | <b>2,208</b>  | <b>3.3%</b>      | <b>9,019</b>  | <b>8,364</b>  | <b>7.8%</b>  |
| <b>Dallas Total (3)</b>          | <b>7,414</b>  | <b>7,119</b>  | <b>4.1%</b>      | <b>22,126</b> | <b>21,181</b> | <b>4.5%</b>  |
| <b>Bus Total</b>                 | <b>9,694</b>  | <b>9,327</b>  | <b>3.9%</b>      | <b>31,145</b> | <b>29,544</b> | <b>5.4%</b>  |
| <b>Light Rail</b>                | <b>5,739</b>  | <b>5,938</b>  | <b>-3.4%</b>     | <b>18,348</b> | <b>17,126</b> | <b>7.1%</b>  |
| <b>Commuter Rail</b>             | <b>555</b>    | <b>619</b>    | <b>-10.2%</b>    | <b>1,734</b>  | <b>1,860</b>  | <b>-6.8%</b> |
| <b>Total Passenger Boardings</b> | <b>15,989</b> | <b>15,884</b> | <b>0.7%</b>      | <b>51,227</b> | <b>48,530</b> | <b>5.6%</b>  |

| Type of Day       | Qtr 2<br>2012 | Qtr 2<br>2011 | Inc<br>(Dec) | YTD<br>2012 | YTD<br>2011 | Inc<br>(Dec) |
|-------------------|---------------|---------------|--------------|-------------|-------------|--------------|
| Weekdays          | 64            | 64            | 0            | 190         | 190         | 0            |
| Saturdays/Holiday | 13            | 13            | 0            | 43          | 40          | 3            |
| Sundays/Holiday   | 14            | 14            | 0            | 41          | 43          | -2           |
| <b>Total</b>      | <b>91</b>     | <b>91</b>     | <b>0</b>     | <b>274</b>  | <b>273</b>  | <b>1</b>     |

(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.

### **Third 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 was restructured in July 2012.
- The remaining crosstown routes performed at or above the 0.6 level during the third 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. Three routes, 408 (Dallas/Irving), 409 (Dallas) and 453 (Dallas) performed at the 0.9 level.
- Eight 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 was adjusted to better reflect ridership levels in July 2012. Route 234 ridership is negatively impacted by LBJ Freeway reconstruction.

### **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 2.3 was second in the ranking.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was third with an RPI of 1.7.
- Route 506 (Park Lane and Walnut Hill stations) was fourth with an RPI of 1.4.
- Five routes, 548 (Dallas) with a 1.1 RPI, 502 (Dallas), 528 (Dallas), 534 (Addison, Dallas, Carrollton) and 554 (Dallas) had high RPI values.
- Seven routes recorded an RPI value of 0.5 during the third quarter, including routes 513, 525, 538, 542, 560, 566 and 594.
- 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**

- Three Transit Center Feeder routes fell below the 0.6 RPI level. Routes 305 (Irving), 306 (Irving) and 376 (Cockrell Hill, Dallas) with an RPI of 0.5 were the only poor performers.
- Four 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) and 377 (Garland, 1.0).
- Nineteen of the 22 Transit Center Feeder routes achieved RPI values of 0.6 or greater.
- Five routes had RPI value of 0.9.
- 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 was replaced by a Rail Station Feeder route in July when the first segment of the Orange Line opened. 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**

- Twenty-one of the 28 Local routes posted RPI values of 0.6 or greater in the third quarter of FY 2012.
- Route 11 (Dallas) was both the best performing Local route with a 1.2 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 1.1.
- Four routes, 19 (Dallas), 26 (Dallas), 63 (Dallas, Irving) and 164 (Dallas) had RPI values of 0.9.
- Routes 27, 29, 39, 42, 51, 111 and 155 were the poorest performers. These routes will be modified in 2012.

### **Site-Specific Shuttles**

- Six of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 2.9) and SMU (RPI 1.1) shuttles were the top performers.
- The DFW and UT Southwestern shuttles performed at the 0.9 level. The TI Main Campus and Richardson shuttles performed at the 0.6 level.
- The Medical City and the TI Spring Creek shuttles performed at the 0.5 level.

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

- Three 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 0.9.
- The Glenn Heights and Rowlett zones performed at 0.8 and 0.6 levels respectively.
- 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 South Plano route was the best performing route with an SPI of 1.7.
- The East Plano and Garland/Rowlett routes performed at the 0.8 level.
- The Buckner Flex was the poorest performer with an SPI value of 0.6. It is 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>Third Quarter 2012</div> |                                |                                |             |              |       |               |       |                      |       |                                       |                                       |                        |
|---|--------------------------------|--------------------------------|-------------|--------------|-------|---------------|-------|----------------------|-------|---------------------------------------|---------------------------------------|------------------------|
| LINE  | Avg<br>Weekday<br>Pass<br>3Q12 | Avg<br>Weekday<br>Pass<br>3Q11 | %<br>Change | Sub/<br>Pass | Index | Pass/<br>Trip | Index | Pass/<br>Rev<br>Hour | Index | 2Q12<br>Route<br>Performance<br>Index | 3Q12<br>Route<br>Performance<br>Index | RPI<br>Point<br>Change |
|   |                                |                                |             | \$3.50       |       | 34.00         |       | 24.0                 |       |                                       |                                       |                        |
| 488   | 2,223                          | 2,065                          | 7.6%        | \$3.33       | 1.0   | 43.1          | 1.3   | 29.0                 | 1.2   | 1.2                                   | 1.2                                   | 0.0                    |
| 486   | 2,840                          | 2,923                          | -2.9%       | \$3.45       | 1.0   | 41.9          | 1.2   | 27.4                 | 1.1   | 1.1                                   | 1.1                                   | 0.0                    |
| 466   | 2,599                          | 2,490                          | 4.4%        | \$4.10       | 0.9   | 32.2          | 0.9   | 25.4                 | 1.1   | 1.0                                   | 1.0                                   | 0.0                    |
| 463   | 1,686                          | 1,713                          | -1.6%       | \$3.81       | 0.9   | 29.4          | 0.9   | 28.9                 | 1.2   | 1.0                                   | 1.0                                   | 0.0                    |
| 467   | 2,867                          | 2,800                          | 2.4%        | \$4.23       | 0.8   | 31.6          | 0.9   | 31.9                 | 1.3   | 1.0                                   | 1.0                                   | 0.0                    |
| 408   | 2,010                          | 1,949                          | 3.2%        | \$4.52       | 0.8   | 35.4          | 1.0   | 23.6                 | 1.0   | 0.9                                   | 0.9                                   | 0.0                    |
| 453   | 2,436                          | 2,544                          | -4.3%       | \$4.28       | 0.8   | 30.0          | 0.9   | 23.1                 | 1.0   | 0.9                                   | 0.9                                   | 0.0                    |
| 409   | 2,276                          | 2,357                          | -3.4%       | \$4.04       | 0.9   | 26.3          | 0.8   | 22.2                 | 0.9   | 0.8                                   | 0.9                                   | 0.1                    |
| 400   | 2,183                          | 2,133                          | 2.4%        | \$5.97       | 0.6   | 35.7          | 1.1   | 19.5                 | 0.8   | 0.8                                   | 0.8                                   | 0.0                    |
| 428   | 2,248                          | 2,234                          | 0.6%        | \$5.00       | 0.7   | 24.9          | 0.7   | 21.6                 | 0.9   | 0.8                                   | 0.8                                   | 0.0                    |
| 451   | 1,221                          | 1,196                          | 2.1%        | \$4.48       | 0.8   | 17.1          | 0.5   | 24.6                 | 1.0   | 0.7                                   | 0.8                                   | 0.1                    |
| 405   | 1,713                          | 1,798                          | -4.7%       | \$5.59       | 0.6   | 25.6          | 0.8   | 17.7                 | 0.7   | 0.7                                   | 0.7                                   | 0.0                    |
| 410   | 1,097                          | 1,046                          | 4.8%        | \$5.85       | 0.6   | 19.2          | 0.6   | 19.7                 | 0.8   | 0.6                                   | 0.7                                   | 0.1                    |
| 404   | 748                            | 1,056                          | -29.1%      | \$5.43       | 0.6   | 15.3          | 0.4   | 17.0                 | 0.7   | 0.7                                   | 0.6                                   | -0.1                   |
| 415   | 1,066                          | 1,061                          | 0.5%        | \$6.04       | 0.6   | 20.4          | 0.6   | 18.1                 | 0.8   | 0.7                                   | 0.6                                   | -0.1                   |
| 445   | 861                            | 873                            | -1.3%       | \$5.18       | 0.7   | 12.1          | 0.4   | 17.1                 | 0.7   | 0.6                                   | 0.6                                   | 0.0                    |
| 475   | 1,209                          | 1,180                          | 2.5%        | \$7.08       | 0.5   | 17.0          | 0.5   | 14.6                 | 0.6   | 0.5                                   | 0.5                                   | 0.0                    |
| 452   | 1,023                          | 925                            | 10.5%       | \$8.81       | 0.4   | 17.6          | 0.5   | 13.7                 | 0.6   | 0.5                                   | 0.5                                   | 0.0                    |
| 444   | 817                            | 801                            | 2.0%        | \$7.54       | 0.5   | 12.8          | 0.4   | 13.5                 | 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>Third Quarter 2012</div> |                                |                                |             |              |       |               |       |                      |       |                                       |                                       |                        |
|---|--------------------------------|--------------------------------|-------------|--------------|-------|---------------|-------|----------------------|-------|---------------------------------------|---------------------------------------|------------------------|
| LINE  | Avg<br>Weekday<br>Pass<br>3Q12 | Avg<br>Weekday<br>Pass<br>3Q11 | %<br>Change | Sub/<br>Pass | Index | Pass/<br>Trip | Index | Pass/<br>Rev<br>Hour | Index | 2Q12<br>Route<br>Performance<br>Index | 3Q12<br>Route<br>Performance<br>Index | RPI<br>Point<br>Change |
|   |                                |                                |             | \$5.50       |       | 18.00         |       | 31.0                 |       |                                       |                                       |                        |
| 205   | 907                            | 688                            | 31.8%       | \$4.87       | 1.1   | 33.6          | 1.9   | 47.9                 | 1.5   | 1.1                                   | 1.5                                   | 0.4                    |
| 206   | 972                            | 1,054                          | -7.8%       | \$7.05       | 0.8   | 17.4          | 1.0   | 27.3                 | 0.9   | 0.9                                   | 0.9                                   | 0.0                    |
| 283   | 1,102                          | 1,063                          | 3.7%        | \$7.34       | 0.7   | 14.1          | 0.8   | 22.6                 | 0.7   | 0.7                                   | 0.8                                   | 0.1                    |
| 278   | 528                            | 508                            | 4.0%        | \$6.51       | 0.8   | 11.0          | 0.6   | 23.8                 | 0.8   | 0.7                                   | 0.7                                   | 0.0                    |
| 202   | 632                            | 677                            | -6.6%       | \$7.76       | 0.7   | 9.7           | 0.5   | 17.3                 | 0.6   | 0.6                                   | 0.6                                   | 0.0                    |
| 207   | 177                            | 195                            | -9.0%       | \$14.37      | 0.4   | 12.7          | 0.7   | 20.9                 | 0.7   | 0.6                                   | 0.6                                   | 0.0                    |
| 210   | 496                            | 531                            | -6.6%       | \$13.79      | 0.4   | 11.0          | 0.6   | 13.4                 | 0.4   | 0.5                                   | 0.5                                   | 0.0                    |
| 234   | 59                             | 75                             | -20.8%      | \$22.55      | 0.2   | 9.9           | 0.5   | 10.8                 | 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  
Third Quarter 2012**

| LINE | Avg<br>Weekday<br>Pass | Avg<br>Weekday<br>Pass | %<br>Change | Sub/<br>Pass | Index | Pass/<br>Trip | Index | Pass/<br>Rev<br>Hour | Index | 2Q12                 | 3Q12                 | RPI<br>Point<br>Change |
|------|------------------------|------------------------|-------------|--------------|-------|---------------|-------|----------------------|-------|----------------------|----------------------|------------------------|
|      | 3Q12                   | 3Q11                   |             |              |       |               |       |                      |       | Route                | Route                |                        |
|      |                        |                        |             |              |       |               |       |                      |       | Performance<br>Index | Performance<br>Index |                        |
|      |                        |                        |             |              |       |               |       |                      |       |                      |                      |                        |
|      |                        |                        |             | \$4.00       |       | 13.00         |       | 22.0                 |       |                      |                      |                        |
| 703  | 4,003                  | 0                      | All         | \$0.00       | 5.0   | 8.7           | 0.7   | 54.2                 | 2.5   | 2.7                  | 2.7                  | 0.0                    |
| 702  | 762                    | 810                    | -6.0%       | \$1.04       | 3.9   | 8.8           | 0.7   | 52.7                 | 2.4   | 2.2                  | 2.3                  | 0.1                    |
| 583  | 2,723                  | 2,673                  | 1.9%        | \$2.72       | 1.5   | 29.6          | 2.3   | 32.5                 | 1.5   | 1.8                  | 1.7                  | -0.1                   |
| 506  | 1,565                  | 1,380                  | 13.3%       | \$2.53       | 1.6   | 15.4          | 1.2   | 31.4                 | 1.4   | 1.3                  | 1.4                  | 0.1                    |
| 548  | 1,270                  | 1,388                  | -8.5%       | \$5.16       | 0.8   | 15.8          | 1.2   | 25.6                 | 1.2   | 1.0                  | 1.1                  | 0.1                    |
| 554  | 1,185                  | 1,208                  | -1.9%       | \$3.70       | 1.1   | 12.0          | 0.9   | 23.1                 | 1.1   | 1.0                  | 1.0                  | 0.0                    |
| 534  | 1,214                  | 1,114                  | 9.0%        | \$5.78       | 0.7   | 18.9          | 1.5   | 19.2                 | 0.9   | 1.0                  | 1.0                  | 0.0                    |
| 528  | 781                    | 859                    | -9.2%       | \$4.02       | 1.0   | 11.6          | 0.9   | 23.6                 | 1.1   | 0.9                  | 1.0                  | 0.1                    |
| 502  | 1,110                  | 978                    | 13.5%       | \$4.30       | 0.9   | 13.4          | 1.0   | 21.0                 | 1.0   | 0.9                  | 1.0                  | 0.1                    |
| 592  | 1,364                  | 1,503                  | -9.3%       | \$4.15       | 1.0   | 10.7          | 0.8   | 22.4                 | 1.0   | 1.0                  | 0.9                  | -0.1                   |
| 527  | 684                    | 699                    | -2.1%       | \$4.43       | 0.9   | 8.8           | 0.7   | 22.7                 | 1.0   | 0.9                  | 0.9                  | 0.0                    |
| 549  | 970                    | 963                    | 0.7%        | \$6.10       | 0.7   | 16.4          | 1.3   | 17.6                 | 0.8   | 0.9                  | 0.9                  | 0.0                    |
| 593  | 1,006                  | 1,163                  | -13.5%      | \$4.72       | 0.8   | 10.3          | 0.8   | 18.9                 | 0.9   | 0.9                  | 0.8                  | -0.1                   |
| 553  | 519                    | 564                    | -8.0%       | \$6.09       | 0.7   | 12.0          | 0.9   | 19.4                 | 0.9   | 0.9                  | 0.8                  | -0.1                   |
| 522  | 825                    | 800                    | 3.0%        | \$5.61       | 0.7   | 10.0          | 0.8   | 17.9                 | 0.8   | 0.8                  | 0.8                  | 0.0                    |
| 597  | 1,104                  | 1,103                  | 0.0%        | \$6.62       | 0.6   | 14.4          | 1.1   | 16.0                 | 0.7   | 0.8                  | 0.8                  | 0.0                    |
| 531  | 582                    | 519                    | 12.0%       | \$6.42       | 0.6   | 12.1          | 0.9   | 19.2                 | 0.9   | 0.8                  | 0.8                  | 0.0                    |
| 526  | 588                    | 564                    | 4.1%        | \$4.46       | 0.9   | 6.6           | 0.5   | 20.6                 | 0.9   | 0.8                  | 0.8                  | 0.0                    |
| 582  | 926                    | 844                    | 9.7%        | \$5.58       | 0.7   | 12.1          | 0.9   | 18.1                 | 0.8   | 0.8                  | 0.8                  | 0.0                    |
| 551  | 457                    | 450                    | 1.7%        | \$6.04       | 0.7   | 9.7           | 0.7   | 19.7                 | 0.9   | 0.7                  | 0.8                  | 0.1                    |
| 541  | 746                    | 686                    | 8.7%        | \$6.15       | 0.7   | 11.4          | 0.9   | 15.8                 | 0.7   | 0.9                  | 0.7                  | -0.2                   |
| 544  | 969                    | 1,118                  | -13.3%      | \$6.82       | 0.6   | 11.4          | 0.9   | 14.6                 | 0.7   | 0.7                  | 0.7                  | 0.0                    |
| 535  | 1,111                  | 1,050                  | 5.9%        | \$7.00       | 0.6   | 12.1          | 0.9   | 14.2                 | 0.6   | 0.7                  | 0.7                  | 0.0                    |
| 547  | 480                    | 448                    | 7.3%        | \$5.90       | 0.7   | 7.1           | 0.5   | 12.6                 | 0.6   | 0.7                  | 0.6                  | -0.1                   |
| 574  | 377                    | 413                    | -8.7%       | \$9.16       | 0.4   | 8.2           | 0.6   | 17.1                 | 0.8   | 0.6                  | 0.6                  | 0.0                    |
| 507  | 265                    | 251                    | 5.4%        | \$6.58       | 0.6   | 6.7           | 0.5   | 16.4                 | 0.7   | 0.6                  | 0.6                  | 0.0                    |
| 568  | 914                    | 835                    | 9.4%        | \$7.27       | 0.5   | 8.7           | 0.7   | 14.7                 | 0.7   | 0.6                  | 0.6                  | 0.0                    |
| 532  | 403                    | 317                    | 26.9%       | \$6.40       | 0.6   | 7.7           | 0.6   | 15.8                 | 0.7   | 0.6                  | 0.6                  | 0.0                    |
| 515  | 736                    | 707                    | 4.2%        | \$7.98       | 0.5   | 8.6           | 0.7   | 13.2                 | 0.6   | 0.6                  | 0.6                  | 0.0                    |
| 571  | 547                    | 513                    | 6.6%        | \$9.49       | 0.4   | 9.6           | 0.7   | 12.7                 | 0.6   | 0.6                  | 0.6                  | 0.0                    |
| 536  | 298                    | 245                    | 21.9%       | \$10.66      | 0.4   | 9.3           | 0.7   | 12.8                 | 0.6   | 0.5                  | 0.6                  | 0.1                    |
| 594  | 693                    | 721                    | -3.8%       | \$8.66       | 0.5   | 7.2           | 0.6   | 13.0                 | 0.6   | 0.6                  | 0.5                  | -0.1                   |
| 513  | 263                    | 254                    | 3.4%        | \$7.71       | 0.5   | 5.5           | 0.4   | 14.7                 | 0.7   | 0.6                  | 0.5                  | -0.1                   |
| 542  | 473                    | 441                    | 7.2%        | \$8.52       | 0.5   | 6.9           | 0.5   | 11.0                 | 0.5   | 0.6                  | 0.5                  | -0.1                   |
| 538  | 729                    | 795                    | -8.3%       | \$7.41       | 0.5   | 4.8           | 0.4   | 13.9                 | 0.6   | 0.5                  | 0.5                  | 0.0                    |
| 525  | 332                    | 332                    | -0.1%       | \$8.22       | 0.5   | 5.7           | 0.4   | 11.5                 | 0.5   | 0.5                  | 0.5                  | 0.0                    |
| 560  | 472                    | 425                    | 11.2%       | \$10.14      | 0.4   | 8.3           | 0.6   | 11.4                 | 0.5   | 0.5                  | 0.5                  | 0.0                    |
| 566  | 263                    | 299                    | -12.0%      | \$7.83       | 0.5   | 5.5           | 0.4   | 12.7                 | 0.6   | 0.5                  | 0.5                  | 0.0                    |
| 550  | 370                    | 412                    | -10.2%      | \$10.80      | 0.4   | 4.9           | 0.4   | 10.0                 | 0.5   | 0.4                  | 0.4                  | 0.0                    |
| 595  | 547                    | 552                    | -0.9%       | \$12.60      | 0.3   | 8.3           | 0.6   | 8.5                  | 0.4   | 0.4                  | 0.4                  | 0.0                    |
| 591  | 342                    | 362                    | -5.5%       | \$9.97       | 0.4   | 3.7           | 0.3   | 9.5                  | 0.4   | 0.4                  | 0.4                  | 0.0                    |
| 567  | 139                    | 169                    | -18.0%      | \$14.62      | 0.3   | 2.7           | 0.2   | 7.8                  | 0.4   | 0.3                  | 0.3                  | 0.0                    |
| 533  | 93                     | 89                     | 5.0%        | \$12.62      | 0.3   | 2.5           | 0.2   | 9.9                  | 0.4   | 0.3                  | 0.3                  | 0.0                    |
| 512  | 36                     | 29                     | 26.7%       | \$37.86      | 0.1   | 0.5           | 0.0   | 2.8                  | 0.1   | 0.1                  | 0.1                  | 0.0                    |
| 521  | 27                     | 120                    | -77.6%      | \$46.20      | 0.1   | 0.6           | 0.0   | 2.0                  | 0.1   | 0.1                  | 0.1                  | 0.0                    |

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

**Transit Center Feeder  
Routes**

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

| LINE | Avg<br>Weekday<br>Pass<br>3Q12 | Avg<br>Weekday<br>Pass<br>3Q11 | %<br>Change | Sub/<br>Pass<br>\$5.00 | Index | Pass/<br>Trip<br>13.00 | Index | Pass/<br>Rev<br>Hour<br>18.0 | Index | 2Q12<br>Route<br>Performance<br>Index | 3Q12<br>Route<br>Performance<br>Index | RPI<br>Point<br>Change |
|------|--------------------------------|--------------------------------|-------------|------------------------|-------|------------------------|-------|------------------------------|-------|---------------------------------------|---------------------------------------|------------------------|
| 378  | 1,066                          | 948                            | 12.5%       | \$4.52                 | 1.1   | 15.3                   | 1.2   | 26.8                         | 1.5   | <b>1.3</b>                            | <b>1.3</b>                            | <b>0.0</b>             |
| 301  | 1,128                          | 1,081                          | 4.3%        | \$6.66                 | 0.8   | 21.9                   | 1.7   | 16.4                         | 0.9   | <b>1.1</b>                            | <b>1.1</b>                            | <b>0.0</b>             |
| 374  | 863                            | 871                            | -0.9%       | \$6.36                 | 0.8   | 15.7                   | 1.2   | 16.5                         | 0.9   | <b>1.0</b>                            | <b>1.0</b>                            | <b>0.0</b>             |
| 350  | 911                            | 828                            | 10.0%       | \$6.87                 | 0.7   | 16.8                   | 1.3   | 17.9                         | 1.0   | <b>1.0</b>                            | <b>1.0</b>                            | <b>0.0</b>             |
| 377  | 461                            | 401                            | 15.0%       | \$5.59                 | 0.9   | 10.1                   | 0.8   | 20.3                         | 1.1   | <b>1.0</b>                            | <b>0.9</b>                            | <b>-0.1</b>            |
| 360  | 912                            | 927                            | -1.6%       | \$5.97                 | 0.8   | 12.6                   | 1.0   | 18.3                         | 1.0   | <b>0.9</b>                            | <b>0.9</b>                            | <b>0.0</b>             |
| 361  | 531                            | 558                            | -4.9%       | \$6.10                 | 0.8   | 9.6                    | 0.7   | 19.3                         | 1.1   | <b>0.8</b>                            | <b>0.9</b>                            | <b>0.1</b>             |
| 372  | 687                            | 681                            | 0.8%        | \$7.25                 | 0.7   | 12.4                   | 1.0   | 16.4                         | 0.9   | <b>0.8</b>                            | <b>0.9</b>                            | <b>0.1</b>             |
| 380  | 480                            | 443                            | 8.3%        | \$6.03                 | 0.8   | 9.4                    | 0.7   | 18.7                         | 1.0   | <b>0.8</b>                            | <b>0.9</b>                            | <b>0.1</b>             |
| 308  | 527                            | 532                            | -0.9%       | \$7.24                 | 0.7   | 9.9                    | 0.8   | 17.7                         | 1.0   | <b>0.8</b>                            | <b>0.8</b>                            | <b>0.0</b>             |
| 385  | 627                            | 638                            | -1.9%       | \$7.89                 | 0.6   | 10.4                   | 0.8   | 14.2                         | 0.8   | <b>0.8</b>                            | <b>0.7</b>                            | <b>-0.1</b>            |
| 362  | 609                            | 581                            | 4.8%        | \$8.76                 | 0.6   | 10.9                   | 0.8   | 14.1                         | 0.8   | <b>0.7</b>                            | <b>0.7</b>                            | <b>0.0</b>             |
| 347  | 473                            | 434                            | 8.8%        | \$8.81                 | 0.6   | 9.8                    | 0.8   | 13.6                         | 0.8   | <b>0.7</b>                            | <b>0.7</b>                            | <b>0.0</b>             |
| 311  | 218                            | 178                            | 22.5%       | \$10.81                | 0.5   | 10.9                   | 0.8   | 14.3                         | 0.8   | <b>0.7</b>                            | <b>0.7</b>                            | <b>0.0</b>             |
| 302  | 435                            | 397                            | 9.6%        | \$9.00                 | 0.6   | 8.7                    | 0.7   | 15.5                         | 0.9   | <b>0.6</b>                            | <b>0.7</b>                            | <b>0.1</b>             |
| 307  | 536                            | 433                            | 23.7%       | \$10.46                | 0.5   | 11.4                   | 0.9   | 11.3                         | 0.6   | <b>0.6</b>                            | <b>0.7</b>                            | <b>0.1</b>             |
| 310  | 604                            | 591                            | 2.2%        | \$14.51                | 0.3   | 11.2                   | 0.9   | 9.2                          | 0.5   | <b>0.6</b>                            | <b>0.6</b>                            | <b>0.0</b>             |
| 333  | 342                            | 329                            | 3.9%        | \$8.88                 | 0.6   | 6.8                    | 0.5   | 14.0                         | 0.8   | <b>0.6</b>                            | <b>0.6</b>                            | <b>0.0</b>             |
| 303  | 353                            | 297                            | 19.1%       | \$8.32                 | 0.6   | 7.4                    | 0.6   | 13.9                         | 0.8   | <b>0.6</b>                            | <b>0.6</b>                            | <b>0.0</b>             |
| 306  | 249                            | 305                            | -18.5%      | \$9.81                 | 0.5   | 5.3                    | 0.4   | 9.4                          | 0.5   | <b>0.6</b>                            | <b>0.5</b>                            | <b>-0.1</b>            |
| 305  | 279                            | 328                            | -15.1%      | \$10.58                | 0.5   | 5.9                    | 0.5   | 10.1                         | 0.6   | <b>0.5</b>                            | <b>0.5</b>                            | <b>0.0</b>             |
| 376  | 275                            | 250                            | 10.2%       | \$8.89                 | 0.6   | 3.7                    | 0.3   | 12.3                         | 0.7   | <b>0.4</b>                            | <b>0.5</b>                            | <b>0.1</b>             |

# Table 8 - Local Routes Performance

## Local Routes

## Service Standards Monitoring Report Dallas Area Rapid Transit Third Quarter 2012

| LINE | Avg<br>Weekday<br>Pass<br>3Q12 | Avg<br>Weekday<br>Pass<br>3Q11 | %<br>Change | Sub/<br>Pass<br>Index | Pass/<br>Trip<br>Index | Pass/<br>Rev<br>Hour<br>Index | 2Q12<br>Route<br>Performance<br>Index | 3Q12<br>Route<br>Performance<br>Index | RPI<br>Point<br>Change |
|------|--------------------------------|--------------------------------|-------------|-----------------------|------------------------|-------------------------------|---------------------------------------|---------------------------------------|------------------------|
|      |                                |                                |             | \$3.25                | 24.50                  | 23.5                          |                                       |                                       |                        |
| 11   | 4,373                          | 4,108                          | 6.5%        | \$3.17                | 1.0                    | 32.3                          | 1.1                                   | 1.1                                   | 0.1                    |
| 110  | 1,808                          | 1,648                          | 9.7%        | \$3.41                | 1.0                    | 23.7                          | 1.0                                   | 1.0                                   | 0.1                    |
| 164  | 3,132                          | 3,244                          | -3.5%       | \$4.41                | 0.7                    | 21.9                          | 0.9                                   | 0.9                                   | 0.0                    |
| 26   | 1,443                          | 1,465                          | -1.5%       | \$3.36                | 1.0                    | 15.9                          | 0.6                                   | 0.8                                   | 0.1                    |
| 63   | 1,177                          | 1,182                          | -0.4%       | \$4.01                | 0.8                    | 16.8                          | 0.7                                   | 0.8                                   | 0.1                    |
| 19   | 2,760                          | 2,804                          | -1.6%       | \$4.19                | 0.8                    | 20.9                          | 0.9                                   | 0.8                                   | 0.1                    |
| 2    | 1,257                          | 1,343                          | -6.4%       | \$4.07                | 0.8                    | 16.4                          | 0.7                                   | 0.8                                   | 0.0                    |
| 24   | 1,559                          | 1,519                          | 2.6%        | \$3.73                | 0.9                    | 13.7                          | 0.6                                   | 0.8                                   | 0.0                    |
| 1    | 2,071                          | 2,107                          | -1.7%       | \$4.63                | 0.7                    | 18.8                          | 0.8                                   | 0.8                                   | 0.0                    |
| 52   | 1,007                          | 979                            | 2.9%        | \$4.35                | 0.7                    | 11.7                          | 0.5                                   | 0.7                                   | 0.0                    |
| 36   | 1,359                          | 1,413                          | -3.8%       | \$5.96                | 0.5                    | 20.1                          | 0.8                                   | 0.7                                   | 0.0                    |
| 76   | 958                            | 875                            | 9.5%        | \$4.69                | 0.7                    | 13.9                          | 0.6                                   | 0.6                                   | 0.1                    |
| 12   | 1,475                          | 1,580                          | -6.6%       | \$5.82                | 0.6                    | 17.2                          | 0.7                                   | 0.6                                   | 0.1                    |
| 59   | 1,039                          | 985                            | 5.5%        | \$5.98                | 0.5                    | 16.5                          | 0.7                                   | 0.6                                   | 0.1                    |
| 183  | 998                            | 1,241                          | -19.6%      | \$5.40                | 0.6                    | 12.3                          | 0.5                                   | 0.7                                   | -0.1                   |
| 161  | 1,800                          | 1,916                          | -6.0%       | \$6.19                | 0.5                    | 13.4                          | 0.5                                   | 0.7                                   | -0.1                   |
| 49   | 642                            | 637                            | 0.8%        | \$5.06                | 0.6                    | 8.2                           | 0.3                                   | 0.6                                   | 0.0                    |
| 60   | 1,038                          | 972                            | 6.7%        | \$7.04                | 0.5                    | 15.1                          | 0.6                                   | 0.6                                   | 0.0                    |
| 35   | 944                            | 887                            | 6.4%        | \$6.33                | 0.5                    | 15.1                          | 0.6                                   | 0.5                                   | 0.1                    |
| 21   | 1,145                          | 1,216                          | -5.8%       | \$8.84                | 0.4                    | 18.1                          | 0.7                                   | 0.5                                   | 0.1                    |
| 31   | 1,186                          | 1,100                          | 7.8%        | \$7.46                | 0.4                    | 16.5                          | 0.7                                   | 0.5                                   | 0.1                    |
| 29   | 914                            | 1,076                          | -15.1%      | \$6.79                | 0.5                    | 11.0                          | 0.4                                   | 0.5                                   | 0.0                    |
| 39   | 1,080                          | 1,025                          | 5.4%        | \$5.46                | 0.6                    | 8.6                           | 0.4                                   | 0.5                                   | 0.0                    |
| 111  | 759                            | 770                            | -1.4%       | \$6.34                | 0.5                    | 9.4                           | 0.4                                   | 0.5                                   | 0.0                    |
| 51   | 1,026                          | 996                            | 2.9%        | \$8.64                | 0.4                    | 13.0                          | 0.5                                   | 0.5                                   | 0.0                    |
| 155  | 208                            | 205                            | 1.4%        | \$9.38                | 0.3                    | 8.3                           | 0.3                                   | 0.5                                   | 0.0                    |
| 42   | 550                            | 595                            | -7.5%       | \$10.05               | 0.3                    | 8.2                           | 0.3                                   | 0.4                                   | 0.0                    |
| 27   | 22                             | 80                             | -72.5%      | \$47.06               | 0.1                    | 0.5                           | 0.0                                   | 0.1                                   | 0.0                    |

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

| Site-Specific Shuttle Routes |                       |                       | Service Standards Monitoring Report<br>Dallas Area Rapid Transit<br>Third Quarter 2012 |               |       |             |       |               |       |                              |                              |                  |
|------------------------------|-----------------------|-----------------------|--|---------------|-------|-------------|-------|---------------|-------|------------------------------|------------------------------|------------------|
| LINE                         | Avg Weekday Pass 3Q12 | Avg Weekday Pass 3Q11 | % Change   | Sub/Pass      | Index | Pass/Trip   | Index | Pass/Rev Hour | Index | 2Q12 Route Performance Index | 3Q12 Route Performance Index | RPI Point Change |
|                              |                       |                       |  | <b>\$0.90</b> |       | <b>7.50</b> |       | <b>21.0</b>   |       |                              |                              |                  |
| UTD                          | 1,475                 | 1,369                 | 7.7%   | \$0.26        | 3.4   | 23.6        | 3.1   | 47.4          | 2.3   | <b>3.8</b>                   | <b>2.9</b>                   | <b>-0.9</b>      |
| SMU                          | 813                   | 750                   | 8.5%   | \$1.73        | 0.5   | 10.3        | 1.4   | 30.9          | 1.5   | <b>1.4</b>                   | <b>1.1</b>                   | <b>-0.3</b>      |
| DFW                          | 465                   | 498                   | -6.6%  | \$0.72        | 1.3   | 6.0         | 0.8   | 12.1          | 0.6   | <b>0.9</b>                   | <b>0.9</b>                   | <b>0.0</b>       |
| UTSW                         | 463                   | 386                   | 19.9%  | \$0.84        | 1.1   | 5.3         | 0.7   | 19.3          | 0.9   | <b>0.8</b>                   | <b>0.9</b>                   | <b>0.1</b>       |
| RICH                         | 128                   | 99                    | 29.0%  | \$1.84        | 0.5   | 3.1         | 0.4   | 18.5          | 0.9   | <b>0.5</b>                   | <b>0.6</b>                   | <b>0.1</b>       |
| TI                           | 665                   | 732                   | -9.2%  | \$1.58        | 0.6   | 4.4         | 0.6   | 13.7          | 0.7   | <b>0.6</b>                   | <b>0.6</b>                   | <b>0.0</b>       |
| MCE                          | 105                   | 125                   | -15.8%   | \$1.02        | 0.9   | 1.2         | 0.2   | 9.6           | 0.5   | <b>0.5</b>                   | <b>0.5</b>                   | <b>0.0</b>       |
| TIS                          | 91                    | 67                    | 35.9%  | \$1.19        | 0.8   | 1.8         | 0.2   | 7.6           | 0.4   | <b>0.3</b>                   | <b>0.5</b>                   | <b>0.2</b>       |

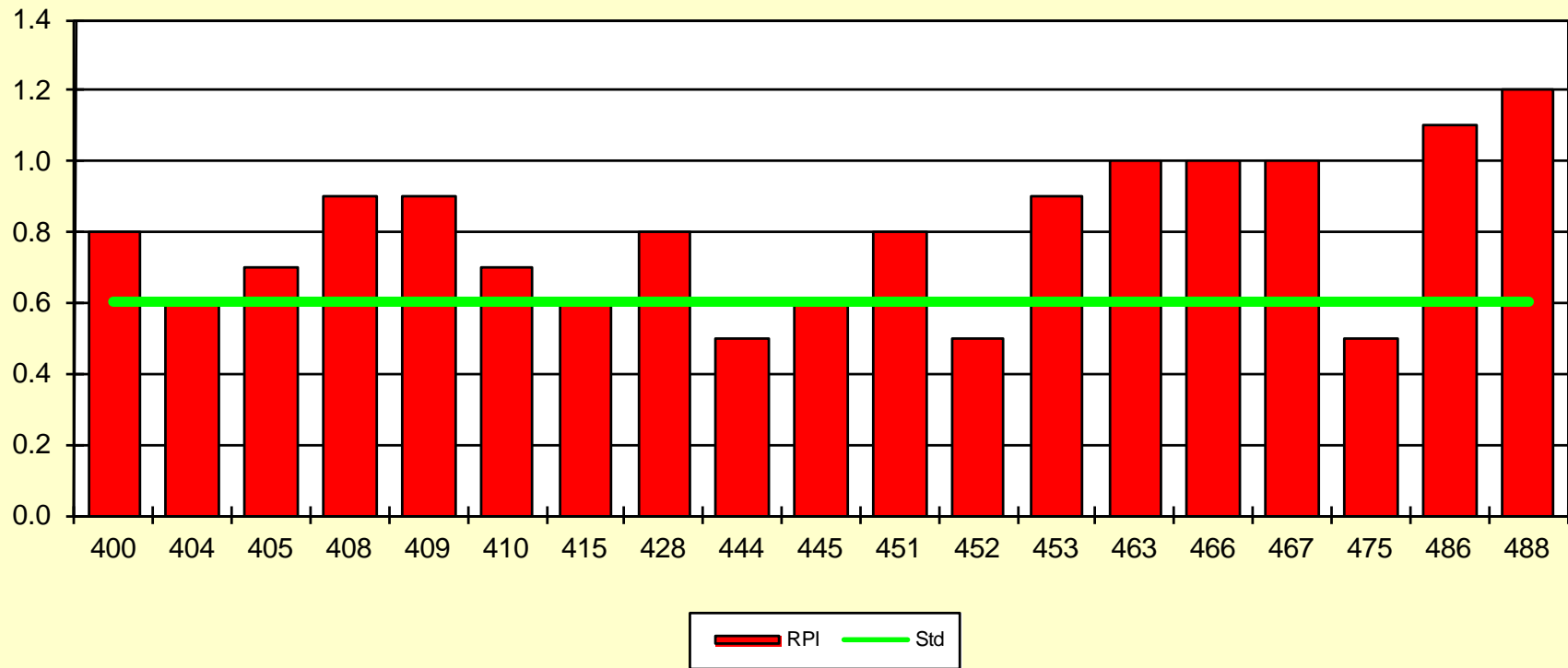
**Table 10 - DART-on-Call Performance**

| DART-on-Call Zones |                       |                       | Service Standards Monitoring Report<br>Dallas Area Rapid Transit<br>Third Quarter 2012 |          |       |               |       |                                |                                |                  |
|--------------------|-----------------------|-----------------------|--|----------|-------|---------------|-------|--------------------------------|--------------------------------|------------------|
| LINE               | Avg Weekday Pass 3Q12 | Avg Weekday Pass 3Q11 | % Change   | Sub/Pass | Index | Pass/Rev Hour | Index | 2Q12 Service Performance Index | 3Q12 Service Performance Index | SPI Point Change |
|                    |                       |                       |  | \$8.40   |       | 6.50          |       |                                |                                |                  |
| NCPoC              | 116                   | 147                   | -21.1%   | \$8.09   | 1.0   | 5.29          | 0.8   | 1.0                            | 0.9                            | -0.1             |
| GH                 | 42                    | 45                    | -6.5%  | \$10.89  | 0.8   | 5.44          | 0.8   | 0.9                            | 0.8                            | -0.1             |
| RoC                | 59                    | 74                    | -20.4%   | \$12.37  | 0.7   | 3.91          | 0.6   | 0.7                            | 0.6                            | -0.1             |
| FBoC               | 49                    | 65                    | -24.8%   | \$16.10  | 0.5   | 3.05          | 0.5   | 0.6                            | 0.5                            | -0.1             |
| LHoC               | 44                    | 46                    | -6.1%  | \$17.46  | 0.5   | 2.91          | 0.4   | 0.5                            | 0.5                            | 0.0              |
| LoC                | 37                    | 47                    | -22.3%   | \$20.41  | 0.4   | 2.52          | 0.4   | 0.4                            | 0.4                            | 0.0              |
| NDoC               | 28                    | 33                    | -15.7%   | \$25.48  | 0.3   | 2.09          | 0.3   | 0.3                            | 0.3                            | 0.0              |
| Rich               | 26                    | 30                    | -13.9%   | \$24.45  | 0.3   | 2.26          | 0.3   | 0.4                            | 0.3                            | -0.1             |

**Table 11 - FLEX Routes Performance**

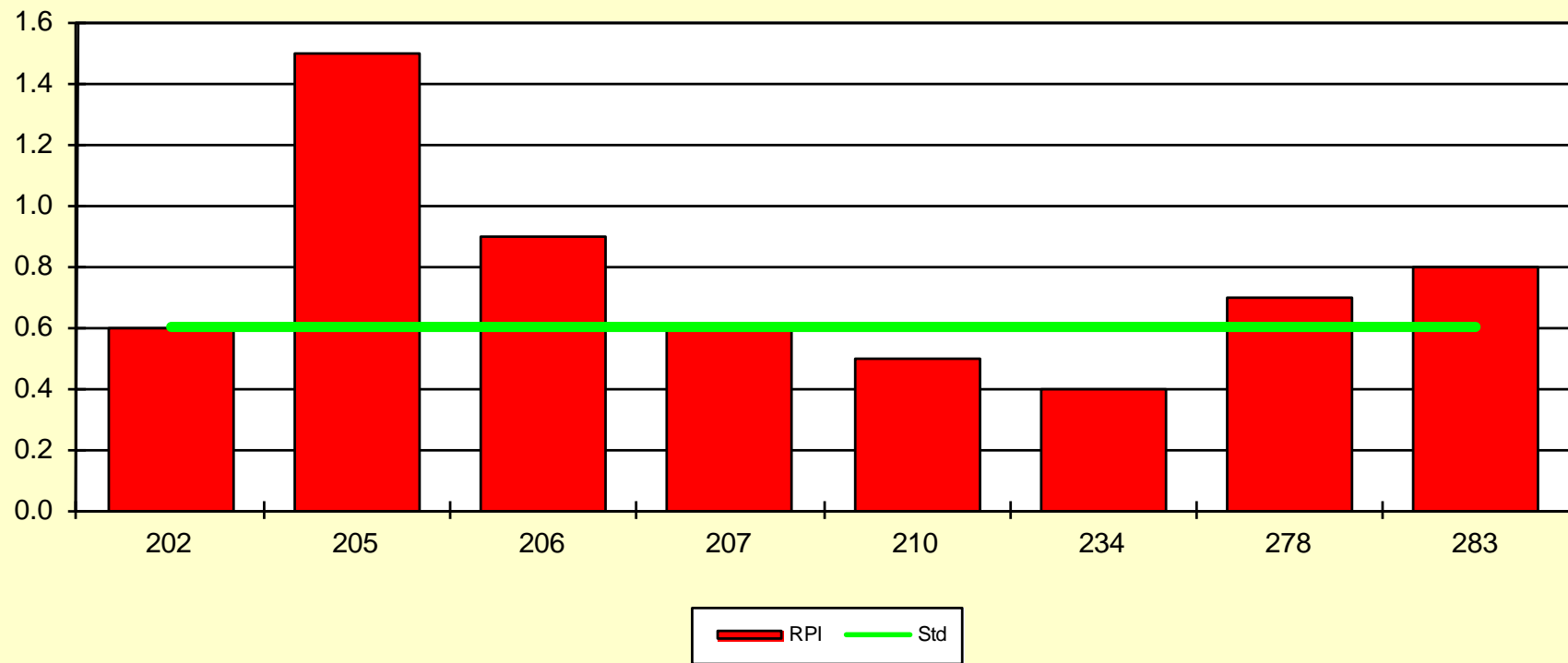
| FLEX Routes |                                | Service Standards Monitoring Report<br>Dallas Area Rapid Transit<br>Third Quarter 2012 |             |              |       |                      |       |   |   |                        |
|-------------|--------------------------------|--|-------------|--------------|-------|----------------------|-------|---|---|------------------------|
| LINE        | Avg<br>Weekday<br>Pass<br>3Q12 | Avg<br>Weekday<br>Pass<br>3Q11   | %<br>Change | Sub/<br>Pass | Index | Pass/<br>Rev<br>Hour | Index | 2Q12<br>Service<br>Performance<br>Index | 3Q12<br>Service<br>Performance<br>Index | SPI<br>Point<br>Change |
|             |                                |  |             | \$4.00       |       | 10.50                |       |   |   |                        |
| 843         | 71                             | 73   | -3.4%       | \$2.61       | 1.5   | 20.19                | 1.9   | 0.8                                     | 1.7                                     | 0.9                    |
| 870         | 266                            | 276  | -3.7%       | \$5.13       | 0.8   | 7.93                 | 0.8   | 0.9                                     | 0.8                                     | -0.1                   |
| 887         | 172                            | 174  | -0.8%       | \$5.36       | 0.7   | 9.23                 | 0.9   | 1.1                                     | 0.8                                     | -0.3                   |
| 840         | 150                            | 127  | 18.1%       | \$6.05       | 0.7   | 6.80                 | 0.6   | 0.6                                     | 0.7                                     | 0.1                    |
| 841         | 132                            | 137  | -3.6%       | \$6.29       | 0.6   | 7.68                 | 0.7   | 0.7                                     | 0.7                                     | 0.0                    |
| 842         | 78                             | 84   | -6.8%       | \$7.70       | 0.5   | 6.49                 | 0.6   | 0.6                                     | 0.6                                     | 0.0                    |

# Route Performance Index Crosstown Routes

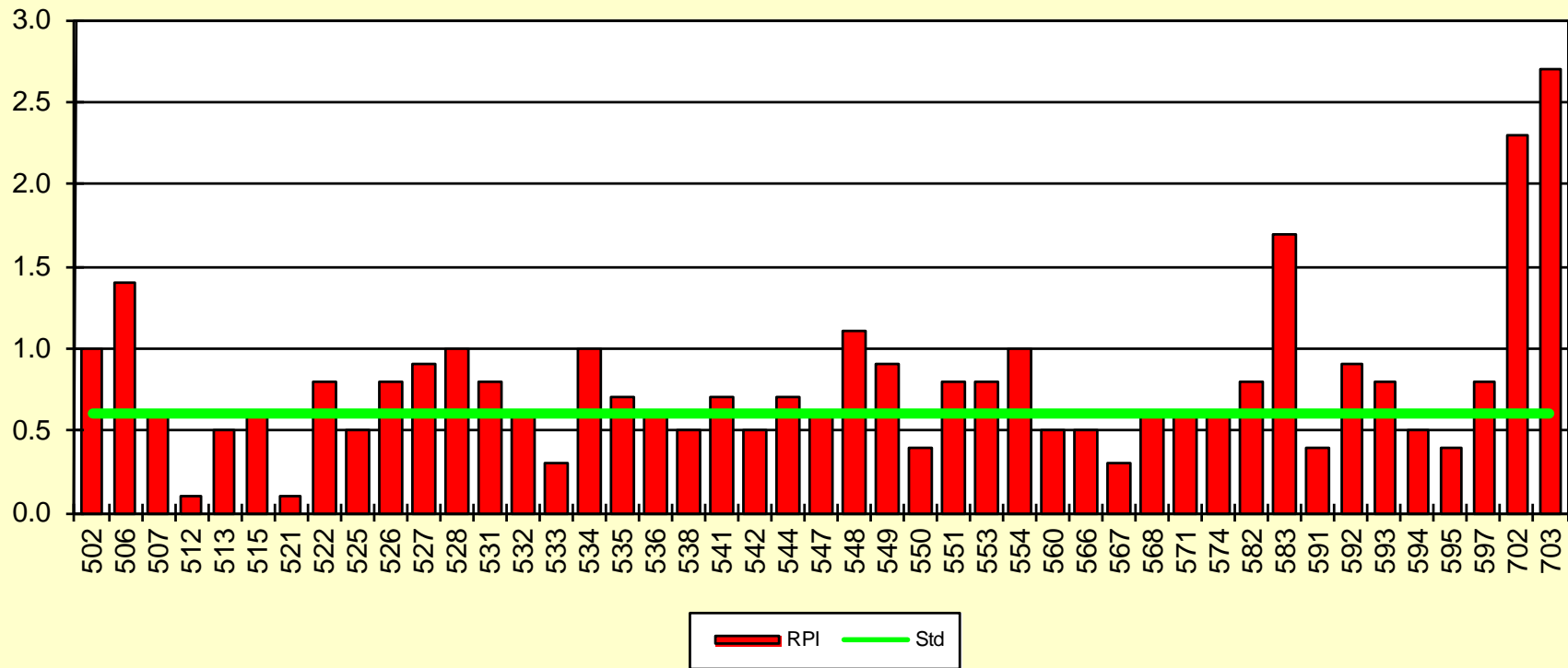




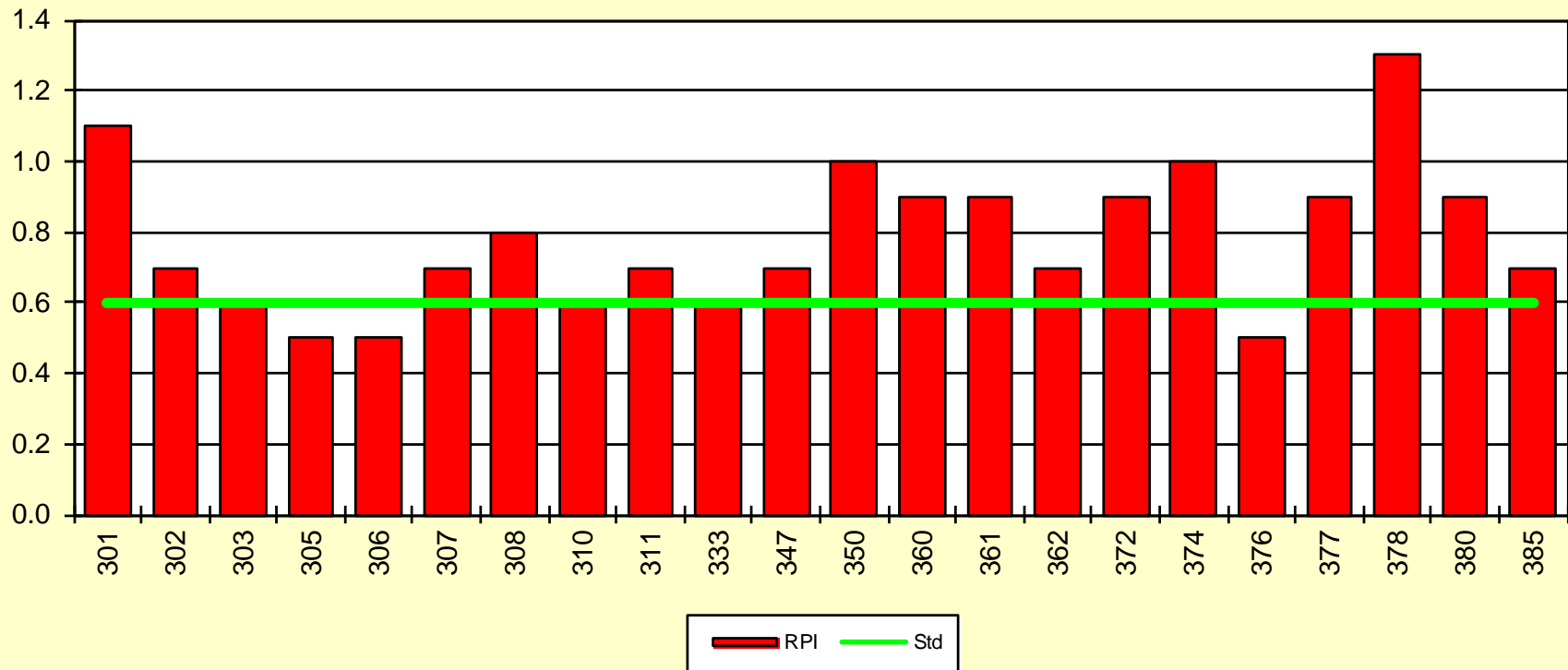
**Route Performance Index**  
Express Routes



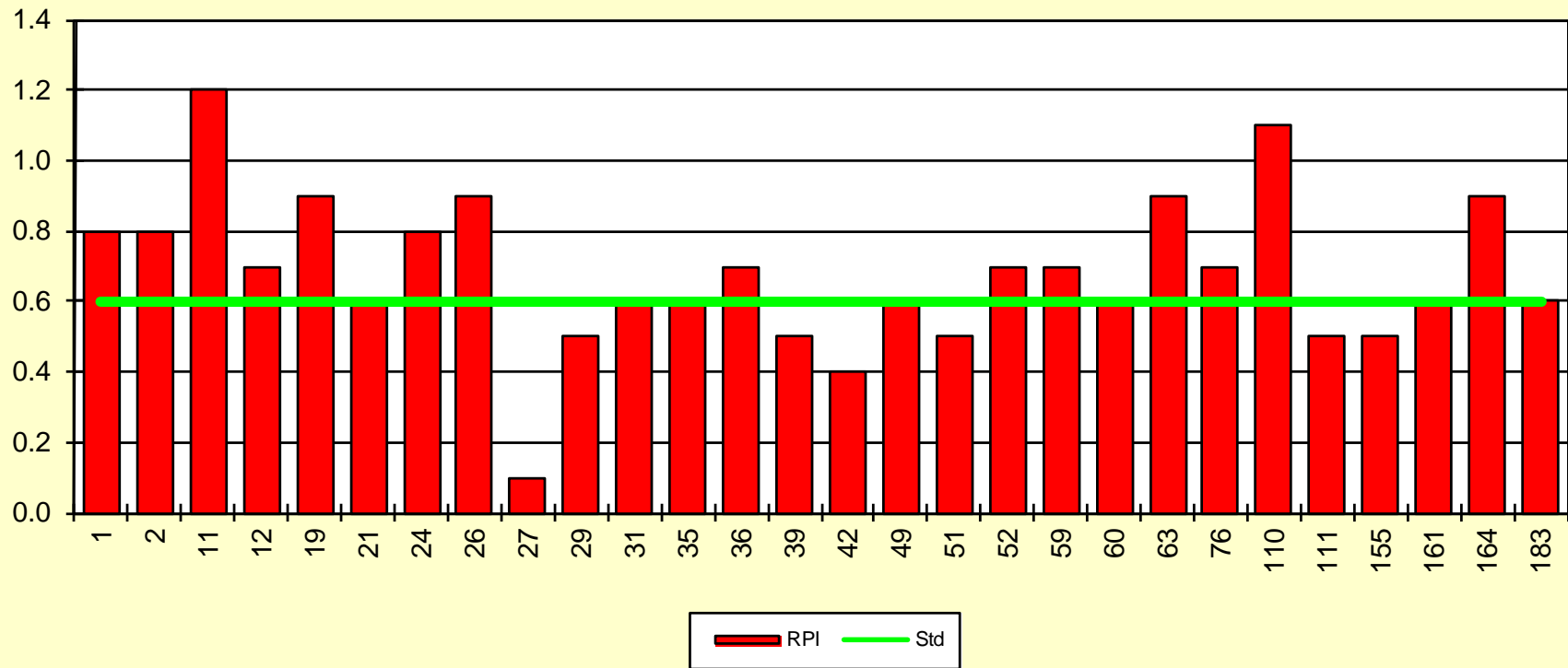
# Route Performance Index Rail Station Feeder Routes



# Route Performance Index Transit Center Feeder Routes



# Route Performance Index Local Routes



# Planning & Development Department

## Third 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            | HOV Lanes Operation                                 |
| P&D3            | SH 114 Freeway Widening Including Managed/HOV Lanes |
| <b>P&amp;D4</b> | <b>Service Planning &amp; Scheduling</b>            |
| P&D4            | Employer Service Program Development                |
| P&D5            | Bicycle/Pedestrian Program Development              |
| P&D6            | Construction and Installation of Standard Shelters  |
| P&D7            | Paid Parking Demonstration Program                  |
| P&D8            | Vanpool Program                                     |
| P&D9            | Bus Corridor Concept Development                    |
| P&D10           | State Fair Operations Plan                          |
| P&D11           | Downtown Dallas Circulator Options                  |
| P&D12           | 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 102,769 weekday daily commuters in 2Q12. I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 5.8 million commuters during two months in 3Q12.
- SH114 Freeway: DART's Design/Build contractor for Irving-3 (I-3) LRT project is working closely with TxDOT to develop an alignment to avoid any right-of-way impact (pinch point) on the future SH 114 widening project.
- Parkland Hospital Shuttle and Bus Service: The 703 service for the Parkland Shuttle carries 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. Parkland has now requested additional service during off-peak hours and on weekends due to overcrowding. Staff will meet with Parkland employees to discuss the additional off-peak service in Aug. This operation is fully funded by Parkland Hospital.
- Mesquite Shuttle Service: Mesquite seems to be pleased with the overall project, and have voiced a concern to maybe add additional service for later P.M. service.
- State Fair Operations Plan: Ongoing monthly meetings have been held between Planning and LRT Operations and Bus Operations to develop draft plans for State Fair season. These draft plans have been presented to the Special Events Committee and the Service Planning Committee. A Presentation to DART Board is scheduled for August.
- NW Plano Park & Ride Facility: Construction of the new 564 space NW Plano Park & Ride facility is 100 % 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

# Planning and Development Department

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Tollway. Total project cost including real estate is \$12.7M. The facility opened on schedule July 30, 2012.

- Enhanced Bus Corridor: Phase I enhances bus corridor implementation will occur in December 2012. It will consist of implementation a new route along Forest Lane and crosstown service over Westmoreland. Route 987 will be the new route that will provide limited stop service over Forest Lane between Downtown Garland and Royal Lane Station. Route 404 will be extended to serve Methodist Hospital via Westmoreland.
- Shelters: Installed 20 new shelters and awaiting 4 Carrollton Shelters. Carrollton shelter installations have been impacted by TOLAR's production schedule. Shelters should be installed in approximately 45 days.
- Vanpool: Ridership up 4% compared to May 2011. Year to date ridership is up 5%. Programmed an increase of Vanpool from 198 to 206 vanpools for FY13.

|                             |  |
|-----------------------------|--|
| <b>Strategic Priorities</b> | Priority I: Strive to Exceed Customer Expectations<br>Priority II: Manage System Development and Maintain Infrastructure<br>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 5.8 million commuters during two months in 3Q 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 two months in 3Q12:</p> <ul style="list-style-type: none"><li>• The six DART operated HOV lanes carried approximately 102,769 average 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 18,042, 22,901 16,147 8,534, 13,797 and 23,349 average 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 25 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>               | <ul style="list-style-type: none"><li>• Additional and improved signage required for the newly opened T-Ramp on I-30 Managed Lanes serving direct access to both Rangers Stadium and Cowboys Stadium.</li></ul>  |



- On I-30 Managed Lanes 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.
- For I-30 Managed Lanes, existing toll tag limitation that will not allow to turn-on and off by drivers and NCTCOG is currently evaluating responses for technology to identify HOV occupants.
- 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 on I-30 Managed Lanes into downtown.
- Additional public education and marketing efforts are necessary to improve public awareness regarding rules and regulations of HOV lane usage.
- DART is handling the operation and maintenance of the pylon system along US75 since October 2011.

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

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

# 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<br>Priority II: Manage System Development and Maintain Infrastructure<br>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>• 3Q12: DART's Design/Build contractor for Irving-3 (I-3) LRT project is working closely with TxDOT to develop an alignment to avoid any right-of-way impact (pinch point) on the future SH 114 widening project.</li><li>• As of June 30, 2012, construction of the \$238M Diamond Interchange at SH 114/Loop 12 was over 99% complete. TxDOT has opted to add some additional work at the end of the project including a signalized intersection at Cistercian &amp; the demolition of the two former Texas Stadium Pedestrian Access Bridges that cross SH 114. This will extend the project duration into the late summer/early fall 2012.</li><li>• Construction of the Irving-1 (I-1) LRT project including University of Dallas Station is complete and under system testing for opening of the rail facilities on July 30, 2012.</li><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</li></ul> |

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# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

future SH 114 widening project.

- 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.
- 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.
- **Project History:** 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. 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

- 3Q12: Update: MATA streetcar turntable at City Place completed and operational 2Q12.
- 3Q12: DART and Texas Instruments has agreed to exercise the option years on both Site Specific Shuttle Agreements.

### Issues

- 3Q12: Waiver of subrogation obtained and the agreement is currently in the final review and signature process.
- 3Q12: No progress made this quarter in establishing a Richland College shuttle service.

### Schedule

- Texas Instruments E Shuttle agreement expires 1 Oct 12
- Texas Instruments Site Specific Shuttle agreement expires 1 July 12

### 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

- 3Q12: Refinement of construction plans for Victory Lane project; coordination meetings with City of Dallas to navigate regulatory procedures; and initiation of procurement contracts for signage and surface lane markings for Victory Lane project.
- 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.
- Staff participated in the City of Dallas Better Block demonstration on Ross Ave. where a road diet incorporating bike lanes was created. Staff was also able to have bus shuttle services donated from Viola and Baylor Hospital.
- Contributed efforts to grants submissions for local non-profits like Groundwork Dallas for trail connectivity to DART system. Met with Friends of Katy Trail and Friends of Santa Fe Trail. Both facilities have access points to DART LRT that need to be enhanced. Worked with Dallas County on a NW County needs assessment study that includes bike facilities. Visited with Dallas Parks Board members about connecting the Bachman Lake Trail to the Bachman Station.

- During 4Q11: A bike access- to-station task force was formed that included DART staff, City and County of Dallas staff, and City of Richardson staff to determine where station linkages needed to be improved. And find funds to make these linkages. Toured City of Richardson which has nearly completed the implementation of its Bicycle Master 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 4Q12.

### Project Manager(s)

Robert Parks

# Construction & Installation of Standard Shelters

## Service Planning and Scheduling

### Strategic Priorities

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

### Description

The Standard DART Bus Shelter program is intended to provide additional amenities and a cleaner, safer, more comfortable place to wait, where daily boarding activity is greater than 50 passengers or where a sensitive use is present.

### Accomplishments

- 3Q12: Installed 20 new shelters and awaiting 4 Carrollton Shelters
- 2Q12: Installed 17 new shelters and 13 solar shelter retrofits.
- 1Q12: Installed 17 new Shelters and 14 solar shelter retrofits.
- 4Q11: Installed 32 new shelters and 34 solar shelter retrofits.

### Issues

- 3Q12: Carrollton shelter installations have been impacted by TOLAR's production schedule. Shelters to be installed in approx. 45 days. Shelter pad construction has been delayed due to TXDOT permitting – staff is working on this issue with TXDOT management. City Street Reconstruction projects have slowed installation efforts – Shelters for Bishop Arts, Industrial Blvd, Irving, and Irving Blvd will be installed when DART is given approval to install. DART Maintenance restructuring effort has affected speed of shelter inspections - and reporting of vacant pads. Amenity resources temporarily shifted for the upcoming Service change. Improving communication with Passenger Amenities, DART Maintenance and Shelter Pad Contractors.

### Schedule

- FY 2012: Continue installation of shelters under federalized contract. Approximately 44 single shelter units per quarter (new and replaced).

### Project Manager(s)

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

- 3Q12: Preparations were made to open the Northwest Plano Park and Ride as a paid parking facility on July 30, 2012.
- 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

- There is a need to restrict or charge for parking at downstream stations to increase revenues at the Carrollton/Frankford Station. The best way to accomplish this is under review.
- 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<br>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>• 3Q12: Ridership up 4% compared to May 2011. Year to date ridership is up 5%.</li><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></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></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• 3Q12: Programmed an increase of Vanpool from 198 to 206 vanpools for FY13.</li><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  |

### Strategic Priorities

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

### Description

DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas or areas that will not be served by rail for the next 15-20 years. Implementing enhanced bus corridors will allow for increased bus ridership and reduce travel time by minimizing the following various forms of delay:

- General congestion
- Traffic signals
- Obstruction by other vehicles turning right
- Passenger stops

### Accomplishments

- 3Q12: Phase I implementation will occur in December 2012. It will consist of implementation a new route along Forest Lane and crosstown service over Westmoreland. Route 987 will be the new route that will provide limited stop service over Forest Lane between Downtown Garland and Royal Lane Station. Route 404 will be extended to serve Methodist Hospital via Westmoreland.
- 2Q12: Received DART Board approval for implementation of proposed Route 404 and 987. Completed scope of work for Enhanced Bus branding campaign and smart shelter design.
- 2Q12: Received notification that Route 404 will receive a three year Job Access /Reverse Commute grant totaling \$1.4 million.
- 1Q12: Finalized proposed implementation of Route 987 and Route 404.
- 4Q11: Completed Enhanced Bus Corridor analysis and report
- 4Q11: Identified Corridors to be implemented in 4Q12.

### Issues

- None at this time

### Schedule

- 2Q12: Develop Branding Campaign and Smart Shelter Design
- 3Q12: Begin implementation of Smart Shelter and branding campaign.
- 4Q12: Implement Enhanced Bus Routes 404 and 987.

### Project Manager(s)

Jennifer Jones

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|                             |  |
|-----------------------------|--|
| <b>Strategic Priorities</b> | Priority I: Strive to Exceed Customer Expectations<br>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>• 3Q12: Ongoing monthly meetings have been held between Planning and LRT Operations and Bus Operations to develop draft plans for State Fair season. These draft plans have been presented to the Special Events Committee and the Service Planning Committee. Presentation to DART Board is scheduled for August.</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  |

### Strategic Priorities

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

### Description

Downtown Dallas Inc. (DDI) and City of Dallas have requested DART assess the extent of the market for Downtown Dallas shuttles. Specifically, they have requested DART assist with the following:

- Evaluate central business district circulator routes proposed by the DDI and City of Dallas relative to cost and potential ridership
- Determine the most productive strategy for providing transit service to tourist attractions and hotel guests

### Accomplishments

- 3Q12: Presented downtown circulator options to the City of Dallas.
- 2Q12: Completed DART's recommended downtown circulator options.
- 2Q12: Completed evaluating DDI and City of Dallas proposed shuttles.

### Issues

- Currently there are no DART operation funds to support the proposed service. Staff is working with the City of Dallas to identify funding sources.

### Schedule

- 2Q12: Complete recommended downtown circulator options
- 3Q12: Present circulator options to the City of Dallas
- 4Q12: Identify circulator options funding source
- 4Q12: Initiate marketing campaign
- 1Q13: Present circulator service to City of Dallas

### Project Manager(s)

Jennifer Jones

# 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 Third Quarter increased by 0.6 percent from last year. Bus ridership was 3.9 percent higher than in 2011. Light Rail ridership decreased by 3.4 percent during the quarter as a result of fewer playoff games at the AAC and because last year's ridership was boosted by the record ridership levels generated by the Maverick's victory parade. TRE ridership was down by 10.4 percent as Saturday ridership continued to drop. The Blue Line continues to experience ridership decreases while the Green Line growth has slowed. |
|  | Feeders to Transit Centers and Stations                                    | Rail Feeder route ridership increased by over 12.5 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 focused on implementation of the Orange Line Feeder Plan and other service changes that have been adopted and will be implemented in July and December 2012.  |
| <ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul> | Improved Passenger Support Facilities                                      | Installation of shelters under federalized contract continues, with a target of approximately 30 single shelter units per quarter will be installed (new and replaced).  |
| <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 has been up slightly. The South Irving Flex route is experiencing steady ridership increases. DART-on-Call ridership has been trending downward. Reviews of the performance of these zones are 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 other 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. For 2012, we have been working to improve overall ridership by increasing occupancy of individual vans. 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. |
|--|-----------------|---|



Dallas Area Rapid Transit  
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**TO:** Distribution

**SUBJECT: 3RD QUARTER FY 2012  
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 3rd 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 June 30, 2012, including Change Control Summaries, Systems Integration, and Real Estate.

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

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

THM/ta



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# ACRONYMS

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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  
EA - Environmental Assessment  
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 Contact 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 & D2**

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The LRT Buildout Phase III consists of the southward 2.9-mile extension of the Blue Line (South Oak Cliff Corridor) to UNT-Dallas, including two new stations. This project is in the planning and development phase.

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

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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.

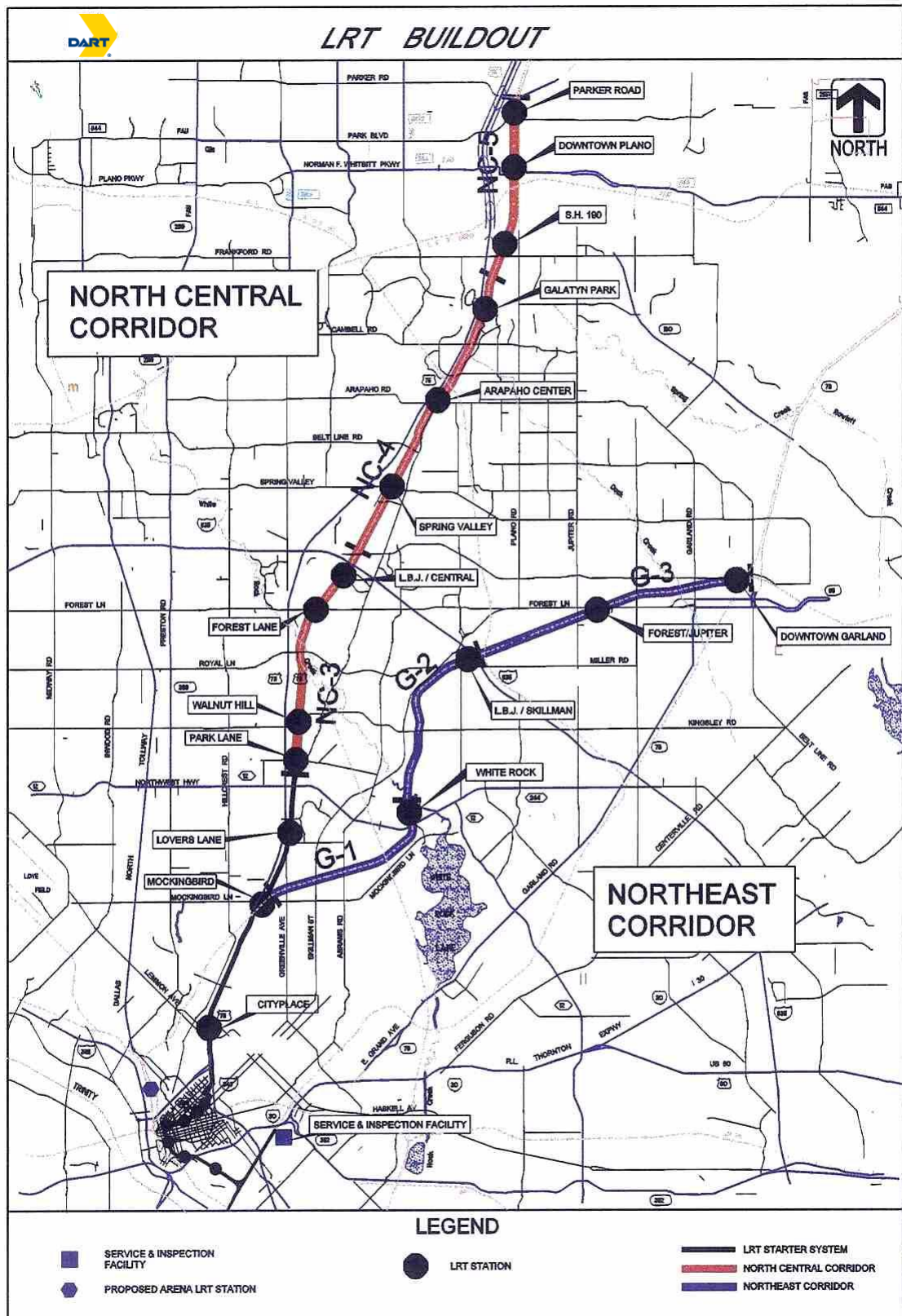


# LRT Buildout

## Phase I





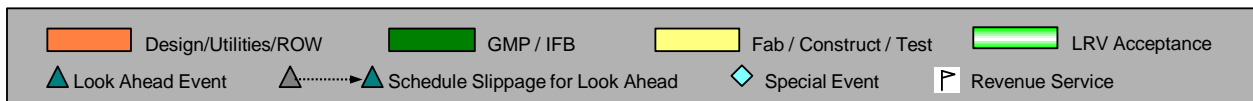
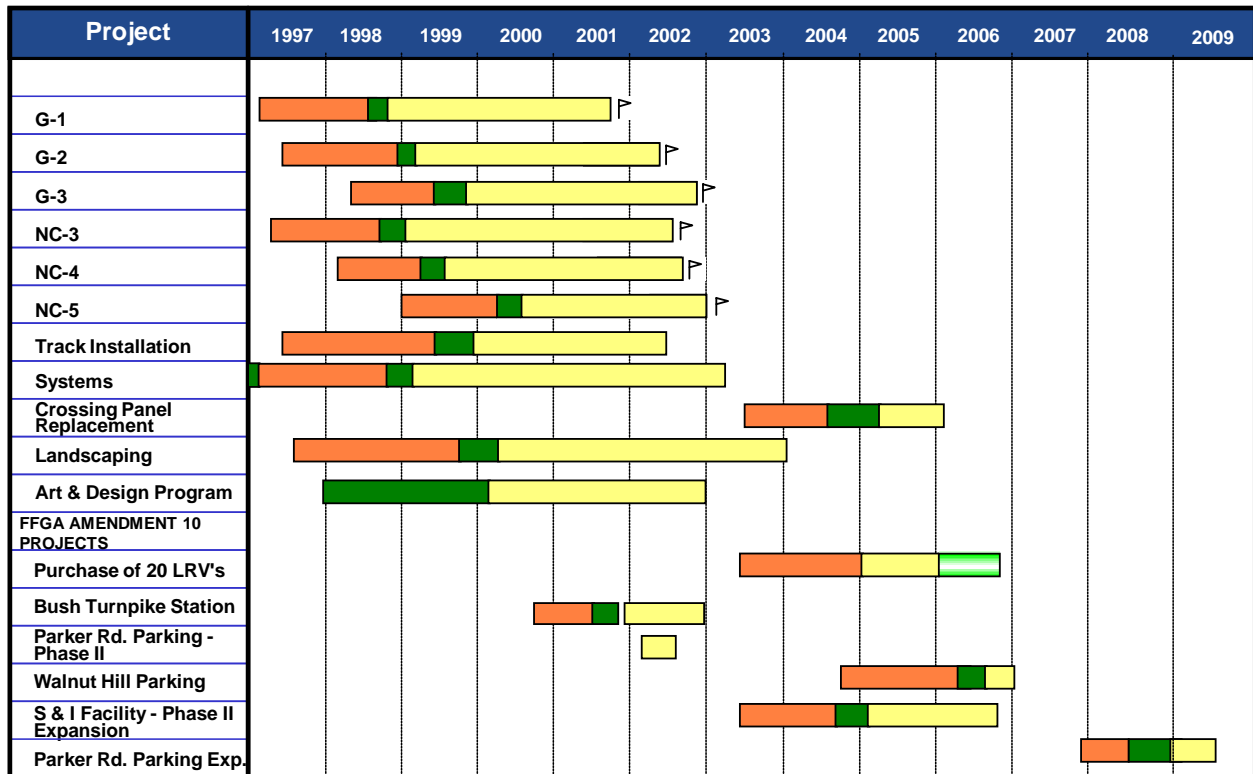


# Summary Control Schedule

## LRT Buildout Phase I

### LRT Buildout Phase I Summary Control Schedule

06/30/12



# Cost/Schedule Summary

## LRT Buildout Phase I

| LRT BUILDOUT PHASE I<br>Cost Summary<br>(in millions of dollars) |                   |                       |                                    |
|--|-------------------|-----------------------|------------------------------------|
|  | Control<br>Budget | Current<br>Commitment | Expended<br>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 05/31/12, 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</b><br><b>(FFGA Amendment 10)</b><br><b>Cost Summary</b><br><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> |
| 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                   | 1.3                                     | 1.3                                    |
| S&I Facility - Phase II Expansion  | 29.8                  | 29.2                                    | 29.2                                   |
| Purchase of 20 LRVs  | 63.0                  | 60.7                                    | 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>\$ 107.6</b>                        |

1) Committed values reflect activity through 06/30/12.

2) Expended to date values reflect activity through 05/31/12, 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</b><br><b>(FFGA Amendment 13)</b><br><b>Cost Summary</b><br><b>(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 6/30/12, 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

##### Contractor REA Seeking Additional Payment

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. REAs are seeking additional payment for extended overhead, loss of productivity, additional work, withdrawal of liquidated and actual damages, profit and interest.

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.

##### Federal Court Appeal for Additional Payment & Interest

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 September 17, 2012. The contractor appeals the decisions of the Administrative Judge and seeks additional payment for moving traffic barriers, overhead and profit on additional work, and prejudgment interest.

# 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

##### Contractor REA for Relief from LDs & Additional Costs

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.

##### DART Counterclaim for Administrative Costs

An attempt was made to negotiate pricing quantum of entitlement decision; however, contractor requested hearing on quantum issues. Hearing is scheduled to begin October 29, 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

In order to maintain a standard configuration of the equipment and systems on the SLRVs, when a problem/solution is identified on the newer cars, action is taken to also implement a retrofit for installation of the same solution (as applicable) on older cars that have the same equipment.

#### Sagging Traction Motor

Resilient mounts appear to be failing allowing traction motors to “sag down” out of alignment with the gear case. The contractor is seeking final identification of the root cause and definition of the required modification to correct the problem.

#### Fault Codes (42/90) Indicating Pneumatic Control Unit Cutting Out

A code 42 on H-5 unit and corresponding code 90 on the Brake Monitor Unit (BMU) is a brake cut-out command that will stop a train in service until the problem is cleared. The contractor is collecting and analyzing data to identify the root cause. A temporary “work around” software has been installed on five cars for testing.

#### Fault Codes (35/80) Indicating Mismatch between the Power Signal and Brake Signal

A code 35 on the H-5 unit and corresponding code 80 on the BMU is an indication of power/brake signal mismatch which will cause a train to stop in service until the problem is cleared. The contractor is collecting and analyzing data to identify the root causes. A temporary “work around” software has been installed on five cars for testing.

#### Fault Code (THD2) Indicating Propulsion Inverter Over Temperature

Fault log data indicates that the “THD2” fault occurs as a result of an improper operation of the propulsion inverter and a corresponding over current condition which causes the over temp condition. The contractor is collecting and analyzing data to identify the root cause. Issue is under investigation.

# Change Control Summary

## LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary

| Rail Section/<br>Contract Package |  | Consultant/<br>Contractor  | Approved<br>Contract<br>Amount | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | (Note e)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) |
|-----------------------------------|--|----------------------------|--------------------------------|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|--|
|                                   |  |                            | (A)                            | (B)                                   | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        | (Note d)                     |  |
| Professional Services             | LRV Management<br>C-97000131                 | LTK                        | \$6,379,825                    | \$531,142                             | \$6,910,967                 | \$181,855                       | \$6,561,680                  | \$349,287                              | 34%                            | 100%                         | Through SA #14, AWP05<br>Pending                             |
| North Central<br>Corridor         | NC-3 Civil/Struct/Sta<br>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<br>Pending Litigation                 |
| North Central<br>Corridor         | Parker Rd. Parking Expansion<br>C-1015568-01 | Omega Contracting,<br>Inc. | \$1,778,830                    | \$88,941                              | \$1,867,771                 | \$88,931                        | \$1,867,761                  | \$10                                   | 99.99%                         | 100%                         | Closed   |
| Northeast<br>Corridor             | G-2 Civil/Struct/Sta<br>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<br>Pending Litigation                 |
| LRV<br>Procurement                | 20 Additional<br>C-98000071-02               | Kinkisharyo/Itchu          | \$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.

| Rail Section/<br>Contract Package     |                                       | Consultant/<br>Contractor | Approved<br>Contract<br>Amount | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | (Note d)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) |
|---------------------------------------|---------------------------------------|---------------------------|--------------------------------|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|--|
|                                       |                                       |                           | (A)                            | (B)                                   | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        | (Note c)                     |  |
| Vehicle Procurement<br>(Amendment 13) | 115 C-Unit Mods W/ATP<br>C-1011711-01 | Kinkisharyo/Itchu         | \$13,244,927                   | \$414,568                             | \$13,659,495                | \$103,794                       | \$13,348,721                 | \$310,774                              | 25%                            | 98%                          |  |
| TOTALS:                               |                                       |                           | \$13,244,927                   | \$414,568                             | \$13,659,495                | \$103,794                       | \$13,348,721                 | \$310,774                              |                                |                              |  |

Legend: % Contingency >= 70%

- Notes for Amendment 13:
- a) 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.
  - b) The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.
  - c) Percent contract complete based on work in place value.
  - d) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.
  - e) The amount shown on this report represents 8 out of 115 vehicles. The total approved contract amount is \$190,395,824.

## Phases II & III





## LRT Buildout Phases II & III





## Phase IIA

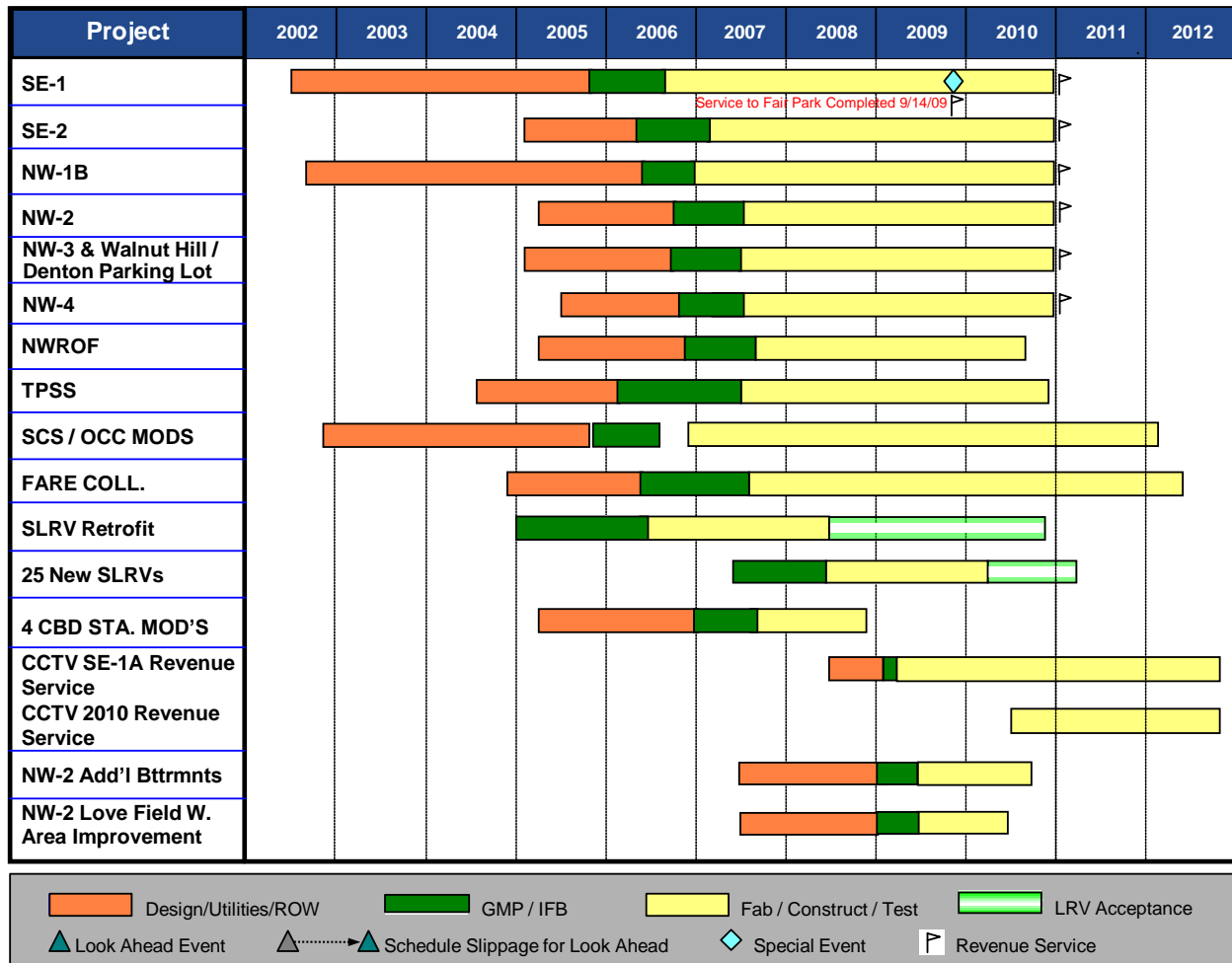


# Summary Control Schedule

## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Summary Control Schedule

06/30/12



# Cost/Schedule Summary

## LRT Buildout Phase IIA

| <b>LRT BUILDOUT PHASE IIA</b><br><b>Cost Summary</b><br><b>(in millions of dollars)</b> |                           |  |  |
|---|---------------------------|--|--|
|   | <b>Control<br/>Budget</b> | <b>Current<br/>Commitment <sup>(1)</sup></b> | <b>Expended<br/>to Date <sup>(2)</sup></b> |
| General Phase IIA   | \$ 123.7                  | \$ 117.9                                     | \$ 117.9                                   |
| Southeast-1   | 216.5                     | 218.4  | 212.7                                      |
| Southeast-2   | 172.4                     | 170.9  | 170.7                                      |
| Northwest-1B  | 165.1                     | 164.4  | 165.7                                      |
| Northwest-2   | 188.6                     | 182.8  | 176.2                                      |
| Northwest-3   | 249.4                     | 248.4  | 240.4                                      |
| Northwest-4   | 258.0                     | 262.6  | 251.9                                      |
| NWROF   | 65.0                      | 64.9   | 64.9                                       |
| Systems   | 84.1                      | 82.6   | 77.4                                       |
| Vehicles  | 239.1                     | 239.4  | 235.1                                      |
| Raise & Extend 4 CBD Stations   | 6.7                       | 6.5  | 6.5  |
| Phase IIA – CCTVs   | 8.6                       | 4.6  | 2.6  |
| 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>\$1,766.1</b>                             | <b>\$1,724.7</b>                           |

1) Committed values reflect activity through 06/30/12.

2) Expended to date values reflect activity through 05/31/12, 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                          |                              |



---

|                                 |   |
|---------------------------------|---|
| <b>Board Strategic Priority</b> | I: Strive to Exceed Customer Expectations<br>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><br>Real estate acquisition for this corridor is complete.<br><br><u><b>Southeast Corridor</b></u><br>Real estate acquisition for this corridor is complete.<br><br><u><b>Northwest Rail Operating Facility (NWROF)</b></u><br>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. Contractor has completed repair and replacement of defective work. (Refer to outstanding issues identified below).

### Issues

#### **Separation of Concrete Plinths from Bridge Deck on SE-2**

Some of the concrete plinths supporting the rail on UP (Union Pacific) Railroad Bridge and the White Rock Creek Bridge had separated slightly from the bridge deck. They were still held in place by the reinforcing steel

**Issues (Continued)** between the plinth and the bridge deck but repair was required. Repairs began in January 2012. Drilling and pinning was completed in March 2012. Sealant work was completed. Speed restriction was lifted. Repairs were completed in May 2012. Issue is resolved.

### **Defective Overhead Catenary System Insulators**

About 40 out of 1,000 insulators that support the catenary wires had developed cracks. This did not cause catastrophic failure but was a far higher failure rate than had been experienced on previous projects. The contractor signed a Supplemental Agreement to replace the defective model of insulators with a heavy-duty model at no cost to DART. The proposed insulator was submitted and approved by DART. Replacement began in March 2012 and was completed in May 2012. Insulators may need to be retightened after initial installation. The contractor has provided information regarding retightening. Issue is resolved.

# Track Materials Procurement for CM/GC-I Construction

**LRT Buildout  
Phase IIA**

|                                 |  |
|---------------------------------|--|
| <b>Board Strategic Priority</b> | II: Manage System Development & Maintain Infrastructure  |
| <b>Description</b>              | <p>The track materials procurement involves four contracts to fabricate, deliver, unload, and place into DART's storage facilities varying amounts of welded rail, concrete cross ties, direct fixation fasteners, and special trackwork for use on Line Sections SE-1, SE-2, NW-1B, and Bryan/Hawkins Junction. (<i>See Additional Capital Development section for Bryan/Hawkins report.</i>) The four contracts include: 1) Progress Rail Services (Lots 1 &amp; 2 - special trackwork – Bryan/Hawkins Junction); 2) Progress Rail Services (Lots 3 &amp; 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).</p> |
| <b>Status</b>                   | <p><b><u>Line Sections SE-1, SE-2, and NW-1B</u></b></p> <p>Contract closeout for Lots 1 and 2 is complete. Final invoice payment is in progress.</p> <p>Lots 3-6 have been closed.</p>  |
| <b>Issues</b>                   | 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

Contract closeout continues. The contractor is completing repair and replacement of defective work, including miscellaneous systems issues.

### Issues

#### **Mockingbird Underpass Slurry Wall Leaks**

Additional leaks in the wall system at Mockingbird underpass were identified and repairs were completed in May 2012. DART and the contractor performed a baseline survey of the wall system in May 2012 to document the current condition of the wall system for future reference. No further action is required. Issue is closed.

#### **Orange/Green Line Junction Train Movement Coordination**

Coordination is under way 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; work is 90% complete through the end of June 2012.

# Northwest Rail Operating Facility

## LRT Buildout Phase IIA

### 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 documents are complete. The Agency is in the process of releasing the final payment.

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

Contract is closed.

#### Lot 9 – Car Hoist

Contract is closed.

### Issues

None

# Systems - Traction Power Substations

## LRT Buildout Phase IIA

|                                 |   |
|---------------------------------|---|
| <b>Board Strategic Priority</b> | II: Manage System Development & Maintain Infrastructure   |
| <b>Description</b>              | <p>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.</p>   |
| <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><b><u>Rate of Rise Trip Faults Causing Loss of Power to Overhead Electrical System</u></b></p> <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. The relay setting has been adjusted for all 24 Green Line TPSSs. WSA transition team monitored during the last 3 months, with only three Rate of Rise trips occurring. This issue has been closed by the TES Maintenance and WSA Transition team.</p> <p><b><u>“Hot Structure”, or Short Circuit, Faults in TPSSs</u></b></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. All Green line TPSSs have been repaired and inspected, CMGC-III contractor needs to return to add more sealants to the gaps between floor plate and frame.</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, Vehicle Business System (VBS), Train Tracking Monitoring (TTM), 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; as-built documents are under review; and the VBS-TTM software for the Green Line is installed and tested.

### Issues

#### **Upgrade of Equipment and Software for Train Control Center Display System**

The existing large overview display subsystem at Train Control Center (TCC), which had become unreliable and difficult to maintain, was upgraded with a more powerful machine. The software has been upgraded to include all features displayed on TCC large overview display. This item is resolved

#### **Momentary Data Loss at INIT Server**

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 was investigated by INIT. INIT updated the software and resolved the issue.

#### **Lack of Ethernet Port for VBS-PA/VMB Server**

This contract requires input from two (2) independent Ethernet ports provided by others (VBS server installed by INIT). Currently only one input has been made available to the SCS/OCC contractor. Since the second input has been unavailable, the failover testing of the VBS-PA/VMB servers cannot be performed; therefore, the fail-over testing will be a part of the overall acceptance testing under Phase IIB.



# 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. Several TVM failures have been investigated, documented, and thoroughly reviewed so that an accurate estimation of reliability could be determined. The fleet has met the requirements for the first 60-day period of Acceptance Testing. The second 60-day period of testing is currently underway.   |
| <b>Issues</b>                   | <p><b><u>Revenue Reporting Accuracy &amp; Ticket Issuance Detection</u></b></p> <p>A new software version has been released that is intended to improve revenue reporting accuracy and ticket issuance detection. Upon lab testing and approval of the software by DART Finance, it can be implemented across the fleet. Monitoring continues.</p> <p><b><u>TVM Reliability</u></b></p> <p>A Root Cause Analysis study by the contractor was conducted in late March 2012 to collect data for evaluation to improve TVM reliability. The contractor is evaluating data collected at Market Center Station to determine ways to improve reporting accuracy and ticket issuance detection. The contractor has provided a plan to resolve outstanding issues. This issue is closed.</p> |

|                                 |  |
|---------------------------------|--|
| <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>                   | <p><b><u>Additional Documentation Needed from Manufacturer Regarding the Reliability of Major SLRV Systems</u></b></p> <p>Reliability issues were experienced with doors. All door modifications (and all other modifications) have been completed on all C-units. Reliability Demonstration requirements have been satisfied. Final acceptance has been completed for all cars. This issue is closed.</p> |

|                                 |  |
|---------------------------------|--|
| <b>Board Strategic Priority</b> | II: Manage System Development & Maintain Infrastructure  |
| <b>Description</b>              | <p>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.</p> <p>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.)</p>  |
| <b>Status</b>                   | 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.  |
| <b>Issues</b>                   | <p><b><u>Additional Documentation Needed from Manufacturer Regarding the Reliability of Major SLRV Systems</u></b></p> <p>Reliability Demonstration Testing (RDT) is ongoing. Reliability requirements were not being met for the propulsion, friction brake, and door systems. All identified modifications have been completed. Maintenance data is being monitored to determine compliance with Reliability Demonstration requirements.</p> <p><b><u>10" Brake Actuator Replacement (4 per SLRV)</u></b></p> <p>Existing "MZT" type actuators need to be replaced with "PBAF" type actuators that are interchangeable with actuators on older cars. Replacement program is scheduled to start in September 2012.</p> <p><b><u>Sagging Traction Motor</u></b></p> <p>Resilient mounts appear to be failing allowing traction motors to "sag down" out of alignment with the gear case. The contractor is seeking final identification of the root cause and definition of the required modification to correct the problem.</p> <p><b><u>Fault Codes (42/90) Indicating Pneumatic Control Unit Cutting Out</u></b></p> <p>A code 42 on H-5 unit and corresponding code 90 on the Brake Monitor Unit (BMU) is a brake cut-out command that will stop a train in service until the problem is cleared. The contractor is collecting and analyzing data to identify the root cause. A temporary "work around" software has been installed on five cars for testing.</p> <p><b><u>Fault Codes (35/80) Indicating Mismatch between the Power Signal and Brake Signal</u></b></p> <p>A code 35 on the H-5 unit and corresponding code 80 on the BMU is an indication of power/brake signal mismatch which will cause a train to stop</p> |

**Issues (Continued)** in service until the problem is cleared. The contractor is collecting and analyzing data to identify the root causes. A temporary “work around” software has been installed on five cars for testing.

**Fault Code (THD2) Indicating Propulsion Inverter Over Temperature**

Fault log data indicates that the “THD2” fault occurs as a result of an improper operation of the propulsion inverter and a corresponding over current condition which causes the over temp condition. The contractor is collecting and analyzing data to identify the root cause. Issue is under investigation.

# 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.

All 48 stations have been equipped with CCTV and are providing video images to DART Police. Twelve (12) stations have received Final Acceptance and an additional twenty-seven (27) have received Substantial Completion. Station construction is complete. Remaining contractor field effort consists of punch list corrections only. The contractor has conservatively estimated project completion by August 31, 2012, in order to complete closeout activities such as punch list corrections, as-built drawings, and O&M manual documentation.

### Issues

#### Contractor’s Change Request/Equitable Adjustment

The contractor (Calence) presented DART with a \$1.8M Change Request/Equitable Adjustment on March 15, 2012. DART Procurement is now reviewing and requesting additional information from the contractor to justify the request.

#### Timely OCC Equipment Acceptance

Orange and Blue Line CCTV systems will be operational and locally managed at the start of revenue service. After the design-build contractor adds these stations to the backbone video network, DART personnel will integrate these local station systems into the centralized video management system of the Operations Control Center (OCC).

# 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** **City of Dallas Responsibility for Landscape Maintenance**  
Although DART has requested that the City of Dallas accept responsibility for landscape maintenance in the City right-of-way, 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

06/30/12

| Project                                    | 2012  |        |           |         |          |          |
|--|---|--------|-----------|---------|----------|----------|
|  | July  | August | September | October | November | December |
| 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 /<br>DENTON PARKING LOT | NW-3 Project Substantially Complete – Revenue Service began 12/6/10<br>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                             | CSCS 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 &<br>Remaining Stations       | Construction Continues<br>Project Completion (Requested by Contractor)  |        |           |         |          |          |
| 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<br>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/<br>Contract Package   |   | Consultant/<br>Contractor                   | Approved<br>Contract<br>Amount | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | Executed<br>Changes<br>(Note f) | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) |
|---|---|---|--------------------------------|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|--|
|   |   |   | (A)                            | (B)                                   | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        | Note c                       |  |
| Professional Services   | GEC<br>C-1002450-01                       | ACT-21                                      | \$230,975,944                  | \$247,831                             | \$231,223,775               | \$0                             | \$230,975,944                | \$247,831                              | 0%                             | 88%                          |  |
|   | SDC<br>C-1002803-01                       | Dallas System Consultants                   | \$78,166,352                   | \$47,161                              | \$78,213,513                | \$0                             | \$78,166,352                 | \$47,161                               | 0%                             | 98%                          |  |
|   | Systems Integration (SIC)<br>C-1004187-03 | AECOM Technical Services                    | \$82,393,459                   | \$285,726                             | \$82,679,185                | \$0                             | \$82,393,459                 | \$285,726                              | 0%                             | 82%                          |  |
|   | Project Controls (PCC)<br>C-1002450-02    | Surland Engineering                         | \$13,176,787                   | \$113,409                             | \$13,290,196                | \$0                             | \$13,176,787                 | \$113,409                              | 0%                             | (Note a)<br>80%              |  |
|   | LRV Engineering<br>C-1008146-01           | LTK   | \$12,241,355                   | \$29,386                              | \$12,270,741                | \$0                             | \$12,241,355                 | \$29,386                               | 0%                             | 84%                          |  |
| Construction<br>SE1, 2, NW1B  | CMGC-1<br>C-1007571-01                    | Archer Western/Brunson Caron                | \$372,865,538                  | \$18,219,058                          | \$391,084,596               | \$16,328,009                    | \$389,193,547                | \$1,891,049                            | 90%                            | 99%                          | construction Includes Lump Sum Conversion                    |
| Construction<br>NW-2, 3, 4  | CMGC-3<br>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%                          | Includes Board authorized increases to base contract         |
| Increased CMGC-3 Contingency by \$101,522 per BR 080141, SA-24 paid via TxDot IIA \$1,125,936.24 Audited contract values through BR 090036 March 2010 |   |   | \$5,370,333                    | \$268,516                             | \$5,638,849                 | -\$259,025                      | \$5,111,308                  | \$527,541                              | -96%                           | 100%                         |  |
| CBD<br>Raise/Extend   | CBD Level Boarding<br>C-1012813-01        | Phillips-May                                | \$29,483,820                   | \$1,189,605                           | \$30,234,621                | \$1,038,179                     | \$30,521,999                 | \$151,426                              | 87%                            | 100%                         |  |
| NWROF<br>Construction   | Lot 1<br>C1012392-01                      | Archer Western                              | \$3,338,381                    | \$141,859                             | \$3,480,240                 | \$45,077                        | \$3,383,458                  | \$96,782                               | 32%                            | 100%                         |  |
|   | Lot 2<br>C1012392-02                      | Herzog                                      | \$5,136,632                    | \$218,260                             | \$5,354,892                 | \$63,679                        | \$5,200,310                  | \$154,581                              | 29%                            | 100%                         |  |
|   | Lot 3<br>C1012392-03                      | Mass Electric                               | \$3,941,496                    | \$172,924                             | \$4,114,420                 | \$112,120                       | \$4,053,616                  | \$60,804                               | 65%                            | 100%                         |  |
|   | Lot 4<br>C-1012392-04                     | Journeyman                                  | \$908,408                      | \$45,420                              | \$953,828                   | \$0                             | \$908,408                    | \$45,420                               | 0%                             | 100%                         |  |
|   | Lot 9<br>C-1012392-05                     | Macton                                      | \$11,754,817                   | \$352,645                             | \$12,107,462                | -\$111,287                      | \$11,643,530                 | \$463,932                              | -32%                           | 100%                         |  |
| Track Material<br>Procurement   | Lot 5<br>C-1009684-02                     | Progress Rail Services<br>Spl Trkwrk/CWR    | \$4,999,349                    | \$149,981                             | \$5,149,330                 | \$891                           | \$5,000,240                  | \$149,090                              | 1%                             | 100%                         |  |
| CMGC-1  | Lot 4<br>C-1009684-03                     | L.B. Foster<br>Fasteners                    | \$3,202,960                    | \$96,089                              | \$3,299,049                 | \$64,195                        | \$3,267,155                  | \$31,894                               | 67%                            | 100%                         |  |
|   | Lot 4<br>C-1009684-04                     | Roca Concrete Tie<br>Concrete Ties          | \$9,459,512                    | \$472,976                             | \$9,932,488                 | -\$271,979                      | \$9,187,533                  | \$744,955                              | -58%                           | 100%                         |  |
| Track Material<br>Procurement   | Lot 2<br>C-1012000-02                     | VAE Nortrak<br>NW2/3/4 & NWROF/Spl Trkwrk   | \$5,982,978                    | \$299,149                             | \$6,282,127                 | \$13,715                        | \$5,996,693                  | \$285,434                              | 5%                             | 100%                         |  |
| CMGC-3  | Lot 4<br>C-1012000-04                     | L.B. Foster<br>NW-2/3/4 CWR                 | \$3,361,624                    | \$168,081                             | \$3,529,705                 | \$70,715                        | \$3,432,339                  | \$97,366                               | 42%                            | 100%                         |  |
|   | Lot 5<br>C-1012000-03                     | Roca Concrete Tie<br>Concrete Ties          | \$5,722,502                    | \$286,125                             | \$6,008,627                 | \$0                             | \$5,722,502                  | \$286,125                              | 0%                             | 100%                         |  |
| Systems   | TPSS DFI<br>C-1012105-01/02               | Advanced Track Products<br>CMGC-3 Fasteners | \$30,792,441                   | \$2,463,395                           | \$33,255,836                | \$742,297                       | \$31,534,738                 | \$1,721,098                            | 30%                            | 97%                          |  |
| Fare II   | Fare II<br>C-1011621-01                   | Siemens Transportation<br>Systems, Inc.     | \$8,625,907                    | \$231,205                             | \$8,857,112                 | \$207,937                       | \$8,833,844                  | \$23,268                               | 90%                            | 90%                          |  |
| Vehicle Procurement   | 115 C-Unit Mods W/ATP<br>C-1011711-01     | GFI Genfare<br>Systems, Inc.                | \$80,603,658<br>(Note e)       | \$2,522,906                           | \$83,126,564                | \$631,652                       | \$81,235,310                 | \$1,891,254                            | 25%                            | 99%                          |  |
| Vehicle   | SLRV Procurement (25)<br>C-1013706-01     | Kinkisharyo/Itchu                           | \$164,374,396                  | \$4,931,232                           | \$169,305,628               | -\$19,625                       | \$164,354,771                | \$4,950,857                            | 0%                             | 97%                          |  |
| NW-2 Little Denton Drive<br>Betterments & Improvements  | LDDIB<br>C-1016241-01                     | Kinkisharyo International                   | \$2,039,333                    | \$163,147                             | \$2,202,480                 | \$28,282                        | \$2,067,615                  | \$134,865                              | 17%                            | 100%                         |  |
| NW-3 Walnut/Denton Parking  | WHDSPC<br>C-1018601-01                    | Phillips/May Corporation                    | \$1,293,333                    | \$194,000                             | \$1,487,333                 | \$14,643                        | \$1,307,976                  | \$179,357                              | 8%                             | 99%                          |  |
| Systems<br>Modifications  | SCS/OCC<br>C-1009337-01                   | Phillips/May Corporation                    | \$14,003,452                   | \$1,070,345                           | \$15,073,797                | \$119,482                       | \$14,122,934                 | \$950,863                              | 11%                            | 96%                          |  |
| CCTV<br>Equipment - Fixed   | CCTV<br>C-1016547-02                      | GE Advanced Comm. Systems                   | \$2,317,417                    | \$246,885                             | \$2,564,302                 | \$303,879                       | \$2,621,296                  | -\$56,994                              | 123%                           | 32%                          | (Note g)   |
| Deep Ellum Gateway<br>Art Project   | DEGA<br>C-1013454-02                      | Calence, LLC                                | \$1,365,000                    | \$45,045                              | \$1,410,045                 | \$39,846                        | \$1,404,846                  | \$5,199                                | 88%                            | 100%                         |  |
| TOTALS:   |   |   | \$1,664,020,089                | \$58,148,883                          | \$1,721,730,169             | \$23,392,256                    | \$1,687,412,345              | \$34,756,627                           |                                |                              |  |

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.
- The amount shown in this report represents 45.5% of the total approved contract amount of \$190,395,824 - \$13,244,927 for Amendment 13.
- The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.
- Contract Contingency usage reported as coded. Contract Contingency apportioned in ratio to contract allocated to each program/project. Contract contingency usage combined does not exceed Board Authorized Contract contingency.



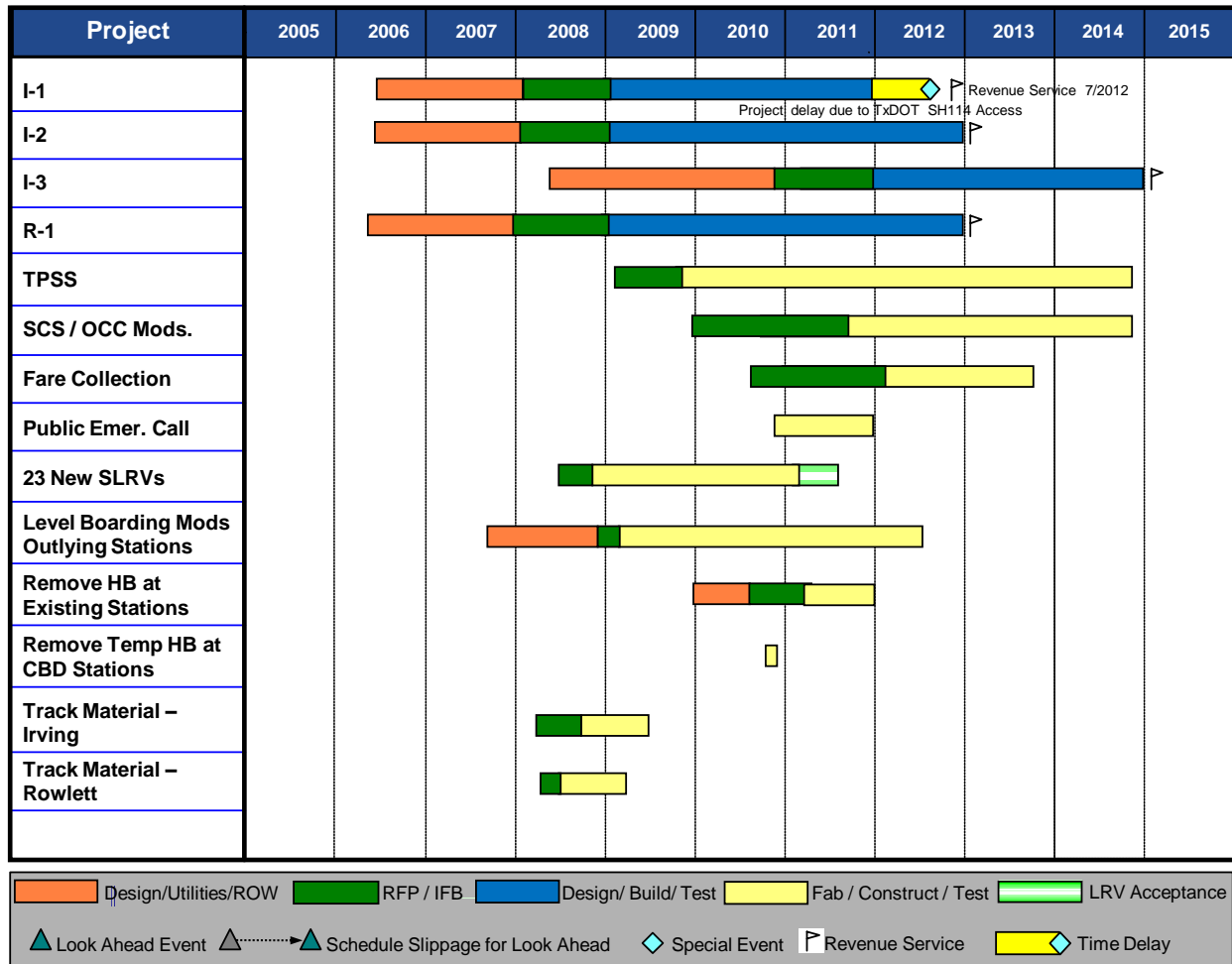
## Phase IIB

# Summary Control Schedule

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Summary Control Schedule

06/30/12



# Cost/Schedule Summary

## LRT Buildout Phase IIB

| LRT BUILDOUT PHASE IIB<br>Cost Summary<br>(in millions of dollars) |                   |                                      |                                    |
|--|-------------------|--------------------------------------|------------------------------------|
|  | Control<br>Budget | Current<br>Commitment <sup>(1)</sup> | Expended<br>to Date <sup>(2)</sup> |
| General Phase IIB  | \$ 128.1          | \$ 63.7                              | \$ 46.3                            |
| Irving-1   | 373.7             | 351.5                                | 300.4                              |
| Irving-2   | 228.2             | 189.3                                | 202.1                              |
| Irving-3   | 272.9             | 162.1                                | 23.5                               |
| Rowlett-1  | 211.3             | 217.1                                | 189.4                              |
| Level Boarding – Outlying Stations                                 | 11.8              | 8.5                                  | 8.2                                |
| NWROF  | 59.7              | 59.1                                 | 59.1                               |
| Systems  | 51.5              | 44.1                                 | 30.1                               |
| Vehicles   | 206.6             | 194.9                                | 189.4                              |
| <b>LRT Buildout Phase IIB Total</b>                                | <b>\$1,543.8</b>  | <b>\$1,290.3</b>                     | <b>\$1,048.5</b>                   |

1) Committed values reflect activity through 06/30/12.

2) Expended to date values reflect activity through 05/31/12, 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                      |

|                                 |  |
|---------------------------------|--|
| <b>Board Strategic Priority</b> | II: Manage System Development & Maintain Infrastructure  |
| <b>Description</b>              | <p>The Irving Corridor (I-1 &amp; 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.</p>  |
| <b>Status</b>                   | <p>The project is approximately 98% complete.</p> <p>Irving-1 is preparing for revenue service on July 30, 2012. Integrated testing on I-1 is 95% complete.</p> <p>KSWRP is in the process of finishing implementation of modifications to fully automate the Bachman Interlocking/Irving Junction to facilitate all the added operational train movements into and out of the Orange Line, with this work effort 90% completed by end of June 2012.</p> <p>Other I-1 work outside 20 feet of the tracks continues mainly on the stations, sidewalks, bus lanes, and ROW fencing and seeding. This work is anticipated to complete on time for I-1 revenue service on July 30, 2012.</p> <p>On I-2, the trackwork is complete. For systems elements, the contractor continues work on the overhead contact system, train signals and street crossing gates, communications and CCTV installation, and contractor validation testing. Contractor dynamic testing for I-2 is anticipated to begin on July 16, 2012. Work also continues at the stations with sign installation, pedestrian walkway brick pavers, bus shelter installation, and landscaping.</p> <p>Significant focus continues to be placed upon preparation for integrated testing, system safety certification, pre-revenue service, and contract closeout. Integrated testing is scheduled to begin on August 28, 2012.</p> |
| <b>Issues</b>                   | <p><b><u>Paint Peeling Corrective Action Plan</u></b></p> <p>A corrective action plan for paint systems has been completed for I-1 and continues on I-2, with completion anticipated by July 2012.</p>   |

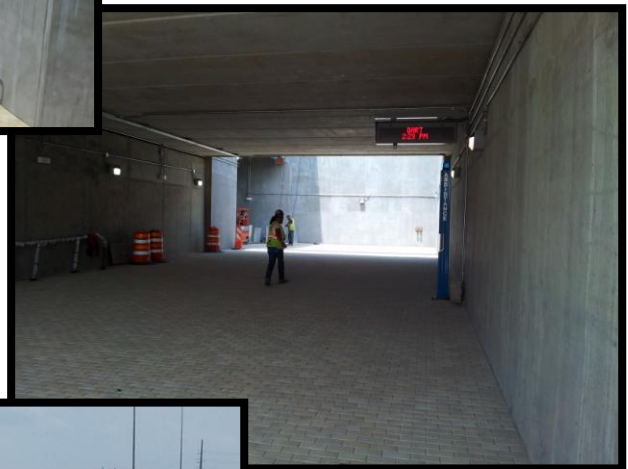


# Irving-1/Irving-2 Facilities

LRT Buildout  
Phase IIB



University of Dallas Station



# Irving-1/Irving-2 Facilities

LRT Buildout  
Phase IIB

Las Colinas Urban  
Center Station



Lake Carolyn Parkway

Irving Convention  
Center Station







**North Lake College Station**

**OCS Installation near Belt Line Station**



|                                 |  |
|---------------------------------|--|
| <b>Board Strategic Priority</b> | II: Manage System Development & Maintain Infrastructure  |
| <b>Description</b>              | <p>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.</p>   |
| <b>Status</b>                   | <p>The project is 17% complete as of the end of June 2012.</p> <p>The design-builder is advancing the project design and began construction activities in April 2012, having received full approval of their design concepts by the FAA, FTA, and DFW Airport.</p> <p>Clearing and earthwork activities are in progress. Moisture conditioning has started. Work on Belt Line Bridge Embankment A also started.</p> <p>Utility investigation for segments 1-4 (Belt Line Road to approximately N. Airfield Drive) were completed, as well as the utility relocation at Belt Line Road.</p> <p>Installation of the FAA communications and electrical lines are in progress.</p> <p>All drilled shafts for abutments 1 and 3 and columns were completed at Belt Line Road and the Oncor Bridge.</p>  |
| <b>Issues</b>                   | <p><b><u>Supplemental EA for Incorporation of DB Design Concepts</u></b><br/>In order for the design-builder (DB) to incorporate their design concepts, a Supplemental Environmental Assessment (EA) was developed and submitted to FTA and FAA for approval. The FTA and FAA determined that potential environmental impacts associated with the project design concepts were insignificant and, therefore, a formal Supplemental EA would not be required. Environmental clearance for the project was confirmed by FTA and FAA in April 2012. Issue is resolved.</p> <p><b><u>Schedule Delay Due to Delayed Access to Fed Ex Property</u></b><br/>The updated schedule shows the project is trending 29 days late. A recovery schedule has been requested. The delay is related to activities being performed by the design-builder in order to gain access to the Fed Ex property for a portion of the N. Airfield Drive work.</p> |



|                                 |   |
|---------------------------------|---|
| <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 95% complete.</p> <p>KCS Bridge construction and painting is complete. Track installation is approximately 100% complete, with the tie-in to Downtown Garland Station scheduled to complete in early July 2012. Downtown Rowlett Station platform area is 99% complete, with art wall framing and punch list remaining. Installation of wayside equipment and static OCS testing is in progress.</p> <p>The DART and design-build teams continue to be focused on preparations for testing and closeout, working toward the August 28, 2012, integrated testing milestone.</p>  |
| <b>Issues</b>                   | <p><b><u>Rail Destressing – Non-compliant</u></b></p> <p>Rail destressing was completed by the design-builder. Upon conducting DART verification, it was determined the destressing of rail may not have satisfied all required specifications. A third-party consultant evaluated the work effort and project specifications, providing clarification to the final requirements needing to be satisfied. A section of the rail was therefore destressed again along Rowlett Creek. Re-inspection by DART was successfully completed and no further action is anticipated.</p> <p><b><u>Grade Crossing Rework Due to Tolerance Discrepancies</u></b></p> <p>Rework of all the crossings are planned due to a deficiency in tolerances between the crossing panel, rail, and headers. Rail gouges will be welded out and ground down during the planned outages. To date, two of the four crossings have been completed.</p> |



**Leaving Downtown Garland Station...**

**...Over KCS Bridge**





**Guideway**

**Downtown Rowlett Station**



# Downtown Rowlett Station East Parking Lot

**LRT Buildout  
Phase IIB**

---

|                                 |   |
|---------------------------------|---|
| <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>                   | Placement of underground utilities, irrigation system, and light pole foundations are complete. Placement of concrete paving is scheduled for July 2012. 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: Four (4) TPSSs have completed final field testing, SCADA indications and Emergency Tripping System/Transfer Trip (ETS/TT) testing. TPSSs were provided power to the OCS for integrated testing.</p> <p>For I-2: Two (2) TPSSs have completed final field testing, SCADA indications, ETS/TT, and fire alarm testing and are providing power to OCS for live wire testing in mid-July 2012.</p> <p>For I-3: NTP was issued to Siemens Transportation Systems, Inc., on August 10, 2011 (4 TPSSs). TPSS #1, 2 and 3 are ready to deliver; TPSS #4 is in production and on-target.</p> <p>For R-1: For phase I, two TPSSs were provided power to OCS for live wire, dynamic and integrated testing. For phase II, the remaining two TPSSs have been connected to utility power. All four TPSSs have completed SCADA indications and ETS/TT testing and are ready to provide power to OCS for the cutover and live wire testing in July 2012.</p> |
| <b>Issues</b>                   | <p><b><u>Modify Delivery Dates to Match Revenue Service Dates for I-3</u></b><br/>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. The contractor has identified costs associated with this extension, which are currently being negotiated with DART.</p> <p><b><u>Extended TPSS Storage Period Due to I-3 Revenue Service Date Change</u></b><br/>Potential costs may be incurred due to the need to store completed TPSSs, as the original milestones were based on a December 2013 revenue service date. These costs are currently being negotiated with DART.</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 and final acceptance and performance test.

### Status

The 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.

The I-1 design-build contractor provided access to I-1 stations on January 31, 2012. The SCS/OCC contractor was able to meet the contract milestone and turned over the system to DART for System Integration Testing on May 25, 2012.

The contractor was given early access to I-2 and R-1 communications houses on April 28, 2012. This allowed the SCS/OCC contractor to perform an early and successful cutover of all Communications Transmission System (CTS) fiber optics nodes into the existing CTS system.

For I-2, the contractor is in the process of implementing and performing end-to-end tests of all field equipment as they become available. First items include testing of TPSS and Communications houses. All TPSS testing were completed in June 2012. Communications, signals, and station equipment tests are on-going.

For R-1, the contractor is in the process of implementing and performing end-to-end tests of all field equipment as they are made available. The contractor completed testing of the TPSS. Communications system tests are on-going.

The contractor successfully completed the Communications Transmission System (CTS) cutover activity and provisioned the SONET equipment to

**Status (Continued)** transmit the CCTV from Irving and Rowlett. This cutover will allow the CCTV cameras/data to be recorded and monitored from CROF.

Upgrade of Buildout Phase I station PA/VMB system (total of 16 stations) is complete.

A change has been issued to support interface with the new “LRT Station Visual Messaging System” for an additional 33 stations. Scope includes modification of the existing software to interface with the new station signs, modification of the data communications system 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** **Upgrade of Cityplace Station PA/VMB System**

The contractor has completed and tested their work at Cityplace Station. The only exception and anomaly reported for this location was the existing “Public Address Zone” configuration. The PA/VMB at this location was installed as a part of the original Cityplace Station. At Cityplace, similar to aerial stations, the PA/VMB system receives an input from the local fire panel. This allows the fire marshal to take control and make live/real-time announcements from the fire panel.

The SCS/OCC contractor has reported that the wiring of the speakers in the field is found to be connected as one zone. This is different than the PA design at all other locations where the system is capable of handling multi-zones. The contractor’s scope of work for phase I PA/VMB upgrade does not include the field wiring, speakers, or the visual message signs. Therefore, this upgrade is considered complete and the system at Cityplace will operate as is.

**Updated Rowlett Signals Bitmap Info from Design-Builder**

The SCS/OCC contractor reviewed and made a number of corrections and comments to the Rowlett design-build contractor’s bitmap data. The Rowlett design-build contractor provided the necessary response and confirmed the corrections; therefore, this item is closed.

**Limited Access to Rowlett Signals Equipment**

The SCS/OCC contractor has informed DART that signals testing will be starting and there are some field equipment that are still not available to them (including the signal case and data connectivity to the signal house). Coordination and discussions with the design-build contractor are on-going to eliminate potential risk or any delays. The SCS/OCC contractor is expecting to have these items available prior to August 5, 2012. This will allow sufficient time to complete all work and meet the turnover milestone for Systems Integration Testing on August 28, 2012.



# 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>                   | <p>Options 4 &amp; 5 for Phase IIB TVMs have been executed. NTP was issued to the contractor on February 26, 2012.</p> <p>I-1 TVM installation is currently under way and on schedule to be completed by mid-July 2012. Installations for I-2 and R-1 are scheduled for November 2012.</p> |
| <b>Issues</b>                   | None   |

# Systems - Passenger Emergency Calls (PECs)

**LRT Buildout  
Phase IIB**

|                                 |   |
|---------------------------------|---|
| <b>Board Strategic Priority</b> | I: Strive to Exceed Customer Expectations<br>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>                   | All required units were delivered to DART on October 14, 2008.<br><br>All PECs have been installed at R-1, I-1, and I-2 stations. I-2 units are not operational at this time, pending installation of phone lines by Verizon. The design-build team is coordinating with Verizon on the installation at I-2 stations. |
| <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**

### **Additional Documentation Needed from Manufacturer Regarding the Reliability of Major SLRV Systems**

Reliability Demonstration Testing (RDT) is ongoing. Reliability requirements were not being met for the propulsion, friction brake, and door systems. All identified modifications have been completed. Maintenance data is being monitored to determine compliance with Reliability Demonstration requirements.

### **10" Brake Actuator Replacement (4 per SLRV)**

Existing "MZT" type actuators need to be replaced with "PBAF" type actuators that are interchangeable with actuators on older cars. Replacement program is scheduled to start in September 2012.

### **Sagging Traction Motor**

Resilient mounts appear to be failing allowing traction motors to "sag down" out of alignment with the gear case. The contractor is seeking final identification of the root cause and definition of the required modification to correct the problem.

### **Fault Codes (42/90) Indicating Pneumatic Control Unit Cutting Out**

A code 42 on H-5 unit and corresponding code 90 on the Brake Monitor Unit (BMU) is a brake cut-out command that will stop a train in service until the problem is cleared. The contractor is collecting and analyzing data to identify the root cause. A temporary "work around" software has been installed on five cars for testing.

### **Fault Codes (35/80) Indicating Mismatch between the Power Signal and Brake Signal**

A code 35 on the H-5 unit and corresponding code 80 on the BMU is an indication of power/brake signal mismatch which will cause a train to stop in service until the problem is cleared. The contractor is collecting and analyzing data to identify the root causes. A temporary "work around" software has been installed on five cars for testing.

## Vehicles – 23 Option Vehicles (New SLRV Procurement)

---

**LRT Buildout  
Phase IIB**

**Issues (Continued)**    **Fault Code (THD2) Indicating Propulsion Inverter Over Temperature**  
Fault log data indicates that the “THD2” fault occurs as a result of an improper operation of the propulsion inverter and a corresponding over current condition which causes the over temp condition. The contractor is collecting and analyzing data to identify the root cause. Issue is under investigation.

**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.

The Safety Certification status is as follows:

- 487 certifiable items were identified for I-1.
- 455 certifiable items have been closed.
- System Certification is at 93% complete.
- DART anticipates submitting Certificate of Compliance for I-1 to TxDOT approximately mid-July 2012.

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.

Integrated testing for I-1 now stands at 95% complete with 124 of 130 tests done. Of these, 101 have passed and 23 have failed, awaiting resolution and retest.

TPSS testing for I-2, as well as I-2 contractor dynamic testing is anticipated to start in mid-July 2012. Integrated testing will begin on August 28, 2012, for I-2 and R-1.

Status of integrated testing supporting contractor dynamic testing for R-1 is as follows:

- 25 tests have been conducted.
- Garland cutover is scheduled for the weekends of July 7-8 and 14-15, 2012.
- The contractor is currently scheduled to resume dynamic testing on July 28, 2012.

**Status (Continued)** 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

### Board Strategic Priority

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

### Description

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:

**Outlying Stations Level Boarding (OSLB)** 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).

**Demolition of Special-Use Platforms-Lot 1 (DSUP1)** 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).

**Demolition of Special-Use Platforms-Lot 2 (DSUP2)** 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.

### Status

#### OSLB

All stations are complete. Replacement work has started. (See Issues.)  
Warning strips have been replaced at 21 stations.

#### DSUP1

Demolition of the decommissioned ramps and special-use platforms has been completed at all stations. The contractor has completed all punch list items. The contractor is working on the electronic as-built drawings.

#### DSUP2

Demolition of the decommissioned ramps and special-use platforms has been completed at all stations. The contractor has completed all punch list items. The Agency is working on the closeout.

### Issues

#### OSLB – Replacement of Red & Blue Line Station Warning Strips Due to Poor Quality

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, and is expected to be complete by the end of August 2012. The following stations are complete: Forest/Jupiter, Arapaho, Cityplace, Ledbetter, Illinois, Kiest, VA Medical Center, Parker Road, Downtown Plano, George Bush Turnpike, Galatyn Park, Spring Valley, LBJ/Central, Forest Lane, Walnut Hill, Park Lane, Lovers Lane, White Rock, LBJ/Skillman, Downtown Garland, and Mockingbird (21 of 29 complete).

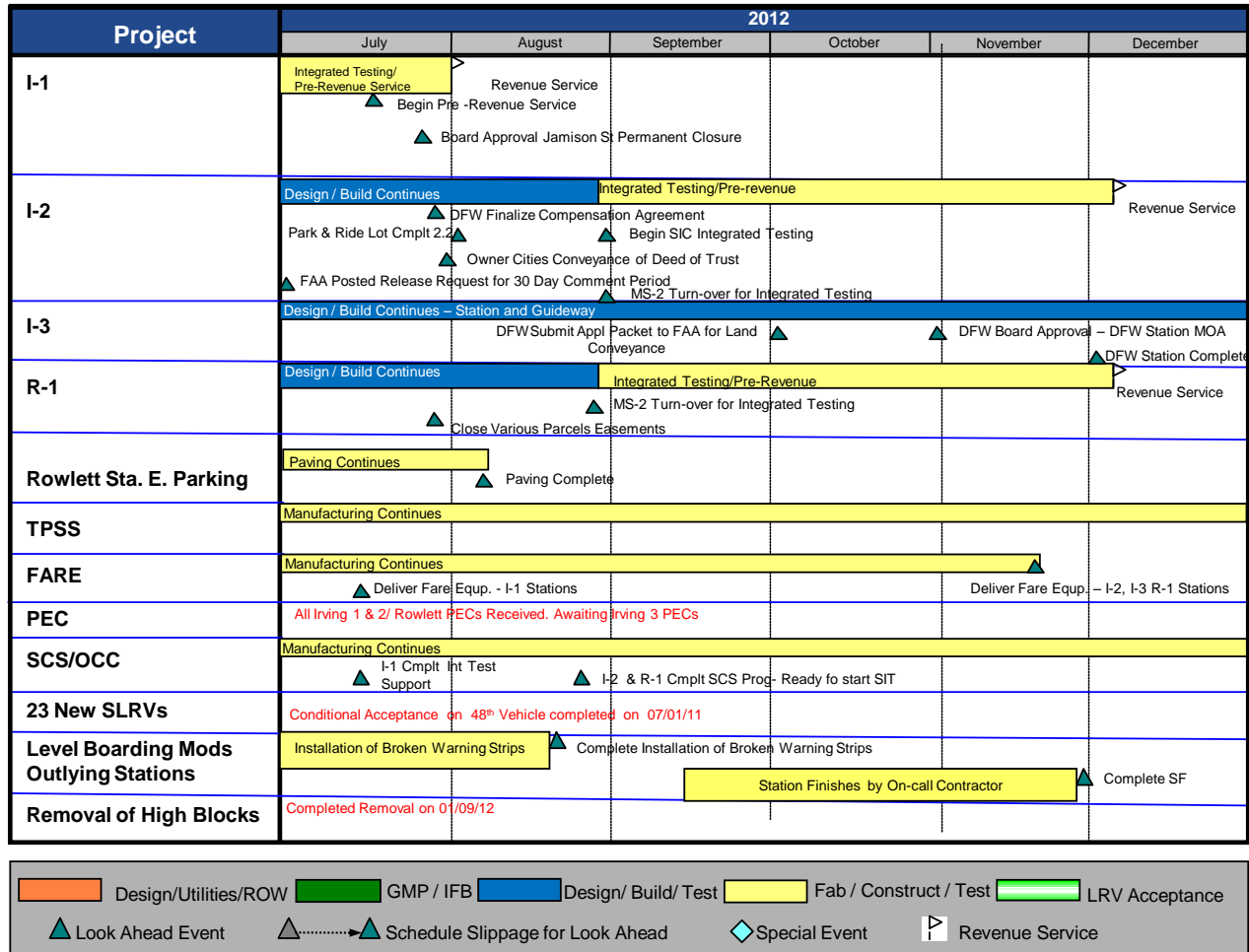


# Facilities - Six-Month Look Ahead

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Six Month Look Ahead

06/30/12



# Change Control Summary

## LRT Buildout Phase IIB

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

| Rail Section/<br>Contract Package         |  | Consultant/<br>Contractor                       | Approved<br>Contract<br>Amount | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | (Note c)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) |
|---|--|---|--------------------------------|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|--|
|   |  |   | (A)                            | (B)                                   | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        | (Note a)                     |  |
| Design/CM                                 | Track 3<br>C-1013219-01                      | Track 3 Joint Venture<br>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<br>C-1014614-01                | KSWRP JV<br>Irving 1 & 2                        | \$430,164,910                  | \$17,207,000                          | \$447,371,910               | \$3,805,044                     | \$433,969,954                | \$13,401,956                           | 22%                            | 95%                          | Design-Build   |
| Irving 3                                  | Irving 3 DB<br>C1018691-01                   | KSWRP JV<br>Irving 3                            | \$147,500,000                  | \$5,391,000                           | \$152,891,000               | \$45,000                        | \$147,545,000                | \$5,346,000                            | 1%                             | 12%                          | Design-Build   |
| Rowlett                                   | Rowlett DB<br>C-1014614-02                   | Austin Road & Bridge<br>Rowlett                 | \$187,699,904                  | \$7,514,000                           | \$195,213,904               | \$3,541,146                     | \$191,241,050                | \$3,972,854                            | 47%                            | 89%                          | Design-Build   |
| Rowlett Station<br>Additional Parking Lot | Rowlett DB<br>C-1021269-01                   | Phillips May Corporation                        | \$537,333                      | \$26,867                              | \$564,200                   | \$0                             | \$537,333                    | \$26,867                               | 0%                             | 0%                           | Design-Build   |
| Track Material<br>Procurement<br>CWR      | Irving Rail Procurement<br>C-1014938-02      | L.B. Foster<br>Irving 1, 2 & 3                  | \$8,920,527                    | \$89,205                              | \$9,009,732                 | \$22,133                        | \$8,942,660                  | \$67,073                               | 25%                            | 100%                         |  |
|   | Rowlett Rail Procurement<br>C-1014938-01     | Progress Rail Services<br>Rowlett               | \$3,394,300                    | \$33,943                              | \$3,428,243                 | \$0                             | \$3,394,300                  | \$33,943                               | 0%                             | 100%                         |  |
| NWROF<br>Construction                     | Lot 1<br>C1012392-01                         | Archer Western                                  | \$27,086,234                   | \$1,092,868                           | \$27,740,298                | \$953,756                       | \$28,039,990                 | \$139,112                              | 87%                            | 100%                         |  |
|   | Lot 2<br>C1012392-02                         | Herzog  | \$3,066,909                    | \$130,323                             | \$3,197,231                 | \$41,411                        | \$3,108,320                  | \$88,912                               | 32%                            | 100%                         |  |
|   | Lot 3<br>C1012392-03                         | Mass Electric                                   | \$4,718,927                    | \$200,511                             | \$4,919,439                 | \$58,500                        | \$4,777,428                  | \$142,011                              | 29%                            | 100%                         |  |
|   | Lot 4<br>C-1012392-04                        | Journeyman                                      | \$3,620,979                    | \$158,862                             | \$3,779,841                 | \$103,003                       | \$3,723,981                  | \$55,860                               | 65%                            | 100%                         |  |
|   | Lot 9<br>C-1012392-05                        | Macton  | \$834,537                      | \$41,727                              | \$876,264                   | \$0                             | \$834,537                    | \$41,727                               | 0%                             | 100%                         |  |
| Systems                                   | TPSS DFI<br>C-1012105-01/02                  | Siemens Transportation<br>Systems, Inc.         | \$17,096,095                   | \$170,961                             | \$17,267,056                | \$62,156                        | \$17,158,251                 | \$108,805                              | 36%                            | 66%                          |  |
| Systems                                   | Fare II<br>C-1011621-01                      | GFI Genfare<br>Systems, Inc.                    | \$1,832,595                    | \$50,000                              | \$1,882,595                 | \$0                             | \$1,832,595                  | \$50,000                               | 0%                             | 0%                           |  |
| Systems                                   | SCS/OCC<br>C-1009337-01                      | GE Advanced Comm. Systems                       | \$5,264,885                    | \$421,191                             | \$5,686,076                 | \$0                             | \$5,264,885                  | \$421,191                              | 0%                             | 26%                          |  |
| Vehicle Procurement                       | 115 C-Unit Mods W/ATP<br>C-1011711-01        | Kinkisharyo/Itochu                              | \$74,049,075<br>(Note d)       | \$2,317,746                           | \$76,366,821                | \$580,287                       | \$74,629,362                 | \$1,737,459                            | 25%                            | 95%                          |  |
| Vehicle                                   | SLRV Procurement (23)<br>C-1013706-01        | Kinkisharyo International                       | \$126,730,327                  | \$2,843,881                           | \$129,574,208               | -\$440,618                      | \$126,289,709                | \$3,284,499                            | -15%                           | 97%                          |  |
| Level Boarding Outlying Stations          | Level Boarding Outlying Sta.<br>C-1016053-01 | Phillips May Corporation                        | \$4,043,333                    | \$471,476                             | \$4,514,809                 | \$374,415                       | \$4,417,748                  | \$97,061                               | 79%                            | 97%                          |  |
| Level Boarding Mini SUP<br>Removal Lot 1  | Level Boarding Outlying Sta.<br>C-1019090-01 | Phillips May Corporation                        | \$278,584                      | \$25,073                              | \$303,657                   | \$31,900                        | \$310,484                    | -\$6,827                               | 127%                           | 71%                          |  |
| Level Boarding Mini SUP<br>Removal Lot 2  | Level Boarding Outlying Sta.<br>C-1019090-02 | Mart Inc.                                       | \$261,390                      | \$23,525                              | \$284,915                   | \$20,060                        | \$281,450                    | \$3,465                                | 85%                            | 93%                          |  |
| TOTALS:                                   |  |   | \$1,091,670,322                | \$38,512,742                          | \$1,129,744,260             | \$9,198,193                     | \$1,100,868,515              | \$29,314,549                           |                                |                              |  |

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.  
d) The amount shown in this report represents 41.8% of the total approved contract amount of \$190,395,824 - \$13,244,927 for Amendment 13.

## Phase III & D2

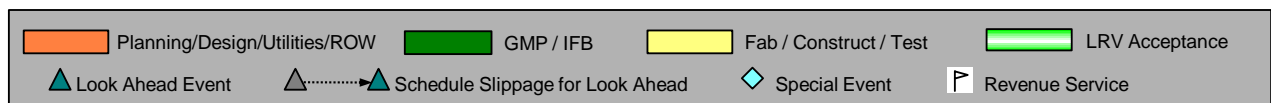
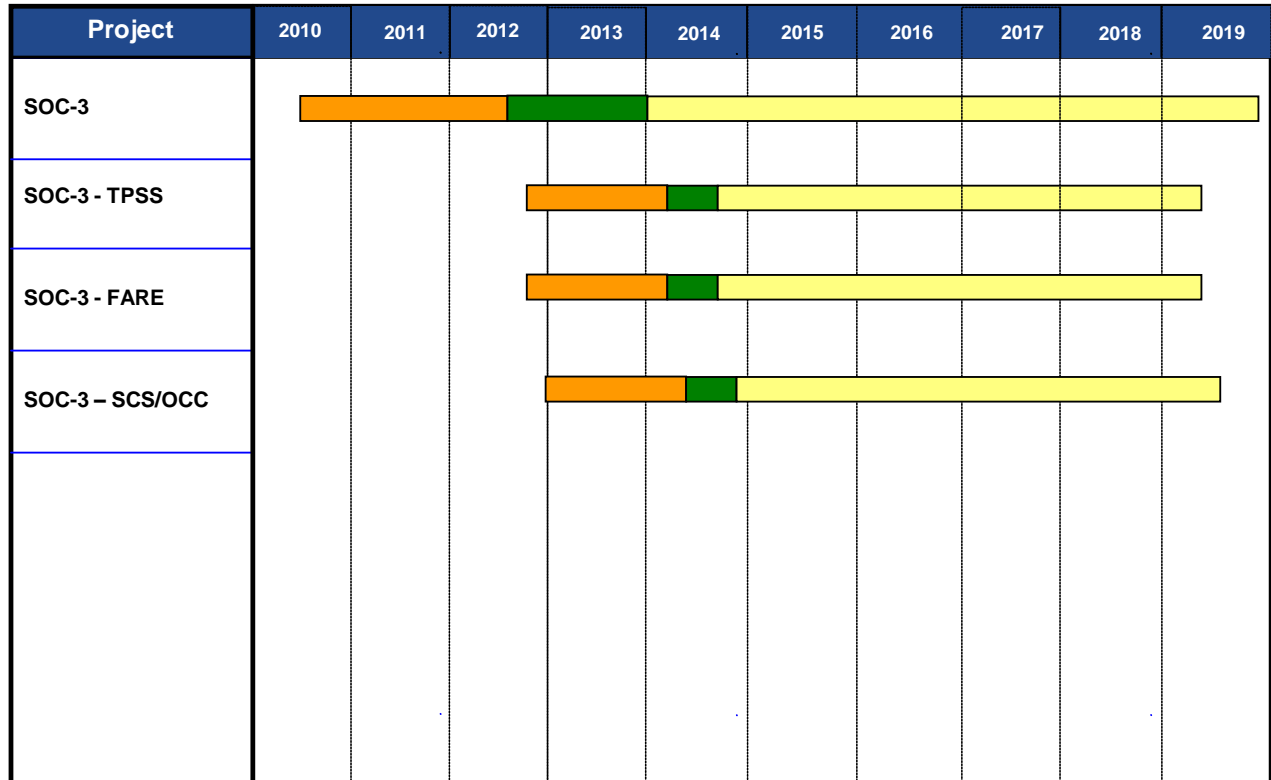


# Summary Working Schedule

**LRT Buildout  
Phase III & D2**

## LRT Buildout Phase III Summary Working Schedule

06/30/12



# South Oak Cliff Extension (SOC-3)

## LRT Buildout Phase III & D2

### 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. The draft 5% design plan/profile and design report were delivered on May 31, 2012. Environmental assessment of impacts is under way and a draft EA is anticipated by August 3, 2012, for DART internal review. The draft EA is anticipated to be circulated October 1-31, 2012, and a Final EA by the end of December 2012. A Call for Public Hearing for a Service Plan Amendment will be presented to the DART Board for approval on July 10, 2012, with the public hearing anticipated in October 2012. A Value Engineering/Risk Assessment (VE/RA) exercise was conducted on June 18-22, 2012. The final 5% design will incorporate comments from the VE/RA, the project's Technical and Community Work Groups, and internal DART review, and is anticipated by August 3, 2012.

### Issues

None



# Dallas Central Business District (CBD) D2 Alignment

## LRT Buildout Phase III & D2

### 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 additional Alternatives Analysis effort is being pursued to address comments and suggestions received during the Public Comment period for the initial D2-Downtown Dallas Transit Study, an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS), completed in May 2010. The additional effort shall serve as a follow-up to the initial AA/DEIS and will include 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. This additional effort began in October 2011, and 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.

The D2 Study Purpose-and-Need statement has been updated to reflect 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 were revealed by the Purpose-and-Need effort, and to account for turnover on advisory committees. Investigation of the City-recommended alternative has begun.





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

#### Sound Ridership Forecast Approach

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

## LRT Buildout Phase III & D2

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

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



# Commuter Rail

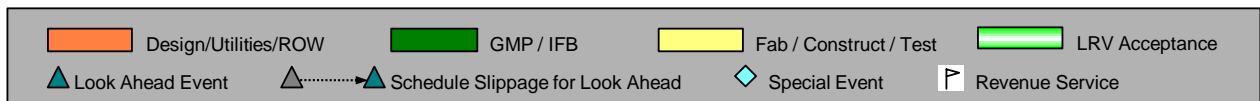
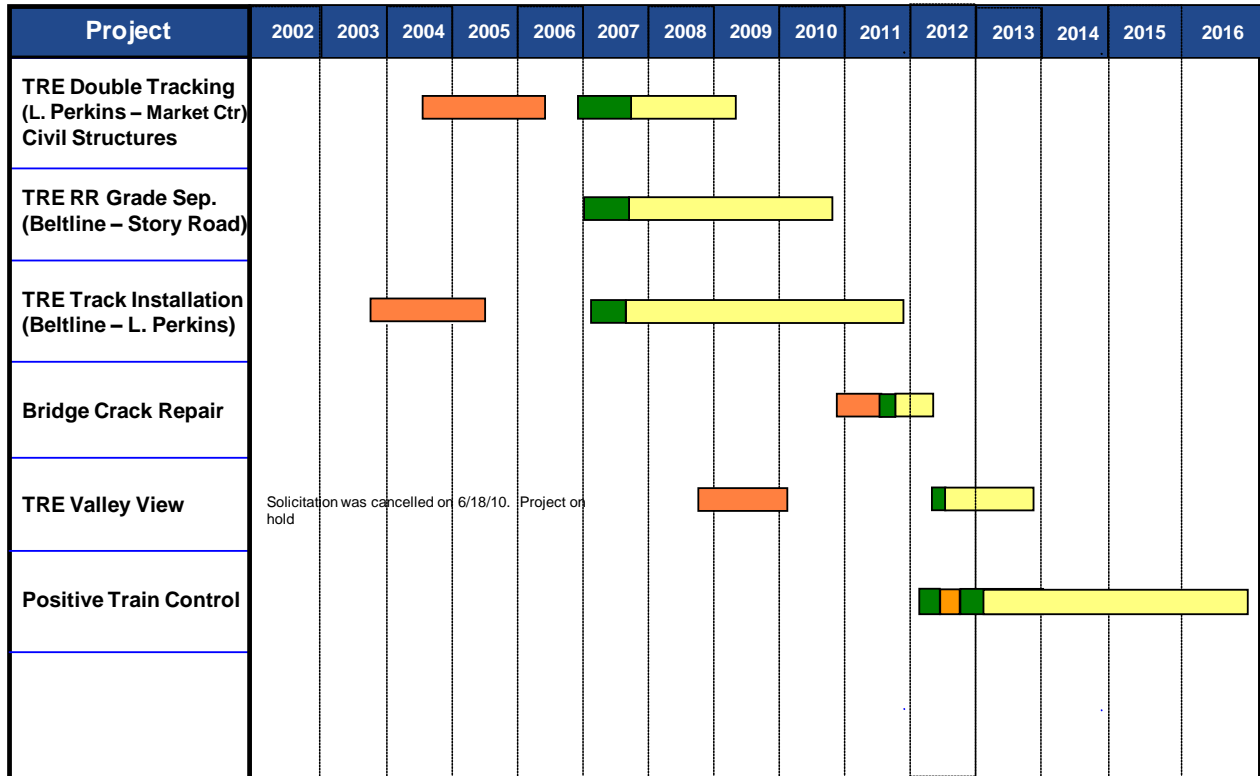


# Summary Working Schedule

Commuter Rail

## Commuter Rail Summary Working Schedule

06/30/12



# Cost Summary

## Commuter Rail

| <b>COMMUTER RAIL<br/>Cost Summary<br/>(in millions of dollars)</b> |  |  |  |
|--|--|--|--|
|  | <b>Control<br/>Budget <sup>(2)</sup></b> | <b>Current<br/>Commitment <sup>(2)</sup></b> | <b>Expended<br/>to Date <sup>(1)</sup></b> |
| Belt Line Road Grade Separation                                    | \$ 70.5                                  | \$ 69.3                                      | \$ 69.2                                    |
| 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 05/31/12, as reported on DART's General Ledger.

2) Control Budget and Current Commitment reflect activity through 06/30/12.

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 (Contract 1) closeout is pending due to the ongoing bridge repair work effort. (See Issues.)

A separate contractor (Contract 2) was engaged to repair the cracking and complete the work removed from the original construction contract (Contract 1). Construction is complete. DART is proceeding with contract closeout, anticipated by August 15, 2012.

## Issues

### Bridge Crack Repairs

The technical issues have been resolved to address the cracking and repair. Repair work, including punch list, was completed in May 2012 under a separate contract. The responsibilities of the repair costs are still being discussed with the contractor.

### Contaminated Soil Placed on Third Party Property

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 ongoing between the third party and the contractor to resolve the issue. DART has reviewed the contractor's notice and determined that this issue will not affect contract closeout. Therefore, DART will proceed with contract closeout.

# Belt Line Road Grade Separation

Commuter  
Rail

## Issues (Continued)

### Pier Cap Concrete Spalling (Chipping)

DART and the contractor (Contract 1) identified concrete spalling at one of the pier caps. Repairs were completed in May 2012.

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

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 back in operation after completion of waterproofing and crack repair work, which was conducted by a separate contractor. (See TRE Belt Line Road Grade Separation section.) Anticipated contract closeout date is August 2012.

**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 Incorporation

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



### 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 sent letters of interest to purchase spectrum to current license holders and is working with legal counsel to evaluate available opportunities to purchase. Staff is coordinating with the FWTa and DCTA to ensure spectrum is being addressed for the entire region.

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 with contract award expected in July 2012.

### Issues

#### **220 MHz Radio Availability and Reliability**

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. Staff will continue to monitor manufacturing process and work with the manufacturer to ensure production units will be available when needed.

#### **The 220 MHz Spectrum Not Allocated by FCC**

The FCC has not allocated radio spectrum for use with PTC. They have stated that spectrum is available in the secondary markets and have taken

**Issues Continued** an arm's length position encouraging transit authorities to aggressively pursue purchase or lease of spectrum on their own.

**Interoperability Train Control Standards Not Complete**




The ITC Standards group has not completed all of the interoperability standards. Staff will continue to closely monitor the ITC standards development and participate as necessary in review and comment of proposed standards. Staff will plan and ensure system designs consider standards that are not finalized.









# Six-Month Look Ahead

**Commuter  
Rail**

## Commuter Rail Six Month Look Ahead

06/30/12

| Project   | 2012  |        |           |         |          |          |
|---|---|--------|-----------|---------|----------|----------|
|   | July  | August | September | October | November | December |
| <b>TRE Double Tracking<br/>(L. Perkins – Market Ctr)<br/>Civil Structures</b> | All Construction Completed 4/9/09   |        |           |         |          |          |
| <b>TRE RR Grade Sep.<br/>(Beltline – Story Road)</b>                          | All Construction Completed 11/10/10   |        |           |         |          |          |
| <b>TRE Track Installation<br/>(Beltline – L. Perkins)</b>                     | All Construction Completed 11/30/11   |        |           |         |          |          |
| <b>Bridge Crack Repairs</b>   | All Bridge Crack Repairs Completed 04/29/12   |        |           |         |          |          |
| <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   |        |           |         |          |          |
|   | <div>Begin PTC Consultant Procurement</div> <div>  DART COTW Approval<br/>  DART Board Approval<br/>  NTP for PTC Consultant/Designer         </div> |        |           |         |          |          |

|  |  |  |   |
|--|--|--|---|
|  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

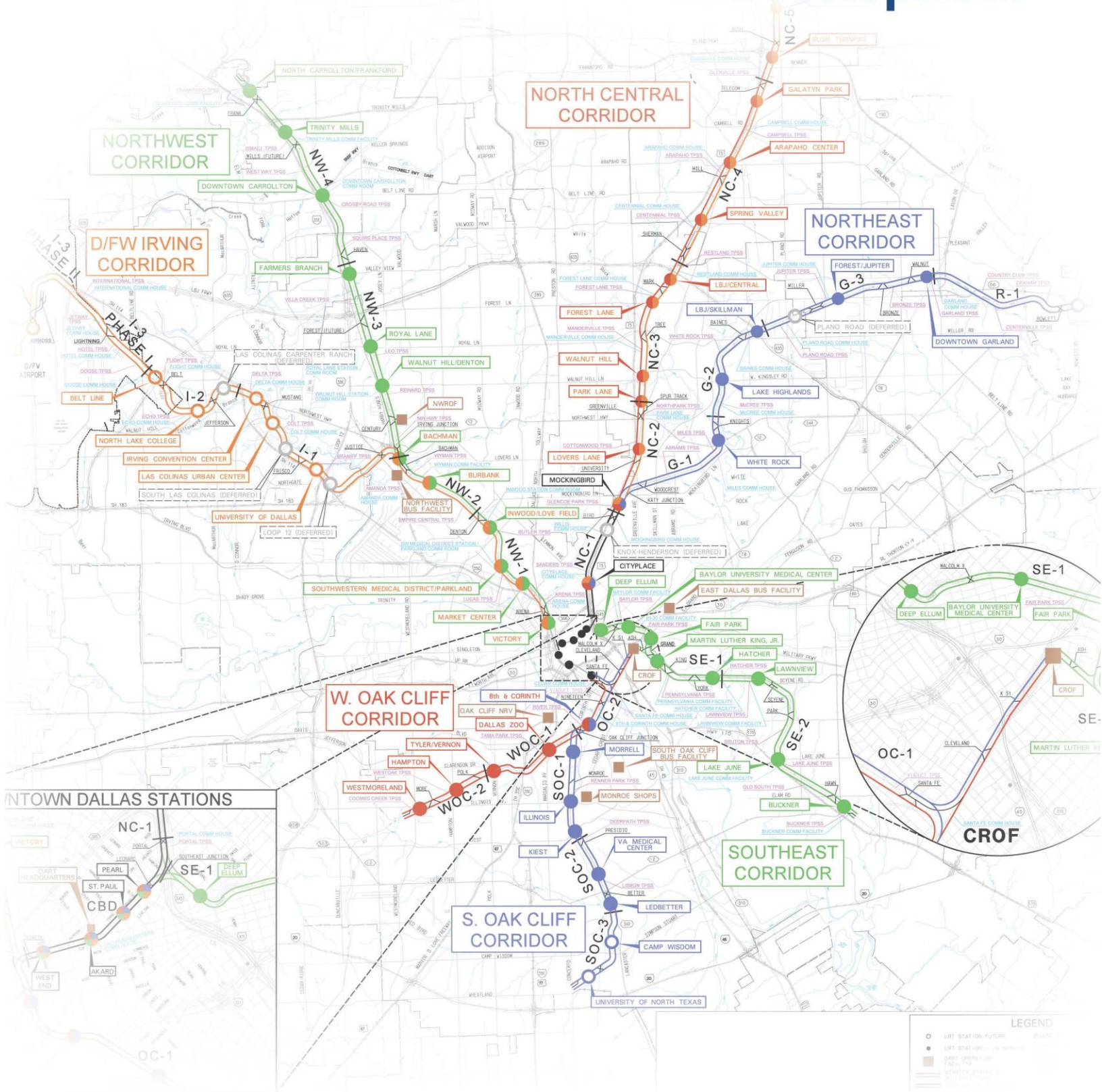
| Facility/<br>Contract Package |   | Consultant/<br>Contractor                   | Approved<br>Contract<br>Amount<br>(A) | Approved<br>Contingency<br>Allowance<br>(B) | Total<br>Approved<br>Amount<br>(C=A+B) | (note b)<br>Executed<br>Changes<br>(D) | Current<br>Contract<br>Value<br>(E=A+D) | Remaining<br>Contingency<br>Allowance<br>(F=B-D) | Percent<br>Contingency<br>Used<br>(G=D/B) | Percent<br>Contract<br>Comp.<br>Note a | Summary of Activity<br>This Period & Comments<br>(June 2012) |
|-------------------------------|---|---|---------------------------------------|---|--|--|---|--|---|--|--|
| TRE                           | Belt Line-Story Grade Separation<br>C-1012696-01                            | McCarthy Building<br>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 Mtd Procure/Install<br>C-1012577-01                         | Herzog                                      | \$11,494,170                          | \$344,822                                   | \$11,838,992                           | \$310,164                              | \$11,804,334                            | \$34,658   | 90%                                       | 99%                                    |  |
| TRE                           | TRE Lisa Perkins Civil<br>C-1012966-01                                      | Austin Bridge & Road                        | \$2,910,060                           | \$87,302                                    | \$2,997,362                            | \$51,019                               | \$2,961,079                             | \$36,283   | 58%                                       | 99%                                    |  |
| TRE                           | TRE Valley View Bridge & Double<br>Tracking Construction<br>Pending         | Pending                                     | \$0                                   | \$0   | \$0                                    | \$0                                    | \$0                                     | \$0  | 0%  | 0%                                     |  |
| TRE                           | TRE Valley View Bridge & Double<br>Tracking Track Material<br>C-1016855-01  | Progress Rail Services                      | \$1,261,356                           | \$37,841                                    | \$1,299,197                            | -\$46,032                              | \$1,215,324                             | \$83,873   | -122%                                     | 100%                                   |  |
| TRE                           | TRE Deck Cracking Repair for TRE<br>Grade Separation Bridge<br>C-1020803-01 | Southwest<br>Construction Services,<br>Inc. | \$766,974                             | \$69,028                                    | \$836,002                              | \$0                                    | \$766,974                               | \$69,028   | 0%  | 0%                                     |  |
| TOTALS:                       |   |   | \$59,438,922                          | \$4,224,746                                 | \$63,663,668                           | \$3,449,950                            | \$62,888,872                            | \$774,796  |   |  |  |

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



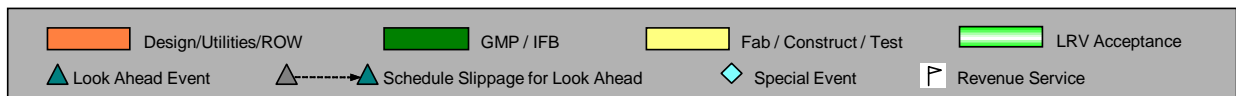
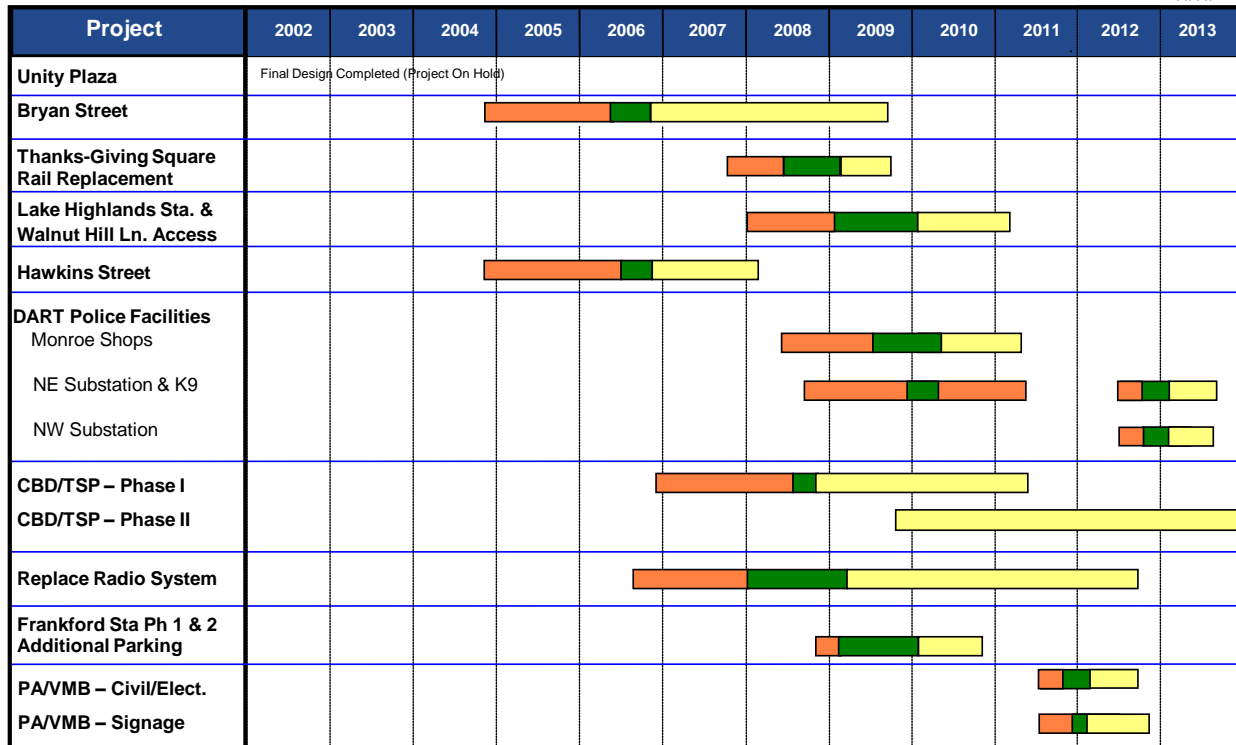


# Summary Working Schedule

## Additional Capital Development

### Additional Capital Development Summary Working Schedule

06/30/12



# Cost Summary

## Additional Capital Development

| <b>ADDITIONAL CAPITAL DEVELOPMENT<br/>Cost Summary<br/>(in millions of dollars)</b> |  |  |  |
|---|--|--|--|
|   | <b>Control<br/>Budget <sup>(3)</sup></b> | <b>Current<br/>Commitment <sup>(3)</sup></b> | <b>Expended<br/>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  | 13.4                                     | 10.4   | 10.4                                       |
| DART Police Facilities  | 35.0                                     | 27.1   | 26.7                                       |
| 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 05/31/12, 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 06/30/12.



**Board Strategic  
Priority**

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

**Description**

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 Cityplace Station and present location of the terminal for the McKinney Avenue Trolley.

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

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.

**Status**

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

The contractor reports that punch list items have been completed. Inspection is scheduled for July 2012.

**Issues**

None

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

**Additional Capital  
Development**

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

**Description** 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.

**Status** No further action is anticipated.

**Issues** 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><br/>Contract closeout continues. CCTV preliminary tests were submitted for review but were disapproved. The contractor has resubmitted. CCTV final test is anticipated in July 2012. Submittal of as-built documents is pending acceptance of the CCTV test. Contract completion is anticipated in August 2012.</p> <p><b><u>Contract 2 – Walnut Hill Lane Access</u></b><br/>Contract is closed.</p> |
| <b>Issues</b>                   | None   |

|                                 |   |
|---------------------------------|---|
| <b>Board Strategic Priority</b> | I: Strive to Exceed Customer Expectations<br>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><br/>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><br/>Contract closeout is complete.</p> <p><b><u>Contract 2 – General Construction (Phillips May)</u></b><br/>Contract closeout continues. Contractor is working to correct warranty issues. As-builts are anticipated in July 2012.</p> <p><b><u>Contract 3 – Finish-Out (Journeyman)</u></b><br/>Contract closeout is complete.</p> <p><b><u>Northeast Police Substation and K-9 Facility</u></b><br/>Design of a smaller and lower cost facility will begin in Fall 2012.</p> <p><b><u>Northwest Police Substation</u></b><br/>Alternative locations are being evaluated, including: 1) a pending proposal from a developer to incorporate the substation in transit-oriented development (TOD) at Inwood Station; or 2) interior finish-out of an existing building at Walnut Hill/Denton Station.</p> |
| <b>Issues</b>                   | <p><b><u>Monroe Shops – HVAC Warranty Issues</u></b><br/>Warranty issues related to performance of the heating, ventilation, and air conditioning system (HVAC) are being addressed with the contractor. Warranty issues were inspected in June 2012. Some work remains; contractor anticipates completion in July 2012.</p>  |

# 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**

**Insufficient Parking Lot Light Level**

Parking lot light levels were less than required by DART criteria. However, the contractor installed what was designed. A task order to increase light levels to meet DART criteria was completed in May 2012 under the On Call Construction contract, outside of the original contract. DART will schedule an illumination level test in July 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 (ATC) for the CBD LRT corridor has been completed. DART received a revised schedule for the implementation of the ATC system. DART received the final version of the specifications. COD put an RFP on the street for the development of the software for the ATC. ATC vendor selection process started with four vendors submitted for software

# CBD/ Traffic Signal Priority (TSP) System

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**Additional Capital  
Development**

**Status (Continued)** delivery. Two software vendors were selected for further evaluation by the team. ATC hardware bids were received and evaluated by the team. Intelight was the lowest bidder for the ATC hardware and one of the two software vendors being evaluated by the team. At the request of DART IT/ITS group, Intelight provided DART staff with advanced traffic signal controller for DART staff's use to review and evaluate Intelight's existing software.

**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 complete. Installation of Automatic Passenger Counter apparatus compatible with the new TransitMaster CAD/AVL system in 150 select buses is complete.

Cutover of Light Rail, DART Police and general (non-bus) two-way mobile radio users from the existing conventional radio system to the new OpenSky digital radio system is complete. Migration of DART Police communications from the OpenSky 800MHz system now shared with Light Rail to OpenSky 700MHz frequencies recently authorized by the Federal Communications Commission is underway and should be complete by September 1, 2012.

Performance evaluation and final operational adjustments to the OpenSky digital radio system and the TransitMaster CAD/AVL system are underway and are scheduled to complete by September 1, 2012.

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

### Issues

#### System User Group Operational Issues

With the actual conversion of DART communications to the new OpenSky digital radio and TransitMaster CAD/AVL systems, user familiarization and organizational process changes necessary to efficiently utilize the new communication systems are under way. Coordination meetings are being conducted with system user groups to identify and address operational issues.

### 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).

Project was initiated in July 2010. The DART Planning Committee has been briefed on January 25, 2011; February 22, 2011; April 26, 2011; October 25, 2011; March 20, 2012; and June 26, 2012. 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. New public meetings are being scheduled for September 2012.

### Issues

#### Funding Identification

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. On May 8, 2012, the Board extended a Memorandum of Understanding (MOU) with the Regional Transportation Council (RTC) regarding iFi. In September 2012, RTC will present a funding strategy to the Board.

#### New Vehicle Development

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. On June 4, 2012, the DCTA vehicle received an FAA waiver to operate with freight. DART with NCTCOG is seeking opportunities to manufacture in North Texas.

### Issues (Continued)

#### Community Concerns

North Dallas residents and Dallas Councilpersons have expressed concern about the alignment through North Dallas and the number of stations. DART has developed a tunnel option to address these concerns.

#### Design Options

There are several design options being considered throughout the corridor: 1) diverting from the Cotton Belt to provide a North Lake Station; 2) at-grade, trench, or tunnel through North Dallas; 3) north or south Red Line interface; and 4) terminating at Red Line or extending to Shiloh Road. DART proposes to environmentally clear each design 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

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.

A revision to the civil contract will revise substantial completion and final acceptance milestones for Robinson's contract for all 33 stations to June 19, 2012, and July 22, 2012, respectively. DART is currently preparing a supplemental agreement to revise the milestones.

Construction at all stations is in progress. More than 75% of conduits are run and UPS foundations set. All UPS-related equipment has been purchased and more than 50% of UPSs are installed. Foundation installation of the VMB stanchions is near completion. Four CBD stations are ready for sign installation.

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**Status (Continued)** Software development and integration between GE (SCS/OCC contractor) and Luminator is on schedule.

Luminator is scheduled to begin installation of the station signs the first week of August 2012, starting at four CBD stations.

**Issues** **Contractor Request for Time Extension**

Luminator had requested a time extension to the contract due to assumptions made and schedule submitted with their proposal. DART coordinated with Luminator and GE to determine appropriate milestone revisions. Resolution is anticipated in July 2012.

**Timely Baseline Schedule Submittal**

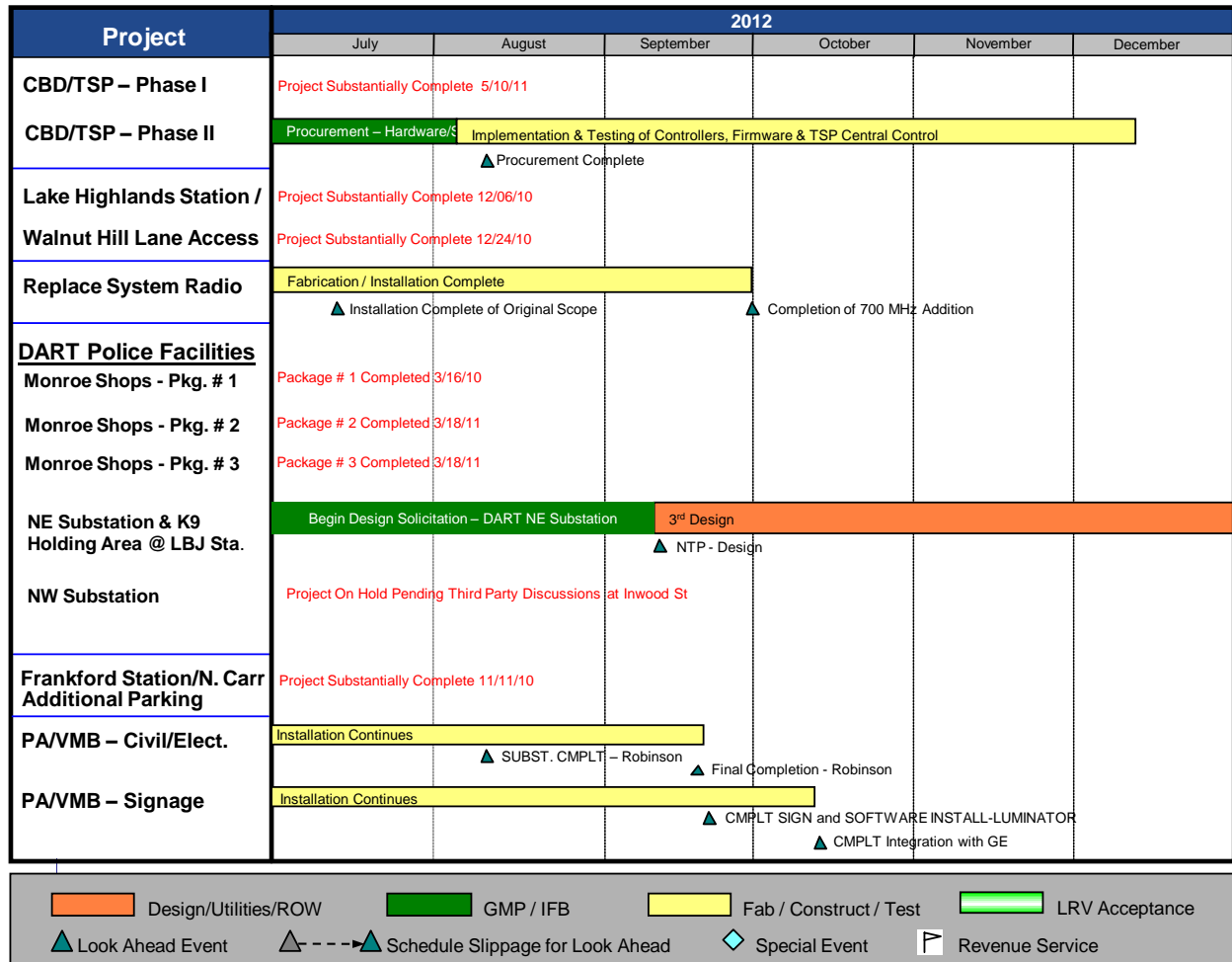
Neither contractor has yet submitted a revised baseline schedule that meets contract requirements and DART's approval. DART sent comments on the previous baseline submittal. Resolution is anticipated in July 2012.

# Six-Month Look Ahead

## Additional Capital Development

### Additional Capital Development Six Month Look Ahead

06/30/12



# Change Control Summary

## Additional Capital Development

### Additional Capital Development - Change Control Summary

| Facility/<br>Contract Package                |  | Consultant/<br>Contractor               | Approved<br>Contract<br>Amount<br>(A) | Approved<br>Contingency<br>Allowance<br>(B) | Total<br>Approved<br>Amount<br>(C=A+B) | (note c)<br>Executed<br>Changes<br>(D) | Current<br>Contract<br>Value<br>(E=A+D) | Remaining<br>Contingency<br>Allowance<br>(F=B-D) | Percent<br>Contingency<br>Used<br>(G=D/B) | Percent<br>Contract<br>Comp.<br>Note b | Summary of Activity<br>This Period & Comments<br>(June 2012) |
|--|--|---|---------------------------------------|---|--|--|---|--|---|--|--|
| Misc Facilities                              | NC-1 Tunnel Delamination<br>C-1017790-01 | Gibson & Associates                     | \$728,850                             | \$109,328                                   | \$838,178                              | \$101,545                              | \$830,395                               | \$7,783  | 93%                                       | 100%                                   |  |
| Unity Plaza                                  | Design<br>C-1003727-01                   | RTKL Assoc.                             | \$1,053,766                           | \$105,377                                   | \$1,159,142                            | \$0                                    | \$1,053,766                             | \$105,377  | 0%  | 100%                                   | Design complete  |
|  | Construction<br>TBD                      | TBD                                     | \$0                                   | \$0   | \$0                                    | \$0                                    | \$0                                     | \$0  | 0%  | 0%                                     | IFB deferred   |
| Thanksgiving<br>Square Rail Mtl.             | Rail Procurement<br>C-1015411-01         | Progress Rail Services                  | \$289,254                             | \$14,463                                    | \$303,717                              | \$8,800                                | \$298,054                               | \$5,663  | 61%                                       | 100%                                   |  |
| Thanksgiving<br>Square Const.                | Rail Replacement<br>C-1015926-01         | Herzog                                  | \$1,074,882                           | \$85,991                                    | \$1,160,873                            | \$72,818                               | \$1,147,700                             | \$13,173   | 85%                                       | 100%                                   |  |
| Bryan/Hawkins<br>Construction                | Construction<br>C-1007571-01             | Archer/Western<br>Brunson/Carcon        | \$35,893,496                          | \$1,823,750                                 | \$37,717,246                           | \$1,331,204                            | \$37,224,700                            | \$492,546  | 73%                                       | 99%                                    | Note a   |
|  | Lots 1 & 2<br>C-1009684-01               | Progress Rail                           | \$2,761,480                           | \$110,460                                   | \$2,871,940                            | -\$78,164                              | \$2,683,316                             | \$188,624  | -71%                                      | 100%                                   |  |
| CCTV<br>Equipment - Fixed                    | CCTV<br>C-1016547-02                     | Calence, LLC                            | \$3,441,691                           | \$345,640                                   | \$3,795,788                            | \$266,574                              | \$3,708,265                             | \$79,066   | 77%                                       | 58%                                    |  |
| DART Police Facilities<br>Package 1          | C-1017045-01                             | Phillips/May Corporation                | \$3,797,333                           | \$493,653                                   | \$4,290,986                            | \$485,834                              | \$4,283,167                             | \$7,819  | 98%                                       | 100%                                   |  |
| DART Police Facilities<br>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<br>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<br>NE Facility        | NE Facility Construction<br>Pending      | TBD                                     | \$2,061,012                           | \$103,051                                   | \$2,164,063                            | \$0                                    | \$2,061,012                             | \$103,051  | 0%  | 0%                                     |  |
| Lake Highlands Station                       | Construction<br>C-1016649-01             | Journeyman                              | \$6,926,292                           | \$554,103                                   | \$7,480,395                            | \$100,051                              | \$7,026,343                             | \$454,052  | 18%                                       | 99%                                    |  |
| Lake Highlands Station<br>SCS/OCC            | SCS/OCC<br>C-1009337-01                  | GE Advanced Comm. Systems               | \$0<br>(note d)                       | \$49,931                                    | \$49,931                               | \$49,931                               | \$49,931                                | \$0  | 100%                                      | 100%                                   |  |
| Walnut Hill Lane Access<br>to Lake Highlands | Construction<br>C-1018841-01             | CPS Civil LLC                           | \$382,050                             | \$38,205                                    | \$420,255                              | -\$2,582                               | \$379,468                               | \$40,787   | -7%                                       | 99%                                    |  |
| Frankford Sta<br>Addl Parking                | C-1016965-01                             | Omega Contracting<br>Base plus Option 2 | \$2,884,803                           | \$230,776                                   | \$3,115,579                            | \$107,491                              | \$2,992,294                             | \$123,286  | 47%                                       | 99%                                    |  |
| VMB<br>Systems                               | C-1021358-01                             | Luminator Holding, LP                   | \$3,247,612                           | \$97,429                                    | \$3,345,041                            | \$0                                    | \$3,247,612                             | \$97,429   | 0%  | 0%                                     |  |
| VMB<br>Civil & Electrical                    | C-1021359-01                             | Robinson Industries, Inc.               | \$2,607,383                           | \$130,369                                   | \$2,737,752                            | \$0                                    | \$2,607,383                             | \$130,369  | 0%  | 6%                                     |  |
| TOTALS:                                      |  |   | \$81,489,186                          | \$6,093,385                                 | \$87,591,028                           | \$3,707,461                            | \$85,196,647                            | \$2,385,924                                      |   |  |  |

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.
  - d) SCS-OCC Contract contingency was used to provide SCADA interfaces for Lake Highlands.



# Streetcar Programs

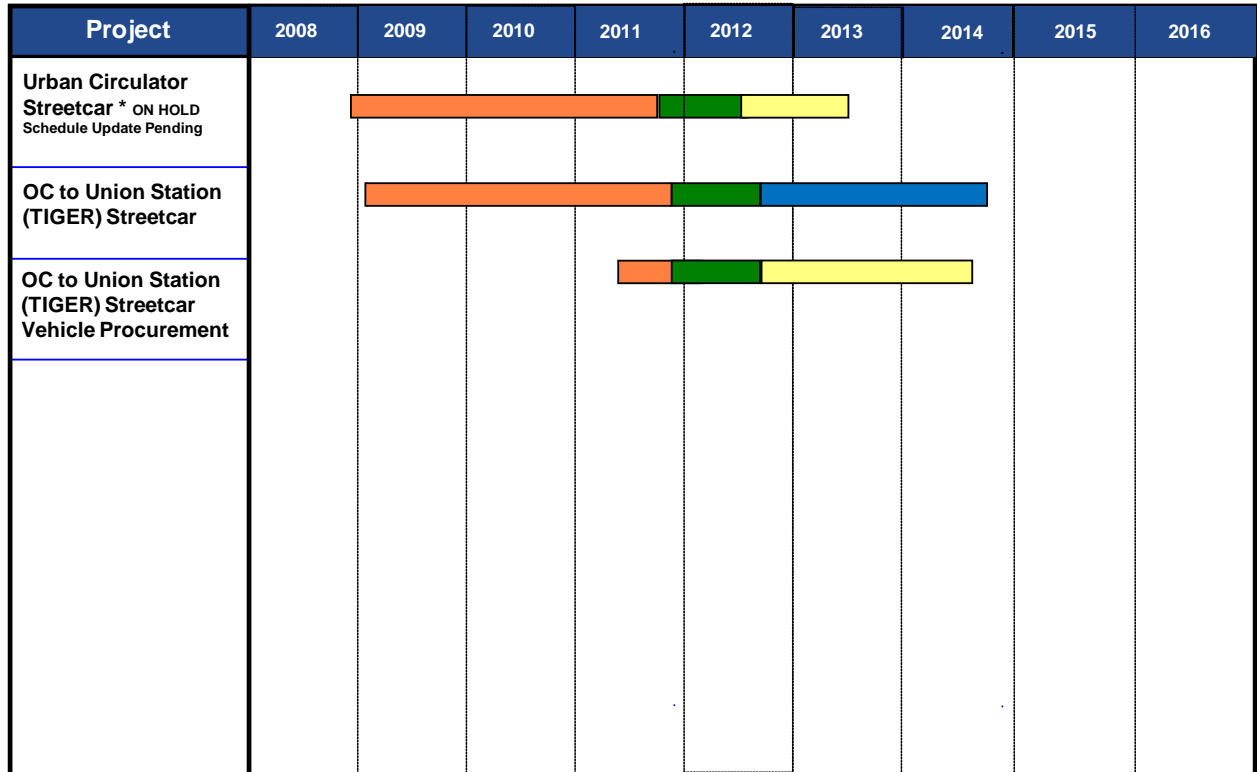


# Summary Working Schedule

Streetcar Programs

## Dallas Streetcar Summary Working Schedule

06/30/12



# 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. Three of four teams have submitted their proposals. A recommendation to the Board of Directors for contract award is anticipated in August 2012.

## Issues

### Houston Street Viaduct Historical Risks

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. In addition to the analysis of the bridge provided by DART, the proposers are performing their own analyses of the condition of the bridge. Their assessment of the bridge and the associated risks will be a factor in their technical and price proposals.

### Resolution of Procurement Schedule

Resolution of the design-build procurement and the vehicle procurement is critical and could have potential adverse impacts to the project budget and schedule. Project team members are working to finalize

# Union Station to Oak Cliff TIGER-funded Streetcar Project

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## Streetcar Programs

**Issues (Continued)** procurements and to analyze and mitigate potential impacts to budget and schedule.

**Timely Utility Relocations**

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

### 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

McKinney Avenue Transit Authority (MATA) – Operations

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 prepared to issue the Invitation for Bids once funding is made available. The project is currently on hold (See SSO Requirement issue below.)

### Issues

#### SSO Requirement

The question of whether or not the project would require State Safety Oversight (SSO) was resolved when the FTA determined that, as a federally-funded project, the Urban Circulator Streetcar Project would require State Safety Oversight (SSO). As the federal grantee, DART is reluctant to proceed with the SSO requirement since MATA and not DART will be the operator of the line. The project is currently on hold while DART and the City of Dallas consider options that would allow the project to proceed as a locally-funded project – thereby eliminating the requirement for SSO.

#### Coordination with FBC-Dallas

The project team continues to work on coordination with the project management team on the First Baptist Church-Dallas project. Both projects will be under way 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.

#### Finalize Agreements between City & Federal Street Property Owners

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. The City of Dallas is working to finalize the necessary agreements.



### Issues (Continued)

#### Timely Utility Relocations

City of Dallas is responsible for utility relocations. Delay in relocation of the utilities could result in schedule impacts and increased costs. City of Dallas is working with Utility companies to complete utility relocations.

### 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

DART and the City of Seattle had developed an agreement that would have allowed DART to purchase two option vehicles under a recently concluded contract between Seattle and Inekon Corporation. However, the total cost of the two vehicles was outside the budget established for the project, and DART has issued an RFP for the purchase of two vehicles. DART vehicle specifications have been developed and were provided to interested manufacturers in advance of the RFP. Three proposals were received on June 22, 2012. Evaluations are currently under way with a recommendation to the DART Rail Program Committee anticipated in August 2012.

### Issues

#### Timely Vehicle Delivery

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 includes the program schedule requirements for delivery of the vehicles. Vehicle delivery schedule is a critical element of the technical evaluation of the proposers. Once procurement is complete, the project team will work with the selected bidder to finalize their delivery schedule consistent with DART requirements.

#### Potential Budget Overrun

The issue of a potential project budget overrun is being evaluated by the project stakeholders. The project team is analyzing strategies that will minimize impacts to the project budget.







# Six-Month Look Ahead

## Streetcar Programs

### Dallas Streetcar Working Schedule Six Month Look Ahead

06/30/12

| Project  | 2012   |        |                              |         |                     |          |
|--|--|--------|------------------------------|---------|---------------------|----------|
|  | July   | August | September                    | October | November            | December |
| Urban Circulator<br>Streetcar * ON HOLD<br>Schedule Update Pending | Contractor Procurement Continues   |        |                              |         | Construction Begins |          |
|  | ▲ FTA Decision to Require State Safety Oversight   |        |                              |         |                     |          |
| OC to Union Station<br>(TIGER) Streetcar<br>Design-Build           | D-B Contractor Procurement Continues   |        | Design/Build Begins          |         |                     |          |
|  | ▲ D-B NTP<br>▲ RPD Cmte Action for DB<br>▲ DART COTW Action – for DB<br>▲ DART Board Action – for DB   |        |                              |         |                     |          |
| OC to Union Station<br>(TIGER) Streetcar<br>Vehicle Procurement    | Vehicle Procurement Continues  |        | Vehicle Manufacturing Begins |         |                     |          |
|  | ▲ Vehicle Manufacturer- NTP<br>▲ RPD Cmte Action for Vehicle Manufacturer<br>▲ DART COTW Action – for Vehicle Manufacturer<br>▲ DART Board Action – for Vehicle Manufacturer |        |                              |         |                     |          |
|  |  |        |                              |         |                     |          |

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

Executive Summary - 3rd Quarter FY 2012

Light Rail Transit Buildout Phase I

| Rail Section/<br>Contract Package |  | Consultant/<br>Contractor | Approved<br>Contract<br>Amount | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | (Note e)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) | Contract Issues<br>(Page numbers reference the Project<br>Development Progress Report)                              | Issue Status  |
|-----------------------------------|--|---------------------------|--------------------------------|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|--|---|---|
|                                   |  |                           | (A)                            | (B)                                   | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        | (Note d)                     |  |   |   |
| Professional Services             | LRV Management<br>C-97000131                 | LTK                       | \$6,379,825                    | \$531,142                             | \$6,910,967                 | \$181,855                       | \$6,561,680                  | \$349,287                              | 34%                            | 100%                         | Through SA #14, AWP05<br>Accounting Closeout is Pending      |   |   |
| North Central<br>Corridor         | NC-3 Civil/Struct/Sta<br>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<br>Pending Litigation                 | Contractor REA for Relief from LDs &<br>Additional Costs - DART Counterclaim for<br>Administrative Costs (p. RPD13) | Hearing on quantum issues - October 29,<br>2012; DART to present costs incurred |
| North Central<br>Corridor         | Parker Rd. Parking Expansion<br>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<br>Corridor             | G-2 Civil/Struct/Sta<br>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<br>Pending Litigation                 | Contractor REA Seeking Additional<br>Payment - Federal Court Appeal for Additional<br>Payment & Interest (p. RPD12) | Trial to begin September 17, 2012   |
| LRV<br><br>Procurement            | 20 Additional<br><br>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   | Sagging Traction Motor (p. RPD14)   | Contractor seeking root cause and<br>correction modification                    |
|                                   |  |                           |                                |                                       |                             |                                 |                              |  |                                |                              |  | Fault Codes (42/90) Indicating Pneumatic<br>Control Unit Cutting Out (p. RPD14)                                     | Contractor seeking root cause; temporary<br>software installed                  |
|                                   |  |                           |                                |                                       |                             |                                 |                              |  |                                |                              |  | Fault Codes (35/80) Indicating Mismatch<br>between the Power Signal and Brake Signal<br>(p. RPD14)                  | Contractor seeking root cause; temporary<br>software installed                  |
|                                   |  |                           |                                |                                       |                             |                                 |                              |  |                                |                              |  | Fault Code (THD2) Indicating Propulsion<br>Inverter Over Temperature (p. RPD14)                                     | Contractor seeking root cause; issue<br>under investigaton                      |
| 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.

| Rail Section/<br>Contract Package     |                                       | Consultant/<br>Contractor | Approved<br>Contract<br>Amount | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | (Note d)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) | Contract Issues | Issue Status |
|---------------------------------------|---------------------------------------|---------------------------|--------------------------------|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|--|-----------------|--------------|
|                                       |                                       |                           | (A)                            | (B)                                   | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        | (Note c)                     |  |                 |              |
| Vehicle Procurement (Amendment<br>13) | 115 C-Unit Mods W/ATP<br>C-1011711-01 | Kinkisharyo/Itochu        | \$13,244,927<br>(Note e)       | \$414,568                             | \$13,659,495                | \$103,794                       | \$13,348,721                 | \$310,774                              | 25%                            | 98%                          |  |                 |              |
| TOTALS:                               |                                       |                           | \$13,244,927                   | \$414,568                             | \$13,659,495                | \$103,794                       | \$13,348,721                 | \$310,774                              |                                |                              |  |                 |              |
| Legend:                               | % Contingency >= 70%                  |                           |                                |                                       |                             |                                 |                              |  |                                |                              |  |                 |              |

- Notes for Amendment 13:
- a) 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.

b) The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.

c) Percent contract complete based on work in place value.

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

e) The amount shown on this report represents 8 out of 115 vehicles. The total approved contract amount is \$190,395,824.

Executive Summary - 3rd Quarter FY 2012

Light Rail Transit Buildout Phase IIA

| Rail Section/<br>Contract Package           |   | Consultant/<br>Contractor                   | Approved<br>Contract<br>Amount   | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | Executed<br>Changes<br>(Note f) | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012)                | Contract Issues  | Issue Status   |
|---|---|---|--|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|---|--|--|
|   |   |   | (A)  | (B)                                   | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        | Note c                       |   |  |  |
| Professional Services                       | GEC<br>C-1002450-01                       | ACT-21                                      | \$230,975,944  | \$247,831                             | \$231,223,775               | \$0                             | \$230,975,944                | \$247,831                              | 0%                             | 88%                          |   |  |  |
|   | SDC<br>C-1002803-01                       | Dallas System Consultants                   | \$78,166,352   | \$47,161                              | \$78,213,513                | \$0                             | \$78,166,352                 | \$47,161                               | 0%                             | 98%                          |   |  |  |
|   | Systems Integration (SIC)<br>C-1004187-03 | AECOM Technical<br>Services                 | \$82,393,459   | \$285,726                             | \$82,679,185                | \$0                             | \$82,393,459                 | \$285,726                              | 0%                             | 82%                          |   |  |  |
|   | Project Controls (PCC)<br>C-1002450-02    | Sunland Engineering                         | \$13,176,787   | \$113,409                             | \$13,290,196                | \$0                             | \$13,176,787                 | \$113,409                              | 0%                             | (Note a)<br>80%              |   |  |  |
|   | LRV Engineering<br>C-1008146-01           | LTK   | \$12,241,355   | \$29,386                              | \$12,270,741                | \$0                             | \$12,241,355                 | \$29,386                               | 0%                             | 84%                          |   |  |  |
| Construction<br>SE1, 2, NW1B                | CMGC-1                                    | Archer Western/Brunson Caron                | \$372,865,538  | \$18,219,058                          | \$391,084,596               | \$16,328,009                    | \$389,193,547                | \$1,891,049                            | 90%                            | 99%                          | Includes Pre construction &<br>construction Includes Lump Sum<br>Conversion | Separation of Concrete Plinths from Bridge-<br>Deck on SE-2 (p- RPD27)   | Repairs completed in May 2012  |
|   | C-1007571-01                              |   | Increase base for BR080029,080030,080058,080061,090086   |                                       |                             |                                 |                              |  |                                | (Note b)                     |   | Defective Overhead-Catenary System-<br>Insulators (p- RPD28)   | Completed in May 2012  |
| Construction<br>NW-2, 3, 4                  | CMGC-3                                    | Archer Western/Herzog                       | \$476,122,907  | \$23,476,522                          | \$499,599,429               | \$4,229,575                     | \$480,352,482                | \$19,246,947                           | 18%                            | 99%                          | Includes Board authorized increases<br>to base contract                     | Mockingbird Underpass Slurry Wall Leaks-<br>(p- RPD30)   | Repairs completed in May 2012  |
|   | C-1009666-01                              |   | Increased CMGC-3 Contingency by \$101,522 per BR 080141, SA-24 paid via TxDot ILA \$1,125,936.24 |                                       |                             |                                 |                              |  |                                | (Note b)                     |   | Orange/Green Line Junction Train<br>Movement Coordination (p. RPD30)   | Coordination under way; Orange DB<br>contractor performing work (90%<br>complete)              |
| CBD<br>Raise/Extend                         | CBD Level Boarding<br>C-1012813-01        | Phillips-May                                | \$5,370,333  | \$268,516                             | \$5,638,849                 | -\$259,025                      | \$5,111,308                  | \$527,541                              | -96%                           | 100%                         |   |  |  |
|   |   |   |  |                                       |                             |                                 |                              |  |                                |                              |   |  |  |
| NWROF<br>Construction                       | Lot 1<br>C1012392-01                      | Archer Western                              | \$29,483,820   | \$1,189,605                           | \$30,234,621                | \$1,038,179                     | \$30,521,999                 | \$151,426                              | 87%                            | 100%                         |   |  |  |
|   | Lots 2<br>C1012392-02                     | Herzog                                      | \$3,338,381  | \$141,859                             | \$3,480,240                 | \$45,077                        | \$3,383,458                  | \$96,782                               | 32%                            | 100%                         |   |  |  |
|   | Lot 3<br>C1012392-03                      | Mass Electric                               | \$5,136,632  | \$218,260                             | \$5,354,892                 | \$63,679                        | \$5,200,310                  | \$154,581                              | 29%                            | 100%                         |   |  |  |
|   | Lot 4<br>C-1012392-04                     | Journeyman                                  | \$3,941,496  | \$172,924                             | \$4,114,420                 | \$112,120                       | \$4,053,616                  | \$60,804                               | 65%                            | 100%                         |   |  |  |
|   | Lot 9<br>C-1012392-05                     | Macton                                      | \$908,408  | \$45,420                              | \$953,828                   | \$0                             | \$908,408                    | \$45,420                               | 0%                             | 100%                         |   |  |  |
| Track Material<br>Procurement<br><br>CMGC-1 | Lots 3 & 6<br>C-1009684-02                | Progress Rail Services<br>Spl Trkwrk/CWR    | \$11,754,817   | \$352,645                             | \$12,107,462                | -\$111,287                      | \$11,643,530                 | \$463,932                              | -32%                           | 100%                         |   |  |  |
|   | Lot 5<br>C-1009684-03                     | L.B. Foster<br>Fasteners                    | \$4,999,349  | \$149,981                             | \$5,149,330                 | \$891                           | \$5,000,240                  | \$149,090                              | 1%                             | 100%                         |   |  |  |
|   | Lot 4<br>C-1009684-04                     | Rocla Concrete Tie<br>Concrete Ties         | \$3,202,960  | \$96,089                              | \$3,299,049                 | \$64,195                        | \$3,267,155                  | \$31,894                               | 67%                            | 100%                         |   |  |  |
| Track Material<br>Procurement<br><br>CMGC-3 | Lots 1 & 3<br>C-1012000-01                | VAE Nortrak<br>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<br>C-1012000-02                     | L.B. Foster<br>NW-2/3/4 CWR                 | \$5,982,978  | \$299,149                             | \$6,282,127                 | \$13,715                        | \$5,996,693                  | \$285,434                              | 5%                             | 100%                         |   |  |  |
|   | Lot 4<br>C-1012000-04                     | Rocla Concrete Tie<br>Concrete Ties         | \$3,361,624  | \$168,081                             | \$3,529,705                 | \$70,715                        | \$3,432,339                  | \$97,366                               | 42%                            | 100%                         |   |  |  |
|   | Lot 5<br>C-101200-03                      | Advanced Track Products<br>CMGC-3 Fasteners | \$5,722,502  | \$286,125                             | \$6,008,627                 | \$0                             | \$5,722,502                  | \$286,125                              | 0%                             | 100%                         |   |  |  |
| Systems                                     | TPSS DFI                                  | Siemens Transportation                      | \$30,792,441   | \$2,463,395                           | \$33,255,836                | \$742,297                       | \$31,534,738                 | \$1,721,098                            | 30%                            | 97%                          |   | Rate of Rise Trip Faults Causing Loss of<br>Power to Overhead Electrical System (p-<br>RPD32)                      | Satisfactory performance with changed<br>equipment/adjustments; issue closed by<br>Maintenance |
|   | C-1012105-01/02                           | Systems, Inc.                               |  |                                       |                             |                                 |                              |  |                                |                              |   | “Hot Structure”, or Short Circuit, Faults in<br>TPSSs (p. RPD32)   | Repairs made and inspected; CMGC-III<br>contractor to add more sealant                         |
| Fare II                                     | Fare II                                   | GFI Genfare                                 | \$8,625,907  | \$231,205                             | \$8,857,112                 | \$207,937                       | \$8,833,844                  | \$23,268                               | 90%                            | 90%                          |   | Revenue Reporting Accuracy & Ticket<br>Issuance Detection (p. RPD34)   | Lab testing/approval of new software<br>version in process by DART; monitoring<br>continues    |
|   | C-1011621-01                              | Systems, Inc.                               |  |                                       |                             |                                 |                              |  |                                |                              |   | FVM Reliability (p- RPD34)   | Contractor provided plan to resolve<br>outstanding issues                                      |
| Vehicle Procurement                         | 115 C-Unit Mods W/ATP<br><br>C-1011711-01 | Kinkisharyo/Itochu                          | \$80,603,658<br><br>(Note e)   | \$2,522,906                           | \$83,126,564                | \$631,652                       | \$81,235,310                 | \$1,891,254                            | 25%                            | 99%                          |   | Additional Documentation Needed from<br>Manufacturer Regarding the Reliability of<br>Major SLRV Systems (p- RPD35) | Modifications completed; requirement<br>satisfied  |

Executive Summary - 3rd Quarter FY 2012

|   |                        |                           |                      |              |                 |              |                 |              |      |      |          |  |   |
|---|------------------------|---------------------------|----------------------|--------------|-----------------|--------------|-----------------|--------------|------|------|----------|--|---|
| Vehicle   | SLRV Procurement (25)  | Kinkisharyo International | \$164,374,396        | \$4,931,232  | \$169,305,628   | -\$19,625    | \$164,354,771   | \$4,950,857  | 0%   | 97%  |          | Additional Documentation Needed from Manufacturer Regarding the Reliability of Major SLRV Systems (p. RPD36) | Modifications completed; monitoring continues for compliance    |
|   |                        |                           |                      |              |                 |              |                 |              |      |      |          | 10" Brake Actuator Replacement (p. RPD36)  | Replacement to start in September 2012                          |
|   |                        |                           |                      |              |                 |              |                 |              |      |      |          | Sagging Traction Motor (p. RPD36)  | Contractor seeking root cause and correction modification       |
|   |                        |                           |                      |              |                 |              |                 |              |      |      |          | Fault Codes (42/90) Indicating Pneumatic Control Unit Cutting Out (p. RPD36)                                 | Contractor seeking root cause; temporary software installed     |
|   |                        |                           |                      |              |                 |              |                 |              |      |      |          | Fault Codes (35/80) Indicating Mismatch between the Power Signal and Brake Signal (p. RPD36)                 | Contractor seeking root cause; temporary software installed     |
|   |                        |                           |                      |              |                 |              |                 |              |      |      |          | Fault Code (THD2) Indicating Propulsion Inverter Over Temperature (p. RPD37)                                 | Contractor seeking root cause; issue under investigaton         |
| NW-2 Little Denton Drive Betterments & Improvements | LDDIB<br>C-1016241-01  | Phillips/May Corporation  | \$2,039,333          | \$163,147    | \$2,202,480     | \$28,282     | \$2,067,615     | \$134,865    | 17%  | 100% |          | City of Dallas Responsibility for Landscape Maintenance (p. RPD39)   | DART seeking meeting with City of Dallas senior mgmt to resolve |
| NW-3Walnut/Denton Parking                           | WHDSFC<br>C-1018601-01 | Phillips/May Corporation  | \$1,293,333          | \$194,000    | \$1,487,333     | \$14,643     | \$1,307,976     | \$179,357    | 8%   | 99%  |          |  |   |
| Systems<br><br>Modifications                        | SCS/OCC                | GE Advanced Comm. Systems | \$14,003,452         | \$1,070,345  | \$15,073,797    | \$119,482    | \$14,122,934    | \$950,863    | 11%  | 96%  |          | Upgrade of Equipment and Software for Train Control Center Display System (p. RPD33)                         | Software updated; issue resolved                                |
|   | C-1009337-01           |                           |                      |              |                 |              |                 |              |      |      |          | Momentary Data Loss at INIT Server (p. RPD33)  | Software updated; issue resolved                                |
|   |                        |                           |                      |              |                 |              |                 |              |      |      |          | Lack of Ethernet Port for VBS-PA/VMB-Server (p. RPD33)   | Fail-over testing to be done under Phase IIB                    |
| CCTV  | CCTV                   | Calence, LLC              | \$2,317,417          | \$246,885    | \$2,564,302     | \$303,879    | \$2,621,296     | -\$56,994    | 123% | 32%  | (Note g) | Contractor's Change Request/Equitable Adjustment (p. RPD38)  | DART reviewing and requesting additional info from contractor   |
| Equipment - Fixed                                   | C-1016547-02           |                           |                      |              |                 |              |                 |              |      |      |          | Timely OCC Equipment Acceptance (p. RPD38)   | DB contractor to add stations to backbone video network         |
| Deep Ellum Gateway Art Project                      | DEGA<br>C-1013454-02   | Brad Oldham               | \$1,365,000          | \$45,045     | \$1,410,045     | \$39,846     | \$1,404,846     | \$5,199      | 88%  | 100% |          |  |   |
| TOTALS:   |                        |                           | \$1,664,020,089      | \$58,148,883 | \$1,721,730,169 | \$23,392,256 | \$1,687,412,345 | \$34,756,627 |      |      |          |  |   |
| 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. AWP Contingency is for current year only.
  - b) CMGC-1 & 3 contracts were modified to include construction services.
  - c) Percent contract complete based on work in place value.
  - d) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.
  - e) The amount shown in this report represents 45.5% of the total approved contract amount of \$190,395,824 - \$13,244,927 for Amendment 13.
  - f) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.
  - g) Contract Contingency usage reported as coded. Contract Contingency apportioned in ratio to contract allocated to each program/project. Contract contingency usage combined does not exceed Board Authorized Contract contingency.

Light Rail Transit Buildout Phase IIB

| Rail Section/<br>Contract Package                                       |                                | Consultant/<br>Contractor                       | Approved<br>Contract<br>Amount   | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | (Note c)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) | Contract Issues  | Issue Status  |
|---|--------------------------------|---|--|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|--|--|---|
|   |                                |   | (A)  | (B)                                   | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        | (Note a)                     |  |  |   |
| Design/CM   | Track 3<br>C-1013219-01        | Track 3 Joint Venture<br>Various + I1&2+Rowlett | \$44,569,478   | \$302,583                             | \$44,872,061                | \$0                             | \$44,569,478                 | \$302,583                              | 0                              | 71%                          | (Note b)   |  |   |
| Deob \$1,502,678 from base and \$180,666 from contingency from FY08 AWP |                                |   |  |                                       |                             |                                 |                              |  |                                |                              |  |  |   |
| Irving 1 & 2  | Irving 1-2 DB<br>C-1014614-01  | KSWRP JV<br>Irving 1 & 2                        | \$430,164,910  | \$17,207,000                          | \$447,371,910               | \$3,805,044                     | \$433,969,954                | \$13,401,956                           | 22%                            | 95%                          | Design-Build   | Paint Peeling Corrective Action Plan (p. RPD47)                    | I-1 completed; I-2 anticipated completion by July 2012                    |
| Irving 3  | Irving 3 DB<br><br>C1018691-01 | KSWRP JV<br><br>Irving 3                        | \$147,500,000  | \$5,391,000                           | \$152,891,000               | \$45,000                        | \$147,545,000                | \$5,346,000                            | 1%                             | 12%                          | Design-Build   | Supplemental EA for Incorporation of DB-Design Concepts (p. RPD51) | Environmental clearance given by FTA & FAA in April 2012. Issue resolved. |
| Schedule Delay Due to Delayed Access to Fed Ex Property (p. RPD51)      |                                |   | Recovery schedule requested from contractor                              |                                       |                             |                                 |                              |  |                                |                              |  |  |   |
| Rowlett   | Rowlett DB<br><br>C-1014614-02 | Austin Road & Bridge<br><br>Rowlett             | \$187,699,904  | \$7,514,000                           | \$195,213,904               | \$3,541,146                     | \$191,241,050                | \$3,972,854                            | 47%                            | 89%                          | Design-Build   | Rail Distressing – Non-compliant( p. RPD52)                        | Re-inspection by DART successfully completed. Issue is resolved.          |
| Grade Crossing Rework Due to Tolerance Discrepancies (p. RPD52)         |                                |   | Rail gouges being welded out and ground down; 2 of 4 crossings completed |                                       |                             |                                 |                              |  |                                |                              |  |  |   |
| Rowlett Station Additional Parking Lot                                  | Rowlett DB<br>C-1021269-01     | Phillips May Corporation                        | \$537,333  | \$26,867                              | \$564,200                   | \$0                             | \$537,333                    | \$26,867                               | 0%                             | 0%                           | Design-Build   |  |   |



Executive Summary - 3rd Quarter FY 2012

|                                       |   |                                |  |              |                 |             |                 |              |      |      |  |  |   |
|---------------------------------------|---|--------------------------------|--|--------------|-----------------|-------------|-----------------|--------------|------|------|--|--|---|
| 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% |  |  |   |
| NWROF Construction                    | Lot 1 C1012392-01                         | Archer Western                 | \$27,086,234<br>Increase contingency 2/10 by \$438,804 BR 100009 | \$1,092,868  | \$27,740,298    | \$953,756   | \$28,039,990    | \$139,112    | 87%  | 100% |  |  |   |
|                                       | Lots 2 C1012392-02                        | Herzog                         | \$3,066,909  | \$130,323    | \$3,197,231     | \$41,411    | \$3,108,320     | \$88,912     | 32%  | 100% |  |  |   |
|                                       | Lot 3 C1012392-03                         | Mass Electric                  | \$4,718,927  | \$200,511    | \$4,919,439     | \$58,500    | \$4,777,428     | \$142,011    | 29%  | 100% |  |  |   |
|                                       | Lot 4 C-1012392-04                        | Journeyman                     | \$3,620,979  | \$158,862    | \$3,779,841     | \$103,003   | \$3,723,981     | \$55,860     | 65%  | 100% |  |  |   |
|                                       | Lot 9 C-1012392-05                        | Macton                         | \$834,537  | \$41,727     | \$876,264       | \$0         | \$834,537       | \$41,727     | 0%   | 100% |  |  |   |
| Systems                               | TPSS DFI                                  | Siemens Transportation         | \$17,096,095   | \$170,961    | \$17,267,056    | \$62,156    | \$17,158,251    | \$108,805    | 36%  | 66%  |  | Modify Delivery Dates to Match Revenue Service Dates for I-3 (p. RPD56)                                      | Contractor costs being negotiated with DART   |
|                                       | C-1012105-01/02                           | Systems, Inc.                  |  |              |                 |             |                 |              |      |      |  | Extended TPSS Storage Period Due to I-3 Revenue Service Date Change (p. RPD56)                               | Contractor costs being negotiated with DART   |
| 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                                   | GE Advanced Comm. Systems      | \$5,264,885  | \$421,191    | \$5,686,076     | \$0         | \$5,264,885     | \$421,191    | 0%   | 26%  |  | Upgrade of Cityplace Station PA/VMB-System (p. RPD58)  | It was determined that Cityplace will operate as is. Issue is resolved.                                   |
|                                       | C-1009337-01                              |                                |  |              |                 |             |                 |              |      |      |  | Updated Rowlett Signals Bitmap Info from-Design-Builder (p. RPD58)   | Rowlett DB contractor confirmed SCS/OCC contractor corrections; issue resolved.                           |
|                                       |   |                                |  |              |                 |             |                 |              |      |      |  | Limited Access to Rowlett Signals Equipment (p. RPD58)   | Coordination ongoing with DB contractor; SCS/OCC contractor anticipate availability before August 5, 2012 |
| Vehicle Procurement                   | 115 C-Unit Mods W/ATP                     | Kinkisharyo/Itochu             | \$74,049,075   | \$2,317,746  | \$76,366,821    | \$580,287   | \$74,629,362    | \$1,737,459  | 25%  | 95%  |  | Additional Documentation Needed from-Manufacturer Regarding the Reliability of-Major SLRV Systems (p. RPD61) | Modifications completed; requirement satisfied  |
|                                       | C-1011711-01                              |                                | (Note d)   |              |                 |             |                 |              |      |      |  |  |   |
| Vehicle                               | SLRV Procurement (23)                     | Kinkisharyo International      | \$126,730,327  | \$2,843,881  | \$129,574,208   | -\$440,618  | \$126,289,709   | \$3,284,499  | -15% | 97%  |  | Additional Documentation Needed from Manufacturer Regarding the Reliability of Major SLRV Systems (p. RPD61) | Modifications completed; monitoring continues for compliance  |
|                                       |   |                                |  |              |                 |             |                 |              |      |      |  | 10" Brake Actuator Replacement (p. RPD61)  | Replacement to start in September 2012  |
|                                       |   |                                |  |              |                 |             |                 |              |      |      |  | Sagging Traction Motor (p. RPD61)  | Contractor seeking root cause and correction modification   |
|                                       |   |                                |  |              |                 |             |                 |              |      |      |  | Fault Codes (42/90) Indicating Pneumatic Control Unit Cutting Out (p. RPD61)                                 | Contractor seeking root cause; temporary software installed   |
|                                       |   |                                |  |              |                 |             |                 |              |      |      |  | Fault Codes (35/80) Indicating Mismatch between the Power Signal and Brake Signal (p. RPD61)                 | Contractor seeking root cause; temporary software installed   |
|                                       |   |                                |  |              |                 |             |                 |              |      |      |  | Fault Code (THD2) Indicating Propulsion Inverter Over Temperature (p. RPD62)                                 | Contractor seeking root cause; issue under investigaton   |
| Level Boarding Outlying Stations      | Level Boarding Outlying Sta.              | Phillips May Corporation       | \$4,043,333  | \$471,476    | \$4,514,809     | \$374,415   | \$4,417,748     | \$97,061     | 79%  | 97%  |  | OSLB – Replacement of Red & Blue Line Station Warning Strips Due to Poor Quality (p. RPD65)                  | Replacement completed at 21 of 29 stations  |
|                                       | C-1016053-01                              |                                | Increase contingency \$148,009 BR-100085                         |              |                 |             |                 |              |      |      |  |  |   |
| 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:                               |   |                                | \$1,091,670,322  | \$38,512,742 | \$1,129,744,260 | \$9,198,193 | \$1,100,868,515 | \$29,314,549 |      |      |  |  |   |
|                                       |   |                                |  |              |                 |             |                 |              |      |      |  |  |   |

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.  
d) The amount shown in this report represents 41.8% of the total approved contract amount of \$190,395,824 - \$13,244,927 for Amendment 13.

Executive Summary - 3rd Quarter FY 2012

LRT Buildout Phase III & D2

| Rail Section/<br>Contract Package                      |                      | Consultant/<br>Contractor | Approved<br>Contract<br>Amount | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | (Note d)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) | Contract Issues                              | Issue Status  |
|--|----------------------|---------------------------|--------------------------------|---------------------------------------|-----------------------------|---------------------------------|------------------------------|--|--------------------------------|------------------------------|--|--|---|
|  |                      |                           | (A)                            | (B)                                   | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        | (Note c)                     |  |  |   |
| SOC-3  |                      |                           |                                |                                       |                             |                                 |                              |  |                                |                              |  |  |   |
| Dallas Central Business District<br>(CBD) D2 Alignment |                      |                           |                                |                                       |                             |                                 |                              |  |                                |                              |  | Sound Ridership Forecast Approach (p. RPD73) | Alternative being developed to provide Board with sound ridership forecasts |
| TOTALS:  |                      |                           |                                |                                       |                             |                                 |                              |  |                                |                              |  |  |   |
| Legend:  | % Contingency >= 70% |                           |                                |                                       |                             |                                 |                              |  |                                |                              |  |  |   |

Commuter Rail

| Facility/<br>Contract Package |   | Consultant/<br>Contractor             | Approved<br>Contract<br>Amount                                 | Approved<br>Contingency<br>Allowance | Total<br>Approved<br>Amount | (note b)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) | Contract Issues  | Issue Status  |
|-------------------------------|---|---------------------------------------|--|--------------------------------------|-----------------------------|---------------------------------|------------------------------|---------------------------------------|--------------------------------|------------------------------|--|--|---|
|                               |   |                                       | (A)  | (B)                                  | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                               | (G=D/B)                        | Note a                       |  |  |   |
| TRE                           | Belt Line-Story Grade Separation                                      | McCarthy Building                     | \$43,006,362   | \$3,685,753                          | \$46,692,115                | \$3,134,799                     | \$46,141,161                 | \$550,954                             | 85%                            | 100%                         |  | Bridge Crack Repairs (p. RPD79)                                  | Repair work completed in May 2012 under separate contract. Discussions ongoing re: repair cost responsibility |
|                               | C-1012696-01  | Companies                             | Increased contingency by \$245,244 per Board Resolution 080164 |                                      |                             |                                 |                              |                                       |                                |                              |  | Contaminated Soil Placed on Third Party Property (p. RPD79)      | Discussions ongoing between 3rd party and contractor. DART to proceed with contract closeout.                 |
|                               |   |                                       |  |                                      |                             |                                 |                              |                                       |                                |                              |  | Pier Cap Concrete Spalling (Chipping) (p- RPD80)                 | Repairs completed in May 2012   |
| 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 Lisa Perkins Civil C-1012966-01                                   | Austin Bridge & Road                  | \$2,910,060  | \$87,302                             | \$2,997,362                 | \$51,019                        | \$2,961,079                  | \$36,283                              | 58%                            | 99%                          |  |  |   |
| TRE                           | TRE Valley View Bridge & Double Tracking Construction Pending         | Pending                               | \$0  | \$0                                  | \$0                         | \$0                             | \$0                          | \$0                                   | 0%                             | 0%                           |  | Lessons Learned Incorporation (p. RPD82)                         | Lessons Learned from Belt Line bridge cracking issue will be incorporated once project resumes.               |
| 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%                         |  |  |   |
| TRE                           | TRE Deck Cracking Repair for TRE Grade Separation Bridge C-1020803-01 | Southwest Construction Services, Inc. | \$766,974  | \$69,028                             | \$836,002                   | \$0                             | \$766,974                    | \$69,028                              | 0%                             | 0%                           |  |  |   |
| TRE                           | Positive Train Control  |                                       |  |                                      |                             |                                 |                              |                                       |                                |                              |  | 220 MHz Radio Availability & Reliability (p. RPD83)              | DART to continu to monitor manufacturing process to ensure timely availability                                |
|                               |   |                                       |  |                                      |                             |                                 |                              |                                       |                                |                              |  | The 220 MHz Spectrum Not Allocated by FCC (p. RPD83)             | DART is pursuing purchase or lease of spectrum  |
|                               |   |                                       |  |                                      |                             |                                 |                              |                                       |                                |                              |  | Interoperability Train Control Standards Not Complete (p. RPD84) | DART to closely monitor and participate in standards development  |
| TOTALS:                       |   |                                       | \$59,438,922   | \$4,224,746                          | \$63,663,668                | \$3,449,950                     | \$62,888,872                 | \$774,796                             |                                |                              |  |  |   |
| 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

| Facility/<br>Contract Package |                                       | Consultant/<br>Contractor | Approved<br>Contract<br>Amount | Approved<br>Contingency<br>Allowance | Total<br>Approved<br>Amount | (note c)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) | Contract Issues | Issue Status |
|-------------------------------|---------------------------------------|---------------------------|--------------------------------|--------------------------------------|-----------------------------|---------------------------------|------------------------------|---------------------------------------|--------------------------------|------------------------------|--|-----------------|--------------|
|                               |                                       |                           | (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   |                 | 3Q FY 2012   |

Executive Summary - 3rd Quarter FY 2012

|   |                                     |   |                 |             |              |             |              |             |      |      |  |   |  |
|---|-------------------------------------|---|-----------------|-------------|--------------|-------------|--------------|-------------|------|------|--|---|--|
| Thanksgiving Square Rail Mtl.             | Rail Procurement<br>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<br>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<br>C-1007571-01        | Archer/Western<br>Brunson/Carcon        | \$35,893,496    | \$1,823,750 | \$37,717,246 | \$1,331,204 | \$37,224,700 | \$492,546   | 73%  | 99%  |  |   |  |
| Bryan/Hawkins Track Material              | Lots 1 & 2<br>C-1009684-01          | Progress Rail                           | \$2,761,480     | \$110,460   | \$2,871,940  | -\$78,164   | \$2,683,316  | \$188,624   | -71% | 100% |  |   |  |
| CCTV Equipment - Fixed                    | CCTV<br>C-1016547-02                | Calence, LLC                            | \$3,441,691     | \$345,640   | \$3,795,788  | \$266,574   | \$3,708,265  | \$79,066    | 77%  | 58%  |  | See Phase II                                      |  |
| DART Police Facilities Package 1          | C-1017045-01                        | Phillips/May Corporation                | \$3,797,333     | \$493,653   | \$4,290,986  | \$485,834   | \$4,283,167  | \$7,819     | 98%  | 100% |  | HVAC Warranty Issues (p. RPD94)                   | Warranty issues inspected in June 2012. Work remains;anticipated completion in July 2012                             |
| 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%  |  | See Package 1                                     |  |
| 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% |  | See Package 1                                     |  |
| DART Police Facilities NE Facility        | NE Facility Construction<br>Pending | TBD                                     | \$2,061,012     | \$103,051   | \$2,164,063  | \$0         | \$2,061,012  | \$103,051   | 0%   | 0%   |  |   |  |
| Lake Highlands Station                    | Construction<br>C-1016649-01        | Journeyman                              | \$6,926,292     | \$554,103   | \$7,480,395  | \$100,051   | \$7,026,343  | \$454,052   | 18%  | 99%  |  |   |  |
| Lake Highlands Station SCS/OCC            | SCS/OCC<br>C-1009337-01             | GE Advanced Comm. Systems               | \$0<br>(note d) | \$49,931    | \$49,931     | \$49,931    | \$49,931     | \$0         | 100% | 100% |  |   |  |
| Walnut Hill Lane Access to Lake Highlands | Construction<br><br>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<br>Base plus Option 2 | \$2,884,803     | \$230,776   | \$3,115,579  | \$107,491   | \$2,992,294  | \$123,286   | 47%  | 99%  |  | Insufficient Parking Lot Light Level (p. RPD95)   | Task order completed under On Call Construction contract - May 2012; illumination level test scheduled for July 2012 |
| VMB Systems                               | C-1021358-01                        | Luminator Holding, LP                   | \$3,247,612     | \$97,429    | \$3,345,041  | \$0         | \$3,247,612  | \$97,429    | 0%   | 0%   |  | Contractor Request for Time Extension (p. RPD102) | DART coordinated with contractor on appropriate milestones; resolution anticipated in July 2012                      |
|   |                                     |   |                 |             |              |             |              |             |      |      |  | Timely Baseline Schedule Submittal (p. RPD102)    | DART commented on previous baseline submittal; resolution anticipated in July 2012                                   |
| VMB Civil & Electrical                    | C-1021359-01                        | Robinson Industries, Inc.               | \$2,607,383     | \$130,369   | \$2,737,752  | \$0         | \$2,607,383  | \$130,369   | 0%   | 6%   |  | Timely Baseline Schedule Submittal (p. RPD102)    | DART commented on previous baseline submittal; resolution anticipated in July 2012                                   |
| TSP System                                |                                     |   |                 |             |              |             |              |             |      |      |  |   |  |
| RRP                                       |                                     |   |                 |             |              |             |              |             |      |      |  | System User Group Operational Issues (p. RPD98)   | Coordination meetings being conducted to identify and address issues   |
| Cotton Belt                               |                                     |   |                 |             |              |             |              |             |      |      |  | Funding Identification (p. RPD99)                 | RTC to present funding strategy to Board in September 2012   |
|   |                                     |   |                 |             |              |             |              |             |      |      |  | New Vehicle Development (p. RPD99)                | DART & COG seeking opportunities to manufacture in North Texas   |
|   |                                     |   |                 |             |              |             |              |             |      |      |  | Community Concerns (p. RPD100)                    | DART has developed a tunnel option   |
|   |                                     |   |                 |             |              |             |              |             |      |      |  | Design Options (p. RPD100)                        | DART proposes to environmentally clear each design option  |
| TOTALS:                                   |                                     |   | \$81,489,186    | \$6,093,385 | \$87,591,028 | \$3,707,461 | \$85,196,647 | \$2,385,924 |      |      |  |   |  |

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.

d) SCS-OCC Contract contingency was used to provide SCADA interfaces for Lake Highlands.



Executive Summary - 3rd Quarter FY 2012

Streetcar Programs

| Facility/<br>Contract Package                             |  | Consultant/<br>Contractor | Approved<br>Contract<br>Amount | Approved<br>Contingency<br>Allowance | Total<br>Approved<br>Amount | (note c)<br>Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(June 2012) | Contract Issues   | Issue Status  |
|---|--|---------------------------|--------------------------------|--------------------------------------|-----------------------------|---------------------------------|------------------------------|---------------------------------------|--------------------------------|------------------------------|--|---|---|
|   |  |                           | (A)                            | (B)                                  | (C=A+B)                     | (D)                             | (E=A+D)                      | (F=B-D)                               | (G=D/B)                        | Note b                       |  |   |   |
| Union Station to Oak Cliff TIGER-funded Streetcar Project |  |                           |                                |                                      |                             |                                 |                              |                                       |                                |                              |  | Houston Street Viaduct Historical Risks (p. RPD108)                           | Proposers' assessment of bridge will be a factor in technical and price proposals.  |
|   |  |                           |                                |                                      |                             |                                 |                              |                                       |                                |                              |  | Resolution of Procurement Schedule (p. RPD108)                                | Project team members working to finalize procurements and analyze and mitigate potential impacts.   |
|   |  |                           |                                |                                      |                             |                                 |                              |                                       |                                |                              |  | Timely Utility Relocations (p. RPD109)  | City of Dallas working with utility companies to complete relocations.  |
| Urban Circulator Streetcar Project                        |  |                           |                                |                                      |                             |                                 |                              |                                       |                                |                              |  | SSO Requirement (p. RPD110)   | Project currently on hold while DART & City of Dallas consider options.   |
|   |  |                           |                                |                                      |                             |                                 |                              |                                       |                                |                              |  | Coordination with FBC-Dallas (p. RPD110)                                      | Project team continues to coordiante with FBC PM team.  |
|   |  |                           |                                |                                      |                             |                                 |                              |                                       |                                |                              |  | Finalize Agreements between City & Federal Street Property Owners (p. RPD110) | City of Dallas working to finalize necessary agreements.  |
|   |  |                           |                                |                                      |                             |                                 |                              |                                       |                                |                              |  | Timely Utility Relocations (p. RPD111)  | City of Dallas working with utility companies to complete relocations.  |
| Streetcar Vehicle Procurement                             |  |                           |                                |                                      |                             |                                 |                              |                                       |                                |                              |  | Timely Vehicle Delivery (p. RPD112)   | Once procurement is completed, project team will work with selected bidder to finalize delivery schedule consistent with DART requirements. |
|   |  |                           |                                |                                      |                             |                                 |                              |                                       |                                |                              |  | Potential Budget Overrun (p. RPD112)  | Project team analyzing strategies to minimize impacts.  |

|               |                 |               |                 |               |                 |              |
|---------------|-----------------|---------------|-----------------|---------------|-----------------|--------------|
| GRAND TOTALS: | \$3,061,773,404 | \$117,856,522 | \$3,178,760,775 | \$102,587,380 | \$3,104,147,066 | \$75,482,860 |
|---------------|-----------------|---------------|-----------------|---------------|-----------------|--------------|



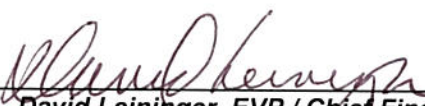
# DALLAS AREA RAPID TRANSIT

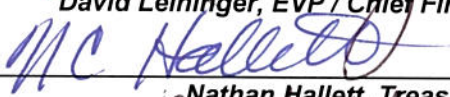
## QUARTERLY INVESTMENT REPORT


As Of

June 30, 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

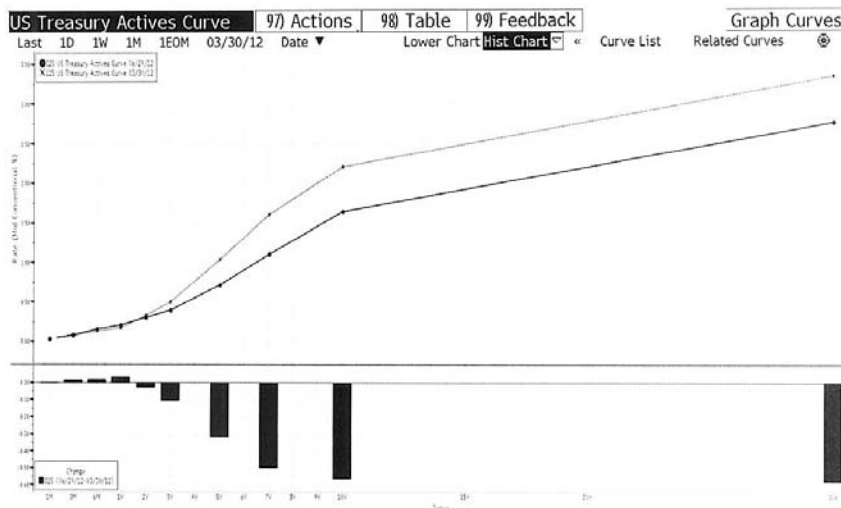
*Prepared by Treasury Reporting  
July 31, 2012*

## Table of Contents - 3rd Qtr FY12

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Prepared by Treasury Reporting



### Rate Tracker

|              |   |       |
|--------------|---|-------|
| Short-Term   | ↑ | 2 bp  |
| Intermediate | ↓ | 24 bp |
| Long-Term    | ↓ | 57 bp |

### Portfolio Performance

|                 |   |                    |
|-----------------|---|--------------------|
| Aggregate Yield | ↑ | 0.10% at 0.56%     |
| Benchmark       |   | unchanged at 0.14% |

### DART Commercial Paper

|                         |   |         |
|-------------------------|---|---------|
| Current Month Change    | ↓ | \$20 M  |
| Current Outstanding     |   | \$130 M |
| Last Rate Change        | ↓ | 0.01    |
| Average Rate            |   | 0.33 %  |
| Avg. Issue Days to Mat. |   | 28      |

### Market Overview

The yield curve continued to shift back and forth in a relatively narrow range again during the quarter as U.S. economic indicators continued to telegraph mixed signals regarding the domestic recovery. Recent financial developments in Europe indicate further resolve to address the sovereign bankruptcy issues and were welcomed by financial experts.

The investment strategy for the Operating fund will mainly be focused on extending maturities.

### Investment Strategies

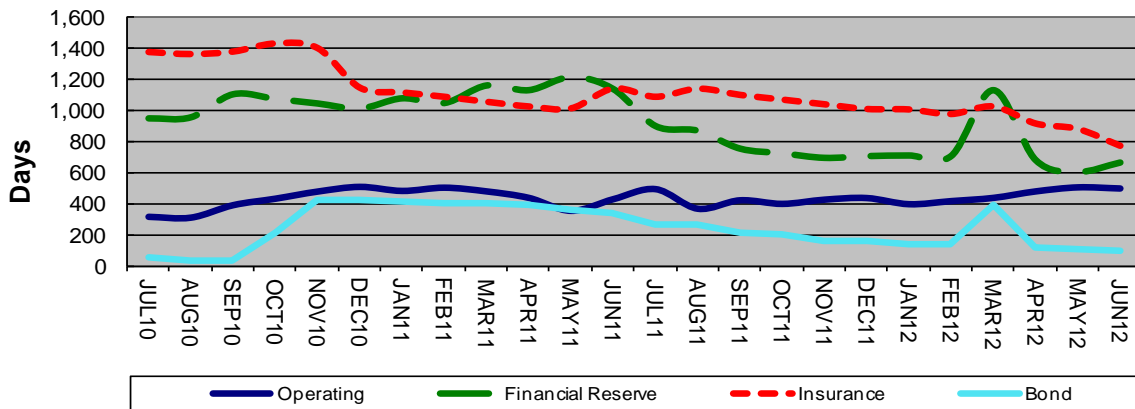
|                                      |  |
|--------------------------------------|--|
| <b>Insurance Fund:</b>               | laddered maturities; manage so as to replace called/matured investments  |
| <b>Financial Reserve Fund:</b>       | laddered maturities; manage so as to replace called/matured 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

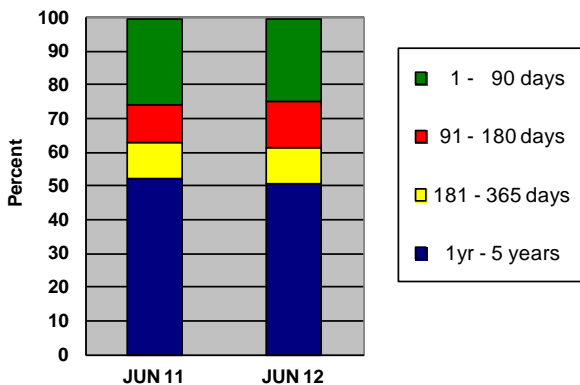
Paid down \$20,000,000 in June.

| Investment Portfolios |                       | (Ending Amortized Values) |                       |                      |                         |             |            |  |
|-----------------------|-----------------------|---------------------------|-----------------------|----------------------|-------------------------|-------------|------------|--|
| Portfolio             | Agencies              | T-Bills                   | CP                    | MMF's                | Fund Totals             | %           | Compliance |  |
| General Operating     | \$ 546,772,565        | \$ -                      | \$ 141,669,371        | \$ 75,019,647        | \$ 763,461,583          | 76%         | Yes        |  |
| Financial Reserve     | \$ 31,689,772         | \$ -                      | \$ -                  | \$ 69,145            | \$ 31,758,917           | 3%          | Yes        |  |
| Insurance             | \$ 13,729,946         | \$ -                      | \$ -                  | \$ -                 | \$ 13,729,946           | 1%          | Yes        |  |
| Debt Service          | \$ 2,342,893          | \$ 16,341,535             | \$ -                  | \$ 44,561            | \$ 18,728,989           | 2%          | Yes        |  |
| Bond Fund             | \$ 38,495,528         | \$ -                      | \$ 124,818,166        | \$ 7,981,654         | \$ 171,295,348          | 17%         | Yes        |  |
|                       | \$ 633,030,704        | \$ 16,341,535             | \$ 266,487,537        | \$ 83,115,007        | \$ 998,974,782          | 99%         |            |  |
| State Funds           | \$ -                  | \$ -                      | \$ -                  | \$ 8,626,653         | \$ 8,626,653            | 1%          | N/A        |  |
| Street Car            | \$ -                  | \$ -                      | \$ -                  | \$ 922,133           | \$ 922,133              | 0%          | N/A        |  |
| <b>TOTALS</b>         | <b>\$ 633,030,704</b> | <b>\$ 16,341,535</b>      | <b>\$ 266,487,537</b> | <b>\$ 92,663,793</b> | <b>\$ 1,008,523,569</b> | <b>100%</b> |            |  |

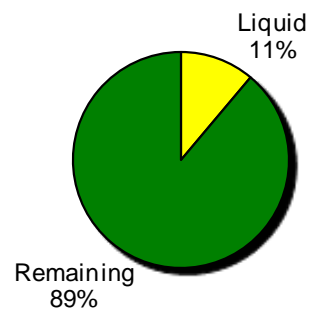
### Weighted Average Maturities



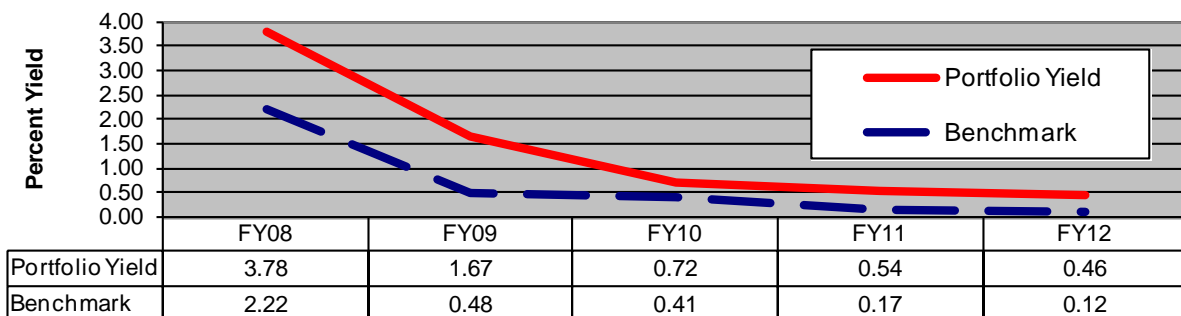
### Distribution by Maturity Sector



### Operating Fund



### Historical Portfolio Performance



# Security Transactions - Purchases by Fund

3rd Qtr FY12

| Purchase Date | CUSIP | Security Description | Ending Par Value | Maturity Date | Call Date | Yield to Call | Ending Unamor Val/Cost | Invest Number |
|---------------|-------|----------------------|------------------|---------------|-----------|---------------|------------------------|---------------|
|---------------|-------|----------------------|------------------|---------------|-----------|---------------|------------------------|---------------|

## OPERATING FUND

|         |           |                                 |               |          |          |         |               |         |
|---------|-----------|---------------------------------|---------------|----------|----------|---------|---------------|---------|
| 4/18/12 | 7443M2KJ4 | Prudential CP                   | \$ 12,000,000 | 10/18/12 | ---      | 0.6714  | \$ 11,959,740 | 12-0103 |
| 5/15/12 | 01854VL95 | Alliance Bernstein CP           | \$ 10,000,000 | 11/09/12 | ---      | 0.3860  | \$ 9,981,211  | 12-0126 |
| 5/14/12 | 01854VLL8 | Alliance Bernstein CP           | \$ 10,000,000 | 11/20/12 | ---      | 0.3860  | \$ 9,979,944  | 12-0125 |
| 6/6/12  | 01854VMA1 | Alliance Bernstein 0 12/10/2012 | \$ 10,000,000 | 12/10/12 | ---      | 0.4038  | \$ 9,976,625  | 12-0147 |
| 5/3/12  | 0027A0NP2 | Abbey National CP               | \$ 10,000,000 | 01/23/13 | ---      | 1.0198  | \$ 9,926,389  | 12-0120 |
| 5/8/12  | 0027A0P13 | Abbey National CP               | \$ 12,000,000 | 02/01/13 | ---      | 1.0712  | \$ 11,905,850 | 12-0123 |
| 5/4/12  | 313378F71 | FHLB (n/a)                      | \$ 10,000,000 | 02/22/13 | ---      | 0.1991  | \$ 9,999,270  | 12-0121 |
| 4/19/12 | 313378LH2 | FHLB (n/a)                      | \$ 10,000,000 | 09/16/13 | ---      | 0.2900  | \$ 9,998,600  | 12-0106 |
| 4/30/12 | 3133EAMW5 | FFCB (n/a)                      | \$ 10,000,000 | 10/30/13 | ---      | 0.2600  | \$ 10,000,000 | 12-0118 |
| 4/3/12  | 3133EABX5 | FFCB Callable (any>5/1/12-5)    | \$ 5,000,000  | 11/01/13 | 05/01/12 | 2.2697  | \$ 4,992,150  | 12-0095 |
| 5/16/12 | 3133EAQT8 | FFCB Callable (any>8/20/12-5)   | \$ 10,000,000 | 11/21/13 | 08/21/12 | 0.4030  | \$ 9,996,500  | 12-0131 |
| 5/22/12 | 313379BQ1 | FHLB Callable (monthly-5)       | \$ 10,000,000 | 11/22/13 | 06/22/12 | 0.3500  | \$ 10,000,000 | 12-0136 |
| 5/25/12 | 313379BQ1 | FHLB Callable (monthly-5)       | \$ 10,000,000 | 11/22/13 | 06/22/12 | 0.3500  | \$ 10,000,000 | 12-0139 |
| 5/3/12  | 3133796L8 | FHLB (n/a) 0.29 12/03/13        | \$ 10,000,000 | 12/03/13 | ---      | 0.2900  | \$ 10,000,000 | 12-0119 |
| 6/5/12  | 313379JX8 | FHLB 0.46 12/5/2013-12          | \$ 10,000,000 | 12/05/13 | 07/05/12 | 0.2439  | \$ 10,000,000 | 12-0146 |
| 5/15/12 | 3133EAPH5 | FFCB Callable (any>8/2/12-5)    | \$ 10,000,000 | 02/03/14 | 08/03/12 | 0.5206  | \$ 9,995,000  | 12-0128 |
| 4/16/12 | 3133783K5 | FHLB Callable (monthly-5)       | \$ 10,000,000 | 02/26/14 | 05/26/12 | 0.4000  | \$ 10,000,000 | 12-0101 |
| 4/10/12 | 313378FK2 | FHLB Callable (9/5/12-5)        | \$ 10,000,000 | 03/05/14 | 09/05/12 | 0.3800  | \$ 10,000,000 | 12-0100 |
| 4/16/12 | 3133EALD8 | FFCB Callable (anytime-5)       | \$ 10,000,000 | 04/16/14 | anytime  | 0.4100  | \$ 10,000,000 | 12-0102 |
| 4/23/12 | 3133EALX4 | FFCB Callable (anytime-5)       | \$ 10,000,000 | 04/23/14 | anytime  | 0.3500  | \$ 10,000,000 | 12-0108 |
| 4/9/12  | 3133EABW7 | FFCB Callable (anytime-5)       | \$ 10,000,000 | 05/01/14 | anytime  | 3.2439  | \$ 9,982,500  | 12-0099 |
| 5/15/12 | 3133794G1 | FHLB Callable (monthly-5)       | \$ 10,000,000 | 05/15/14 | 06/15/12 | 0.5000  | \$ 10,000,000 | 12-0127 |
| 5/25/12 | 313379HC6 | FHLB Callable (monthly-5)       | \$ 10,000,000 | 05/23/14 | 06/25/12 | 0.4200  | \$ 10,000,000 | 12-0140 |
| 6/5/12  | 313379JC4 | FHLB 0.5 6/5/2014-12            | \$ 10,000,000 | 06/05/14 | 07/05/12 | -0.0040 | \$ 10,000,000 | 12-0145 |
| 4/24/12 | 3133EAMS4 | FFCB Callable (any>7/23/12-5)   | \$ 10,000,000 | 10/24/14 | 07/24/12 | 0.7437  | \$ 9,993,000  | 12-0113 |
| 4/30/12 | 3135G0KL6 | FNMA Callable (anytime-10)      | \$ 10,000,000 | 10/30/14 | anytime  | 0.5000  | \$ 10,000,000 | 12-0116 |
| 5/24/12 | 3133EAQQ4 | FFCB Callable (any>8/16/12-5)   | \$ 9,325,000  | 11/17/14 | 08/17/12 | 0.7558  | \$ 9,318,006  | 12-0138 |
| 4/23/12 | 313378VT5 | FHLB Callable (monthly-5)       | \$ 10,000,000 | 01/23/15 | 05/23/12 | 0.6590  | \$ 9,999,500  | 12-0109 |
| 5/29/12 | 3135G0KS1 | FNMA Callable (qtrly-10)        | \$ 10,000,000 | 02/10/15 | 05/10/13 | 0.6037  | \$ 9,995,900  | 12-0142 |
| 4/5/12  | 313378AT8 | FHLB Callable (monthly-5)       | \$ 10,000,000 | 02/27/15 | 05/27/12 | 0.7188  | \$ 9,999,000  | 12-0096 |
| 4/23/12 | 3135G0HP1 | FNMA Callable (qtrly-10)        | \$ 10,000,000 | 02/27/15 | 08/27/12 | 0.6250  | \$ 10,000,000 | 12-0107 |
| 4/9/12  | 3133EAKR8 | FFCB Callable (any>4/8/13-5)    | \$ 5,000,000  | 04/09/15 | 04/09/13 | 0.6400  | \$ 5,000,000  | 12-0097 |
| 4/9/12  | 313378RE3 | FHLB Callable (any>7/8/12-5)    | \$ 5,000,000  | 04/09/15 | 07/09/12 | 0.8502  | \$ 4,998,750  | 12-0098 |
| 4/23/12 | 3135G0JY0 | FNMA Callable (4/23/13-10)      | \$ 10,000,000 | 04/23/15 | 04/23/13 | 0.7101  | \$ 9,999,000  | 12-0110 |
| 4/24/12 | 313378XU0 | FHLB Callable (monthly-5)       | \$ 10,000,000 | 04/24/15 | 05/24/12 | 0.9000  | \$ 10,000,000 | 12-0112 |
| 5/25/12 | 3133EARL4 | FFCB Callable (any>5/21/13-5)   | \$ 10,000,000 | 05/22/15 | 05/22/13 | 0.6760  | \$ 9,992,500  | 12-0141 |
| 5/29/12 | 3135G0LG6 | FNMA Callable (5/29/13-10)      | \$ 10,000,000 | 05/29/15 | 05/29/13 | 0.6500  | \$ 10,000,000 | 12-0143 |
| 6/18/12 | 3136G0MF5 | FNMA Step 6/18/2015-12          | \$ 10,000,000 | 06/18/15 | 12/18/12 | 0.6052  | \$ 10,000,000 | 12-0151 |
| 4/26/12 | 3136G0DK4 | FNMA Step Callable (qtrly-10)   | \$ 10,000,000 | 10/26/15 | 10/26/12 | 0.5000  | \$ 10,000,000 | 12-0114 |
| 4/30/12 | 3133793H0 | FHLB Step Callable (qtrly-5)    | \$ 10,000,000 | 10/30/15 | 07/30/12 | 0.3750  | \$ 10,000,000 | 12-0117 |

TOTAL \$ 388,325,000 0.6120 \$ 387,989,436

PLUS: Accrued Interest Purchased: \$ 47,219  
\$ 388,036,655

## INSURANCE FUND

|         |           |                       |              |          |          |        |              |         |
|---------|-----------|-----------------------|--------------|----------|----------|--------|--------------|---------|
| 6/29/12 | 313379EF2 | FHLB 0.4 5/22/2014-12 | \$ 5,900,000 | 05/22/14 | 07/22/12 | 0.6616 | \$ 5,900,000 | 12-0154 |
| TOTAL   |           |                       | \$ 5,900,000 |          |          | 0.6616 | \$ 5,900,000 |         |

PLUS: Accrued Interest Purchased: \$ 2,426  
\$ 5,902,426

# Security Transactions - Purchases by Fund

3rd Qtr FY12

| Purchase Date | CUSIP | Security Description | Ending Par Value | Maturity Date | Call Date | Yield to Call | Ending Unamor Val/Cost | Invest Number |
|---------------|-------|----------------------|------------------|---------------|-----------|---------------|------------------------|---------------|
|---------------|-------|----------------------|------------------|---------------|-----------|---------------|------------------------|---------------|

## FINANCIAL RESERVE FUND

|         |           |                               |              |          |          |        |              |         |
|---------|-----------|-------------------------------|--------------|----------|----------|--------|--------------|---------|
| 4/24/12 | 313378GY1 | FHLB Callable (qtrly-5)       | \$ 1,530,000 | 09/14/16 | 03/14/14 | 1.0000 | \$ 1,530,000 | 12-0111 |
| 5/29/12 | 3133EARS9 | FFCB Callable (any>5/28/13-5) | \$ 1,540,000 | 05/29/14 | 05/29/13 | 0.3800 | \$ 1,540,000 | 12-0144 |
| 6/28/12 | 313379Y60 | FHLB 0.33 1/3/2014            | \$ 5,500,000 | 01/03/14 | ---      | 0.3427 | \$ 5,500,000 | 12-0153 |
| 6/11/12 | 313379HC6 | FHLB 0.42 5/23/2014-12        | \$ 4,800,000 | 05/23/14 | 07/25/12 | 1.0825 | \$ 4,799,520 | 12-0150 |

**TOTAL \$ 13,370,000 0.6878 \$ 13,369,520**

**PLUS: Accrued Interest Purchased: \$ 896  
\$ 13,370,416**

## BOND FUND

|         |           |                                |               |          |     |        |              |         |
|---------|-----------|--------------------------------|---------------|----------|-----|--------|--------------|---------|
| 4/27/12 | 0027A0MK4 | Abbey National CP              | \$ 10,000,000 | 12/19/12 | --- | 0.9682 | \$ 9,937,722 | 12-0115 |
| 5/8/12  | 00084BLF9 | ABN Amro CP                    | \$ 10,000,000 | 11/15/12 | --- | 0.6102 | \$ 9,968,167 | 12-0122 |
| 5/17/12 | 313396R54 | FHLMC Discount Note (n/a)      | \$ 5,000,000  | 11/30/12 | --- | 0.1526 | \$ 4,995,896 | 12-0132 |
| 6/20/12 | 01854VK21 | Alliance Bernstein 0 10/2/2012 | \$ 10,000,000 | 10/02/12 | --- | 0.5068 | \$ 9,988,444 | 12-0152 |

**TOTAL \$ 35,000,000 0.6195 \$ 34,890,229**

**PLUS: Accrued Interest Purchased: \$ -  
\$ 34,890,229**

## DEBT SERVICE FUND

|         |           |                     |               |          |     |        |               |         |
|---------|-----------|---------------------|---------------|----------|-----|--------|---------------|---------|
| 4/16/12 | 3133XXPV3 | FHLB (n/a)          | \$ 4,977,000  | 05/18/12 | --- | 0.1119 | \$ 4,981,479  | 12-0105 |
| 4/16/12 | 3133XVEM9 | FHLB (n/a)          | \$ 545,000    | 11/21/12 | --- | 0.1935 | \$ 549,654    | 12-0104 |
| 5/9/12  | 9127953S8 | Treasury Bill       | \$ 15,231,000 | 05/31/12 | --- | 0.0608 | \$ 15,230,442 | 12-0124 |
| 5/14/12 | 9127953S8 | Treasury Bill       | \$ 4,700,000  | 05/31/12 | --- | 0.0735 | \$ 4,699,839  | 12-0130 |
| 5/15/12 | 9127953S8 | Treasury Bill       | \$ 10,011,000 | 05/31/12 | --- | 0.0684 | \$ 10,010,700 | 12-0133 |
| 5/21/12 | 9127953S8 | Treasury Bill       | \$ 11,100,000 | 05/31/12 | --- | 0.0659 | \$ 11,099,800 | 12-0135 |
| 5/22/12 | 9127953S8 | Treasury Bill       | \$ 12,504,000 | 05/31/12 | --- | 0.0583 | \$ 12,503,820 | 12-0137 |
| 5/14/12 | 9127956S5 | Treasury Bill       | \$ 550,000    | 11/08/12 | --- | 0.1446 | \$ 549,612    | 12-0129 |
| 5/15/12 | 9127955L1 | Treasury Bill       | \$ 32,000     | 11/15/12 | --- | 0.1420 | \$ 31,977     | 12-0134 |
| 6/11/12 | 9127956U0 | T-Bill 0 11/29/2012 | \$ 14,648,000 | 11/29/12 | --- | 0.1300 | \$ 14,639,477 | 12-0149 |
| 6/11/12 | 9127956U0 | T-Bill 0 11/29/2012 | \$ 570,000    | 11/29/12 | --- | 0.1300 | \$ 569,672    | 12-0148 |

**TOTAL \$ 74,868,000 0.0820 \$ 74,866,472**

**PLUS: Accrued Interest Purchased: \$ 26,586  
\$ 74,893,058**

**GRAND TOTAL \$ 517,463,000 0.5382 \$ 517,092,784**



# Security Transactions - Maturities & Calls

3rd Qtr FY12

| Sale Date                     | Action  | Maturity Date | Security Description           | Par Value          | Yield to Maturity | Yield to Call | Ending Unamor Val/Cost | Invest Number |
|-------------------------------|---------|---------------|--------------------------------|--------------------|-------------------|---------------|------------------------|---------------|
| <b>OPERATING FUND</b>         |         |               |                                |                    |                   |               |                        |               |
| 4/10/12                       | Matrued | 04/10/12      | Prudential CP                  | \$ 10,000,000      | 0.6707            | 0.6707        | \$9,977,450            | 12-0028-01    |
| 4/13/12                       | Matured | 04/13/12      | Citigroup CP                   | \$ 10,000,000      | 0.4472            | 0.4472        | \$9,969,811            | 11-0215-01    |
| 4/20/12                       | Matured | 04/20/12      | Citigroup CP                   | \$ 10,000,000      | 0.4472            | 0.4472        | \$9,969,567            | 11-0217-01    |
| 4/24/12                       | Matured | 04/24/12      | FFCB (n/a)                     | \$ 4,685,000       | 0.4143            | 0.4143        | \$4,788,539            | 11-0081-01    |
| 4/28/12                       | Called  | 08/10/12      | FHLB Callable (qtrly-5)        | \$ 625,000         | 0.3500            | 0.3500        | \$625,000              | 11-0202-02    |
| 4/5/12                        | Called  | 03/05/13      | FHLB Callable (monthly-5)      | \$ 10,000,000      | 0.2500            | 0.3501        | \$9,998,000            | 12-0080-01    |
| 4/5/12                        | Called  | 03/05/13      | FHLB Callable (monthly-5)      | \$ 10,000,000      | 0.2300            | 0.2300        | \$10,000,000           | 12-0081-01    |
| 4/28/12                       | Called  | 03/08/13      | FHLB Callable (monthly-5)      | \$ 10,000,000      | 0.2300            | 0.2300        | \$10,000,000           | 12-0078-01    |
| 4/5/12                        | Called  | 07/05/13      | FHLMC Callable (qtrly-5)       | \$ 5,000,000       | 0.6500            | 0.6500        | \$5,000,000            | 11-0189-01    |
| 4/3/12                        | Called  | 10/03/13      | FNMA Callable (qtrly-10)       | \$ 10,000,000      | 0.5000            | 0.5000        | \$10,000,000           | 12-0001-01    |
| 4/25/12                       | Called  | 10/25/13      | FNMA Callable (qtrly-10)       | \$ 10,000,000      | 0.6250            | 0.6250        | \$10,000,000           | 12-0006-01    |
| 4/17/12                       | Called  | 12/12/13      | FHLB Callable (anytime-5)      | \$ 10,000,000      | 0.5500            | 0.5500        | \$10,000,000           | 11-0247-01    |
| 4/19/12                       | Called  | 12/19/13      | FHLB Callable (monthly-5)      | \$ 10,000,000      | 0.5000            | 0.5000        | \$10,000,000           | 12-0091-01    |
| 4/30/12                       | Called  | 01/30/14      | FHLB Step Callable (qtrly-5)   | \$ 5,000,000       | 0.6240            | 0.2500        | \$5,000,000            | 12-0048-01    |
| 4/26/12                       | Called  | 02/26/14      | FHLB Callable (monthly-5)      | \$ 10,000,000      | 0.4000            | 0.4000        | \$10,000,000           | 12-0101-01    |
| 4/12/12                       | Called  | 03/12/14      | FHLB Callable (monthly-5)      | \$ 10,000,000      | 0.5000            | 0.5000        | \$10,000,000           | 12-0086-01    |
| 4/28/12                       | Called  | 05/28/14      | FHLB Callable (monthly-5)      | \$ 5,000,000       | 0.4500            | 0.4500        | \$5,000,000            | 12-0079-01    |
| 4/27/12                       | Called  | 02/27/15      | FHLB Callable (monthly-5)      | \$ 10,000,000      | 0.6535            | 0.7188        | \$9,999,000            | 12-0096-01    |
| 5/2/12                        | Matured | 05/02/12      | Abbey National CP              | \$ 15,000,000      | 0.7842            | 0.7842        | \$14,914,338           | 11-0213-01    |
| 5/16/12                       | Matured | 05/16/12      | FFCB (n/a)                     | \$ 5,000,000       | 0.2100            | 0.2100        | \$5,000,000            | 11-0131-01    |
| 5/18/12                       | Matured | 05/18/12      | FHLB (n/a)                     | \$ 5,000,000       | 0.2170            | 0.2170        | \$5,046,457            | 11-0123-01    |
| 5/18/12                       | Matured | 05/18/12      | FHLB (n/a)                     | \$ 5,000,000       | 0.2235            | 0.2235        | \$5,046,000            | 11-0125-01    |
| 5/23/12                       | Matured | 05/23/12      | FFCB (n/a)                     | \$ 5,000,000       | 0.2000            | 0.2000        | \$5,000,000            | 11-0140-01    |
| 5/16/12                       | Called  | 11/23/12      | FHLB Callable (qtrly-5)        | \$ 10,000,000      | 0.3200            | 0.3200        | \$10,000,000           | 12-0013-01    |
| 5/24/12                       | Called  | 03/08/13      | FHLB Callable (qtrly-5)        | \$ 10,000,000      | 0.2000            | 0.2000        | \$10,000,000           | 12-0074-01    |
| 5/15/12                       | Called  | 05/10/13      | FFCB Callable (anytime-5)      | \$ 8,000,000       | 0.4000            | 0.4000        | \$8,000,000            | 11-0228-01    |
| 5/15/12                       | Called  | 05/10/13      | FFCB Callable (anytime-5)      | \$ 10,000,000      | 0.4000            | 0.4000        | \$10,000,000           | 11-0230-01    |
| 5/16/12                       | Called  | 10/24/13      | FFCB Callable (anytime-5)      | \$ 5,000,000       | 0.5200            | 0.5200        | \$5,000,000            | 12-0003-01    |
| 5/4/12                        | Called  | 11/04/13      | FHLMC Callable (qtrly-5)       | \$ 10,000,000      | 0.7000            | 0.7000        | \$10,000,000           | 12-0011-01    |
| 5/14/12                       | Called  | 04/25/14      | FHLB Callable (any>04/24/12-5) | \$ 5,000,000       | 0.5500            | 0.5500        | \$5,000,000            | 12-0043-01    |
| 5/1/12                        | Called  | 05/01/14      | FHLMC Callable (qtrly-5)       | \$ 5,000,000       | 0.7540            | 0.7636        | \$4,999,500            | 12-0009-01    |
| 5/29/12                       | Called  | 05/29/14      | FNMA Step Callable (qtrly-10)  | \$ 7,750,000       | 0.8184            | 0.5334        | \$7,750,000            | 12-0021-01    |
| 5/25/12                       | Called  | 11/25/14      | FNMA Step Callable (qtrly-10)  | \$ 5,000,000       | 1.2453            | 0.7502        | \$5,000,000            | 12-0019-01    |
| 5/23/12                       | Called  | 01/23/15      | FHLB Callable (monthly-5)      | \$ 10,000,000      | 0.6019            | 0.6590        | \$9,999,500            | 12-0109-01    |
| 5/24/12                       | Called  | 04/24/15      | FHLB Callable (monthly-5)      | \$ 10,000,000      | 0.9000            | 0.9000        | \$10,000,000           | 12-0112-01    |
| 6/22/12                       | Matured | 06/22/12      | FNMA 1.25 6/22/2012            | \$ 5,000,000       | 0.2541            | 0.2541        | \$5,056,040            | 11-0122       |
| 6/7/12                        | Called  | 01/07/13      | FHLB 0.325 1/7/2013-12         | \$ 13,000,000      | 0.3250            | 0.3844        | \$13,000,000           | 12-0025       |
| 6/27/12                       | Called  | 09/27/13      | FHLB 0.7 9/27/2013-12          | \$ 5,000,000       | 0.7000            | 0.2423        | \$5,000,000            | 11-0176       |
| 6/6/12                        | Called  | 12/06/13      | FNMA 0.75 12/6/2013-12         | \$ 5,000,000       | 0.7500            | 1.0343        | \$5,000,000            | 12-0023       |
| 6/12/12                       | Called  | 09/12/14      | FHLMC Step 9/12/2014-11        | \$ 10,000,000      | 0.9745            | 0.9573        | \$10,000,000           | 11-0248       |
| 6/29/12                       | Called  | 12/29/14      | FHLB 1.2 12/29/2014-12         | \$ 3,570,000       | 1.2000            | 0.1960        | \$3,570,000            | 11-0178       |
| <b>TOTAL \$</b>               |         |               |                                | <b>322,630,000</b> | <b>0.5259</b>     | <b>0.5007</b> | <b>\$322,709,201</b>   |               |
| <b>FINANCIAL RESERVE FUND</b> |         |               |                                |                    |                   |               |                        |               |
| 4/12/12                       | Called  | 03/12/14      | FHLB Callable (monthly-5)      | \$ 1,500,000       | 0.5000            | 0.5000        | \$1,500,000            | 12-0092-01    |
| 6/11/12                       | Matured | 06/11/12      | FFCB 1.125 6/11/2012           | \$ 4,800,000       | 1.1853            | 1.1853        | \$4,793,136            | 10-0050       |
| 6/27/12                       | Called  | 06/27/14      | FNMA Step 6/27/2014-12         | \$ 5,500,000       | 0.7150            | 0.7070        | \$5,500,000            | 11-0255       |
| 5/24/12                       | Called  | 04/24/14      | FHLB Callable (monthly-5)      | \$ 1,530,000       | 0.5000            | 0.5000        | \$1,530,000            | 12-0111       |
| <b>TOTAL \$</b>               |         |               |                                | <b>13,330,000</b>  | <b>0.7785</b>     | <b>0.7752</b> | <b>\$13,323,136</b>    |               |

# Security Transactions - Maturities & Calls

3rd Qtr FY12

| Sale Date                | Action  | Maturity Date | Security Description         | Par Value          | Yield to Maturity | Yield to Call | Ending Unamor Val/Cost | Invest Number |
|--------------------------|---------|---------------|------------------------------|--------------------|-------------------|---------------|------------------------|---------------|
| <b>BOND FUND</b>         |         |               |                              |                    |                   |               |                        |               |
| 4/27/12                  | Matured | 04/27/12      | Abbey National CP            | \$ 15,000,000      | 0.7842            | 0.7842        | \$14,914,338           | 11-0206-01    |
| 4/20/12                  | Matured | 04/20/12      | FNMA (n/a)                   | \$ 10,000,000      | 0.2031            | 0.2031        | \$10,144,690           | 11-0151-01    |
| 5/4/12                   | Matured | 05/04/12      | ABN Amro CP                  | \$ 10,000,000      | 0.4364            | 0.4364        | \$9,989,728            | 12-0055-01    |
| 5/23/12                  | Matured | 05/23/12      | FFCB (n/a)                   | \$ 5,000,000       | 0.2000            | 0.2000        | \$5,000,000            | 11-0138-01    |
| 6/6/12                   | Matured | 06/06/12      | UBS Finance 0 6/6/2012       | \$ 10,000,000      | 0.7142            | 0.7142        | \$9,964,417            | 12-0024       |
| 6/8/12                   | Matured | 06/08/12      | Reckitt Benckiser 0 6/8/2012 | \$ 10,000,000      | 0.5082            | 0.5082        | \$9,972,437            | 12-0016       |
| 6/18/12                  | Matured | 06/18/12      | FFCB 2.125 6/18/2012         | \$ 5,000,000       | 0.2334            | 0.2334        | \$5,095,200            | 11-0157       |
| 6/20/12                  | Matured | 06/20/12      | FFCB 0.24 6/20/2012          | \$ 5,000,000       | 0.2285            | 0.2285        | \$5,000,570            | 11-0161       |
| 6/22/12                  | Matured | 06/22/12      | FNMA 1.25 6/22/2012          | \$ 5,000,000       | 0.2543            | 0.2543        | \$5,054,100            | 11-0137       |
| 6/28/12                  | Called  | 12/28/12      | FHLB 0.35 12/28/2012-11      | \$ 5,000,000       | 0.3500            | 0.3229        | \$5,000,000            | 11-0173       |
| <b>TOTAL \$</b>          |         |               |                              | <b>80,000,000</b>  | <b>0.4581</b>     | <b>0.4565</b> | <b>\$80,135,479</b>    |               |
| <b>INSURANCE FUND</b>    |         |               |                              |                    |                   |               |                        |               |
| 6/29/12                  | Called  | 12/29/14      | FHLMC 1.25 12/29/2014-12     | \$ 5,900,000       | 1.2500            | 0.1434        | \$5,900,000            | 11-0182       |
| <b>TOTAL \$</b>          |         |               |                              | <b>5,900,000</b>   | <b>1.2500</b>     | <b>0.1434</b> | <b>\$5,900,000</b>     |               |
| <b>DEBT SERVICE FUND</b> |         |               |                              |                    |                   |               |                        |               |
| 5/14/12                  | Matured | 05/14/12      | FHLMC Discount (n/a)         | \$ 32,219          | 0.0710            | 0.0710        | \$32,208               | 12-0017-01    |
| 5/14/12                  | Matured | 05/14/12      | FHLMC Discount (n/a)         | \$ 10,009,781      | 0.0710            | 0.0710        | \$10,006,277           | 12-0018-01    |
| 5/18/12                  | Matured | 05/18/12      | FHLB (n/a)                   | \$ 4,977,000       | 0.1119            | 0.1119        | \$4,981,479            | 12-0105-01    |
| 5/18/12                  | Matured | 05/18/12      | FNMA (n/a)                   | \$ 5,950,000       | 0.0913            | 0.0913        | \$6,073,284            | 12-0035-01    |
| 5/21/12                  | Matured | 05/21/12      | FNMA Discount Note (n/a)     | \$ 12,503,000      | 0.0590            | 0.0590        | \$12,500,395           | 12-0039-01    |
| 5/30/12                  | Matured | 05/30/12      | FHLB Discount Note (n/a)     | \$ 5,420,000       | 0.0963            | 0.0963        | \$5,418,470            | 12-0065-01    |
| 5/30/12                  | Matured | 05/30/12      | FHLMC Discount Note (n/a)    | \$ 7,080,000       | 0.0913            | 0.0913        | \$7,078,106            | 12-0066-01    |
| 5/31/12                  | Matured | 05/31/12      | Treasury Bill                | \$ 12,500,000      | 0.0608            | 0.0608        | \$12,498,333           | 12-0089-01    |
| 5/31/12                  | Matured | 05/31/12      | Treasury Bill                | \$ 15,231,000      | 0.0608            | 0.0608        | \$15,230,442           | 12-0124-01    |
| 5/31/12                  | Matured | 05/31/12      | Treasury Bill                | \$ 4,700,000       | 0.0735            | 0.0735        | \$4,699,839            | 12-0130-01    |
| 5/31/12                  | Matured | 05/31/12      | Treasury Bill                | \$ 10,011,000      | 0.0684            | 0.0684        | \$10,010,700           | 12-0133-01    |
| 5/31/12                  | Matured | 05/31/12      | Treasury Bill                | \$ 11,100,000      | 0.0659            | 0.0659        | \$11,099,800           | 12-0135-01    |
| 5/31/12                  | Matured | 05/31/12      | Treasury Bill                | \$ 12,504,000      | 0.0583            | 0.0583        | \$12,503,820           | 12-0137-01    |
| 6/1/12                   | Matured | 06/01/12      | FHLB 0 6/1/2012              | \$ 8,410,000       | 0.0661            | 0.0661        | \$8,407,388            | 12-0034       |
| <b>TOTAL \$</b>          |         |               |                              | <b>120,428,000</b> | <b>0.0701</b>     | <b>0.0701</b> | <b>\$120,540,541</b>   |               |
| <b>GRAND TOTAL \$</b>    |         |               |                              | <b>542,288,000</b> | <b>0.4301</b>     | <b>0.4028</b> | <b>\$542,608,358</b>   |               |

# Current Portfolio - Total

3rd 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 |
|---------------------------------|-----------|------------------|-------------|----------|-------------|------------|----------------------|-------------------|---------------|---------------|
| Amegy Bank MM                   | MMF       | \$ 44,561        | 0.020       | ---      | 0.0200      | 0.0200     | \$ 44,561            | \$ 44,561         | 9/30/11       | MM-0002       |
| Black - Fin Res MM              | MMF       | \$ 69,145        | 0.150       | ---      | 0.1497      | 0.1497     | \$ 69,145            | \$ 69,145         | 9/30/11       | MM-0006       |
| Black - Op MM                   | MMF       | \$ 22,737,774    | 0.150       | ---      | 0.1501      | 0.1501     | \$ 22,737,774        | \$ 22,737,774     | 9/30/11       | MM-0008       |
| Fidelity - Op MM                | MMF       | \$ 27,152,871    | 0.170       | ---      | 0.1698      | 0.1698     | \$ 27,152,871        | \$ 27,152,871     | 9/30/11       | MM-0016       |
| Fidelity Bond MM                | MMF       | \$ 5,732,948     | 0.169       | ---      | 0.1686      | 0.1686     | \$ 5,732,948         | \$ 5,732,948      | 9/30/11       | MM-0014       |
| Invesco MM                      | MMF       | \$ 25,129,002    | 0.132       | ---      | 0.1323      | 0.1323     | \$ 25,129,002        | \$ 25,129,002     | 9/30/11       | MM-0001       |
| RTR North Carrollton MM         | MMF       | \$ 2,315,638     | 0.150       | ---      | 0.1495      | 0.1495     | \$ 2,315,638         | \$ 2,315,638      | 9/30/11       | MM-0021       |
| RTR Plano P&R MM                | MMF       | \$ 6,311,015     | 0.000       | ---      | 0.0000      | 0.0000     | \$ 6,311,015         | \$ 6,311,015      | 9/30/11       | MM-0019       |
| Street Car Fund MM              | MMF       | \$ 922,133       | 0.000       | ---      | 0.0000      | 0.0000     | \$ 922,133           | \$ 922,133        | 9/30/11       | MM-0022       |
| Wells Fargo Bond MM             | MMF       | \$ 80,881        | 0.112       | ---      | 0.1123      | 0.1123     | \$ 80,881            | \$ 80,881         | 9/30/11       | MM-0013       |
| Western Asset MM                | MMF       | \$ 2,167,825     | 0.204       | ---      | 0.2044      | 0.2044     | \$ 2,167,825         | \$ 2,167,825      | 9/30/11       | MM-0015       |
| UBS Finance 0 7/5/2012          | 90262CG50 | \$ 10,000,000    | 0.000       | 7/5/12   | 0.7654      | 0.7654     | \$ 9,998,958         | \$ 9,999,000      | 1/6/12        | 12-0036       |
| ABN AMRO Funding 0 7/19/2012    | 00084BGK4 | \$ 10,000,000    | 0.000       | 7/19/12  | 0.7142      | 0.7142     | \$ 9,996,306         | \$ 9,999,000      | 1/18/12       | 12-0040       |
| ABN AMRO Funding 0 7/25/2012    | 00084BGR9 | \$ 4,000,000     | 0.000       | 7/25/12  | 0.6528      | 0.6528     | \$ 3,998,222         | \$ 3,999,200      | 1/25/12       | 12-0044       |
| FHLMC 1.125 7/27/2012           | 3137EACK3 | \$ 10,000,000    | 1.125       | 7/27/12  | 0.3247      | 0.3247     | \$ 10,005,892        | \$ 10,007,100     | 5/4/11        | 11-0120       |
| Reckitt Benckiser 0 8/2/2012    | 7562E0H25 | \$ 10,000,000    | 0.000       | 8/2/12   | 0.3565      | 0.3565     | \$ 9,996,792         | \$ 9,997,000      | 1/10/12       | 12-0037       |
| FHLMC 0 8/6/2012                | 313396A94 | \$ 10,000,000    | 0.000       | 8/6/12   | 0.1272      | 0.1272     | \$ 9,998,715         | \$ 9,998,840      | 2/21/12       | 12-0068       |
| Reckitt Benckiser 0 8/10/2012   | 7562E0HA7 | \$ 10,000,000    | 0.000       | 8/10/12  | 0.3565      | 0.3565     | \$ 9,996,014         | \$ 9,996,000      | 1/23/12       | 12-0041       |
| Reckitt Benckiser 0 8/10/2012   | 7562E0HA7 | \$ 5,000,000     | 0.000       | 8/10/12  | 0.3565      | 0.3565     | \$ 4,998,007         | \$ 4,998,000      | 1/25/12       | 12-0045       |
| ABN AMRO Funding 0 8/13/2012    | 00084BHD9 | \$ 6,000,000     | 0.000       | 8/13/12  | 0.5812      | 0.5812     | \$ 5,995,820         | \$ 5,997,600      | 2/13/12       | 12-0058       |
| UBS Finance 0 8/15/2012         | 90262CHF7 | \$ 10,000,000    | 0.000       | 8/15/12  | 0.6667      | 0.6667     | \$ 9,991,649         | \$ 9,995,000      | 2/16/12       | 12-0063       |
| Prudential 0 8/24/2012          | 7443M2HQ2 | \$ 10,000,000    | 0.000       | 8/24/12  | 0.7142      | 0.7142     | \$ 9,989,306         | \$ 9,995,000      | 2/24/12       | 12-0075       |
| ABN AMRO Funding 0 8/29/2012    | 00084BHV9 | \$ 9,000,000     | 0.000       | 8/29/12  | 0.5914      | 0.5914     | \$ 8,991,300         | \$ 8,994,600      | 2/23/12       | 12-0071       |
| ABN AMRO Funding 0 9/4/2012     | 00084BJ47 | \$ 14,000,000    | 0.000       | 9/4/12   | 0.5914      | 0.5914     | \$ 13,985,113        | \$ 13,990,200     | 2/27/12       | 12-0077       |
| Reckitt Benckiser 0 9/12/2012   | 7562E0JC1 | \$ 10,000,000    | 0.000       | 9/12/12  | 0.4075      | 0.4075     | \$ 9,991,778         | \$ 9,991,000      | 1/24/12       | 12-0042       |
| Abbey National 0 9/14/2012      | 0027A0JE2 | \$ 14,000,000    | 0.000       | 9/14/12  | 0.8349      | 0.8349     | \$ 13,975,764        | \$ 13,986,000     | 3/6/12        | 12-0084       |
| Prudential 0 9/26/2012          | 7443M2JS6 | \$ 14,000,000    | 0.000       | 9/26/12  | 0.7429      | 0.7429     | \$ 13,975,018        | \$ 13,984,600     | 3/7/12        | 12-0085       |
| Alliance Bernstein 0 10/2/2012  | 01854VK21 | \$ 10,000,000    | 0.000       | 10/2/12  | 0.4071      | 0.4071     | \$ 9,989,556         | \$ 9,987,000      | 6/20/12       | 12-0152       |
| Reckitt Benckiser 0 10/9/2012   | 7562E0K96 | \$ 3,000,000     | 0.000       | 10/9/12  | 0.4076      | 0.4076     | \$ 2,996,633         | \$ 2,999,700      | 2/8/12        | 12-0056       |
| Reckitt Benckiser 0 10/9/2012   | 7562E0K96 | \$ 5,000,000     | 0.000       | 10/9/12  | 0.4127      | 0.4127     | \$ 4,994,318         | \$ 4,999,500      | 2/13/12       | 12-0057       |
| Prudential 0 10/18/2012         | 7443M2KJ4 | \$ 12,000,000    | 0.000       | 10/18/12 | 0.6714      | 0.6714     | \$ 11,975,800        | \$ 11,980,800     | 4/18/12       | 12-0103       |
| Abbey National 0 10/25/2012     | 0027A0KR1 | \$ 8,000,000     | 0.000       | 10/25/12 | 1.0638      | 1.0638     | \$ 7,972,960         | \$ 7,994,400      | 2/1/12        | 12-0051       |
| UBS Finance 0 10/26/2012        | 90262CKS5 | \$ 3,000,000     | 0.000       | 10/26/12 | 0.7659      | 0.7659     | \$ 2,992,625         | \$ 2,994,000      | 2/1/12        | 12-0052       |
| T-Bill 0 11/8/2012              | 9127956S5 | \$ 550,000       | 0.000       | 11/8/12  | 0.1446      | 0.1446     | \$ 549,715           | \$ 549,768        | 5/14/12       | 12-0129       |
| Alliance Bernstein 0 11/9/2012  | 01854VL95 | \$ 10,000,000    | 0.000       | 11/9/12  | 0.3871      | 0.3871     | \$ 9,986,067         | \$ 9,988,000      | 5/15/12       | 12-0126       |
| ABN AMRO 0 11/15/2012           | 00084BLF9 | \$ 10,000,000    | 0.000       | 11/15/12 | 0.6102      | 0.6102     | \$ 9,977,000         | \$ 9,976,000      | 5/8/12        | 12-0122       |
| T-Bill 0 11/15/2012             | 9127955L1 | \$ 32,000        | 0.000       | 11/15/12 | 0.1425      | 0.1425     | \$ 31,983            | \$ 31,986         | 5/15/12       | 12-0134       |
| T-Bill 0 11/15/2012             | 9127955L1 | \$ 550,000       | 0.000       | 11/15/12 | 0.1424      | 0.1424     | \$ 549,705           | \$ 549,766        | 3/12/12       | 12-0088       |
| Alliance Bernstein 0 11/20/2012 | 01854VLL8 | \$ 10,000,000    | 0.000       | 11/20/12 | 0.3860      | 0.3860     | \$ 9,984,906         | \$ 9,986,000      | 5/14/12       | 12-0125       |
| FHLB 1.625 11/21/2012           | 3133XVEM9 | \$ 545,000       | 1.625       | 11/21/12 | 0.1936      | 0.1936     | \$ 548,060           | \$ 548,047        | 4/16/12       | 12-0104       |
| Prudential 0 11/23/2012         | 7443M2LP9 | \$ 18,000,000    | 0.000       | 11/23/12 | 0.8890      | 0.8890     | \$ 17,936,490        | \$ 17,951,400     | 2/27/12       | 12-0076       |
| FHLMC 0.515 11/26/2012          | 3134G1WT7 | \$ 550,000       | 0.515       | 11/26/12 | 0.1521      | 0.1521     | \$ 550,814           | \$ 550,732        | 2/13/12       | 12-0064       |
| FHLMC 0.515 11/26/2012          | 3134G1WT7 | \$ 698,000       | 0.515       | 11/26/12 | 0.1933      | 0.1933     | \$ 698,912           | \$ 698,928        | 12/12/11      | 12-0033       |
| FHLB 0.19 11/28/2012            | 313376HV0 | \$ 545,000       | 0.190       | 11/28/12 | 0.1425      | 0.1425     | \$ 545,107           | \$ 545,027        | 1/17/12       | 12-0038       |
| T-Bill 0 11/29/2012             | 9127956U0 | \$ 14,648,000    | 0.000       | 11/29/12 | 0.1243      | 0.1243     | \$ 14,640,424        | \$ 14,640,075     | 6/11/12       | 12-0149       |
| T-Bill 0 11/29/2012             | 9127956U0 | \$ 570,000       | 0.000       | 11/29/12 | 0.1228      | 0.1228     | \$ 569,709           | \$ 569,692        | 6/11/12       | 12-0148       |
| FHLB 0.33 11/30/2012            | 3133744N7 | \$ 8,500,000     | 0.330       | 11/30/12 | 0.3300      | 0.3300     | \$ 8,500,000         | \$ 8,504,335      | 6/10/11       | 11-0153       |
| FHLMC 0 11/30/2012              | 313396R54 | \$ 5,000,000     | 0.000       | 11/30/12 | 0.1526      | 0.1526     | \$ 4,996,813         | \$ 4,997,005      | 5/17/12       | 12-0132       |
| Alliance Bernstein 0 12/10/2012 | 01854VMA1 | \$ 10,000,000    | 0.000       | 12/10/12 | 0.4573      | 0.4573     | \$ 9,979,625         | \$ 9,982,000      | 6/6/12        | 12-0147       |
| Abbey National 0 12/19/2012     | 0027A0MK4 | \$ 10,000,000    | 0.000       | 12/19/12 | 0.9682      | 0.9682     | \$ 9,954,611         | \$ 9,964,000      | 4/27/12       | 12-0115       |

# Current Portfolio - Total

3rd 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 |
|----------------------------|-----------|------------------|-------------|----------|-------------|------------|----------------------|-------------------|---------------|---------------|
| Abbey National 0 1/23/2013 | 0027A0NP2 | \$ 10,000,000    | 0.000       | 1/23/13  | 1.0198      | 1.0198     | \$ 9,942,500         | \$ 9,949,000      | 5/3/12        | 12-0120       |
| Abbey National 0 2/1/2013  | 0027A0P13 | \$ 12,000,000    | 0.000       | 2/1/13   | 1.0712      | 1.0712     | \$ 11,924,400        | \$ 11,934,000     | 5/8/12        | 12-0123       |
| FFCB 0.15 2/15/2013        | 3133EADF2 | \$ 10,000,000    | 0.150       | 2/15/13  | 0.1728      | 0.1728     | \$ 9,998,574         | \$ 9,999,900      | 2/15/12       | 12-0060       |
| FHLB 0.19 2/22/2013        | 313378F71 | \$ 10,000,000    | 0.190       | 2/22/13  | 0.1991      | 0.1991     | \$ 9,999,412         | \$ 9,999,000      | 5/4/12        | 12-0121       |
| FHLB 0.37 4/26/2013        | 3133766Q3 | \$ 5,000,000     | 0.370       | 4/26/13  | 0.3700      | 0.3700     | \$ 5,000,000         | \$ 5,004,500      | 10/26/11      | 12-0008       |
| FFCB 0.4 4/29/2013         | 31331KQF0 | \$ 5,000,000     | 0.400       | 4/29/13  | 0.4000      | 0.4000     | \$ 5,000,000         | \$ 5,008,750      | 6/29/11       | 11-0183       |
| FFCB 0.4 4/29/2013         | 31331KQF0 | \$ 5,000,000     | 0.400       | 4/29/13  | 0.4000      | 0.4000     | \$ 5,000,000         | \$ 5,008,750      | 6/29/11       | 11-0181       |
| FHLB 0.2 4/30/2013         | 313376XG5 | \$ 10,000,000    | 0.200       | 4/30/13  | 0.2166      | 0.2166     | \$ 9,998,618         | \$ 9,998,000      | 2/15/12       | 12-0062       |
| FHLB 0.4 5/1/2013-12       | 3133765Y7 | \$ 10,000,000    | 0.400       | 5/1/13   | 0.4000      | 0.3372     | \$ 10,000,000        | \$ 10,002,100     | 11/1/11       | 12-0010       |
| FNMA 0.65 5/9/2013         | 3136FPWF0 | \$ 15,000,000    | 0.650       | 5/9/13   | 0.6500      | 0.6500     | \$ 15,000,000        | \$ 15,037,950     | 11/9/10       | 11-0051       |
| FHLB 0.36 6/12/2013        | 313376JB2 | \$ 10,000,000    | 0.360       | 6/12/13  | 0.3600      | 0.3600     | \$ 10,000,000        | \$ 10,009,200     | 12/12/11      | 12-0029       |
| FFCB 0.28 6/20/2013-12     | 31331K3X6 | \$ 5,000,000     | 0.280       | 6/20/13  | 0.3001      | 0.3924     | \$ 5,000,000         | \$ 4,994,550      | 12/20/11      | 12-0031       |
| FFCB 0.57 7/5/2013-12      | 31331KQK9 | \$ 5,000,000     | 0.570       | 7/5/13   | 0.5700      | 0.4248     | \$ 5,000,000         | \$ 5,000,100      | 7/5/11        | 11-0188       |
| FFCB 0.22 7/26/2013-12     | 3133EAA4  | \$ 10,000,000    | 0.220       | 7/26/13  | 0.2434      | 0.3809     | \$ 10,000,000        | \$ 9,982,800      | 1/26/12       | 12-0046       |
| FHLB 0.26 8/15/2013        | 313378B67 | \$ 10,000,000    | 0.260       | 8/15/13  | 0.2600      | 0.2600     | \$ 10,000,000        | \$ 9,995,100      | 2/15/12       | 12-0061       |
| FFCB 0.43 8/22/2013-11     | 31331KUV0 | \$ 10,000,000    | 0.430       | 8/22/13  | 0.4300      | 0.4282     | \$ 10,000,000        | \$ 10,000,200     | 8/22/11       | 11-0225       |
| FHLMC 0.45 9/6/2013-12     | 3134G2YK2 | \$ 10,000,000    | 0.450       | 9/6/13   | 0.4500      | 0.2477     | \$ 10,000,000        | \$ 10,003,700     | 9/6/11        | 11-0241       |
| FHLB 0.28 9/16/2013        | 313378LH2 | \$ 10,000,000    | 0.280       | 9/16/13  | 0.2900      | 0.2900     | \$ 9,998,796         | \$ 10,004,400     | 4/19/12       | 12-0106       |
| FFCB 0.26 10/30/2013       | 3133EAMW5 | \$ 10,000,000    | 0.260       | 10/30/13 | 0.2600      | 0.2600     | \$ 10,000,000        | \$ 9,996,000      | 4/30/12       | 12-0118       |
| FFCB 0.25 11/1/2013-12     | 3133EABX5 | \$ 5,000,000     | 0.250       | 11/1/13  | 0.3499      | 0.4266     | \$ 5,000,000         | \$ 4,988,250      | 4/3/12        | 12-0095       |
| FFCB 0.5 11/18/2013-11     | 31331KUW8 | \$ 10,000,000    | 0.500       | 11/18/13 | 0.5000      | 0.4945     | \$ 10,000,000        | \$ 10,000,700     | 8/18/11       | 11-0219       |
| FFCB 0.625 11/20/2013      | 31331KPD6 | \$ 5,000,000     | 0.625       | 11/20/13 | 0.6250      | 0.6250     | \$ 5,000,000         | \$ 5,020,400      | 6/20/11       | 11-0163       |
| FFCB 0.27 11/21/2013-12    | 3133EAQT8 | \$ 10,000,000    | 0.270       | 11/21/13 | 0.2931      | 1.1888     | \$ 9,998,124         | \$ 9,987,000      | 5/16/12       | 12-0131       |
| FHLB 0.35 11/22/2013-12    | 313379BQ1 | \$ 10,000,000    | 0.350       | 11/22/13 | 0.3500      | 1.2830     | \$ 10,000,000        | \$ 9,994,300      | 5/25/12       | 12-0139       |
| FHLB 0.35 11/22/2013-12    | 313379BQ1 | \$ 10,000,000    | 0.350       | 11/22/13 | 0.3500      | 1.2830     | \$ 10,000,000        | \$ 9,994,300      | 5/22/12       | 12-0136       |
| FHLB 0.29 12/3/2013        | 3133796L8 | \$ 10,000,000    | 0.290       | 12/3/13  | 0.2900      | 0.2900     | \$ 10,000,000        | \$ 10,000,300     | 5/3/12        | 12-0119       |
| FHLB 0.46 12/5/2013-12     | 313379JX8 | \$ 10,000,000    | 0.460       | 12/5/13  | 0.4600      | 0.2439     | \$ 10,000,000        | \$ 10,000,300     | 6/5/12        | 12-0146       |
| FFCB 0.51 12/16/2013-11    | 31331KYF1 | \$ 10,000,000    | 0.510       | 12/16/13 | 0.5100      | 0.5073     | \$ 10,000,000        | \$ 10,000,400     | 9/16/11       | 11-0252       |
| FHLB 0.33 1/3/2014         | 313379Y60 | \$ 5,500,000     | 0.330       | 1/3/14   | 0.3300      | 0.3300     | \$ 5,500,000         | \$ 5,498,955      | 6/28/12       | 12-0153       |
| FHLMC 2.5 1/7/2014         | 3137EABX6 | \$ 200,000       | 2.500       | 1/7/14   | 2.5851      | 2.5851     | \$ 199,757           | \$ 206,586        | 3/6/09        | 09-0060       |
| FFCB 0.33 1/30/2014-13     | 3133EAAG3 | \$ 7,275,000     | 0.330       | 1/30/14  | 0.3326      | 0.5019     | \$ 7,274,787         | \$ 7,267,725      | 1/31/12       | 12-0050       |
| FFCB 0.29 2/3/2014-12      | 3133EAPH5 | \$ 10,000,000    | 0.290       | 2/3/14   | 0.3193      | 0.2681     | \$ 9,997,875         | \$ 10,000,200     | 5/15/12       | 12-0128       |
| FFCB 0.33 2/21/2014-13     | 3133EADY1 | \$ 10,000,000    | 0.330       | 2/21/14  | 0.3702      | 0.6302     | \$ 9,994,842         | \$ 9,980,800      | 2/21/12       | 12-0070       |
| FHLB 0.375 2/24/2014-12    | 3133785V9 | \$ 5,000,000     | 0.375       | 2/24/14  | 0.3750      | 0.7011     | \$ 5,000,000         | \$ 4,997,550      | 2/24/12       | 12-0073       |
| FHLB 0.375 2/24/2014-12    | 3133785V9 | \$ 10,000,000    | 0.375       | 2/24/14  | 0.3750      | 0.7011     | \$ 10,000,000        | \$ 9,995,100      | 2/24/12       | 12-0072       |
| FHLB 0.38 3/5/2014-12      | 313378FK2 | \$ 10,000,000    | 0.380       | 3/5/14   | 0.3800      | 0.5734     | \$ 10,000,000        | \$ 9,996,500      | 4/10/12       | 12-0100       |
| FHLB 0.38 3/5/2014-12      | 313378FK2 | \$ 2,700,000     | 0.380       | 3/5/14   | 0.3904      | 0.5734     | \$ 2,699,772         | \$ 2,699,055      | 3/30/12       | 12-0093       |
| FHLMC 0.625 3/27/2014-12   | 3134G3GB0 | \$ 8,600,000     | 0.625       | 3/27/14  | 0.6250      | 0.3967     | \$ 8,600,000         | \$ 8,609,632      | 12/27/11      | 12-0032       |
| FFCB 0.41 4/16/2014-13     | 3133EALD8 | \$ 10,000,000    | 0.410       | 4/16/14  | 0.4100      | 0.6016     | \$ 10,000,000        | \$ 9,984,800      | 4/16/12       | 12-0102       |
| FFCB (5) 0.35 4/23/2014-13 | 3133EALX4 | \$ 10,000,000    | 0.350       | 4/23/14  | 0.3500      | 0.6262     | \$ 10,000,000        | \$ 9,977,600      | 4/23/12       | 12-0108       |
| FNMA 0.7 4/25/2014-12      | 3136FTGL7 | \$ 10,000,000    | 0.700       | 4/25/14  | 0.7000      | 0.3705     | \$ 10,000,000        | \$ 10,010,500     | 10/25/11      | 12-0007       |
| FNMA 0.5 4/30/2014-13      | 3135G0KL6 | \$ 10,000,000    | 0.500       | 4/30/14  | 0.5000      | 0.4855     | \$ 10,000,000        | \$ 10,001,200     | 4/30/12       | 12-0116       |
| FFCB 0.38 5/1/2014-12      | 3133EABW7 | \$ 3,500,000     | 0.380       | 5/1/14   | 0.4151      | 0.3931     | \$ 3,500,000         | \$ 3,499,160      | 3/6/12        | 12-0082       |
| FFCB 0.38 5/1/2014-12      | 3133EABW7 | \$ 1,050,000     | 0.380       | 5/1/14   | 0.4256      | 0.3931     | \$ 1,050,000         | \$ 1,049,748      | 2/16/12       | 12-0067       |
| FFCB 0.38 5/1/2014-12      | 3133EABW7 | \$ 10,000,000    | 0.380       | 5/1/14   | 0.4649      | 0.3931     | \$ 10,000,000        | \$ 9,997,600      | 4/9/12        | 12-0099       |
| FHLB 0.5 5/15/2014-12      | 3133794G1 | \$ 10,000,000    | 0.500       | 5/15/14  | 0.5000      | 0.2358     | \$ 10,000,000        | \$ 10,001,100     | 5/15/12       | 12-0127       |
| FHLB 0.4 5/22/2014-12      | 313379EF2 | \$ 5,900,000     | 0.400       | 5/22/14  | 0.4000      | 0.6616     | \$ 5,900,000         | \$ 5,899,056      | 6/29/12       | 12-0154       |
| FHLB 0.42 5/23/2014-12     | 313379HC6 | \$ 10,000,000    | 0.420       | 5/23/14  | 0.4200      | 1.0825     | \$ 10,000,000        | \$ 9,995,400      | 5/25/12       | 12-0140       |
| FHLB 0.42 5/23/2014-12     | 313379HC6 | \$ 4,800,000     | 0.420       | 5/23/14  | 0.4252      | 1.0825     | \$ 4,800,000         | \$ 4,797,792      | 6/11/12       | 12-0150       |
| FFCB 0.38 5/29/2014-13     | 3133EARS9 | \$ 1,540,000     | 0.380       | 5/29/14  | 0.3800      | 0.4294     | \$ 1,540,000         | \$ 1,539,307      | 5/29/12       | 12-0144       |

# Current Portfolio - Total

3rd 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 0.5 6/5/2014-12     | 313379JC4 | \$ 10,000,000    | 0.500       | 6/5/14   | 0.5000      | -0.0040    | \$ 10,000,000        | \$ 10,000,700     | 6/5/12        | 12-0145       |
| FFCB 0.4 8/7/2014-12     | 3133EACK2 | \$ 5,000,000     | 0.400       | 8/7/14   | 0.4000      | 0.4632     | \$ 5,000,000         | \$ 4,993,400      | 2/7/12        | 12-0053       |
| FFCB 0.4 8/7/2014-12     | 3133EACK2 | \$ 10,000,000    | 0.400       | 8/7/14   | 0.4161      | 0.4632     | \$ 10,000,000        | \$ 9,986,800      | 2/7/12        | 12-0054       |
| FHLB 0.65 8/22/2014-12   | 313375CH8 | \$ 3,000,000     | 0.650       | 8/22/14  | 0.6500      | 0.2408     | \$ 3,000,000         | \$ 3,001,770      | 8/22/11       | 11-0221       |
| FHLB 0.65 8/22/2014-12   | 313375CH8 | \$ 5,000,000     | 0.650       | 8/22/14  | 0.6669      | 0.2408     | \$ 4,999,638         | \$ 5,002,950      | 8/22/11       | 11-0223       |
| FNMA 0.65 8/28/2014-12   | 3135G0CN1 | \$ 1,330,000     | 0.650       | 8/28/14  | 0.6585      | 0.3016     | \$ 1,329,946         | \$ 1,330,745      | 8/29/11       | 11-0237       |
| FNMA 0.5 9/19/2014-13    | 3135G0JD6 | \$ 10,000,000    | 0.500       | 9/19/14  | 0.5081      | 0.5403     | \$ 9,998,564         | \$ 9,997,100      | 3/19/12       | 12-0090       |
| FNMA 0.5 9/19/2014-13    | 3135G0JD6 | \$ 5,000,000     | 0.500       | 9/19/14  | 0.5061      | 0.5403     | \$ 4,999,445         | \$ 4,998,550      | 3/30/12       | 12-0094       |
| FNMA 0.75 10/1/2014-12   | 3136FTBT5 | \$ 1,500,000     | 0.750       | 10/1/14  | 0.7500      | 0.4403     | \$ 1,500,000         | \$ 1,501,170      | 9/30/11       | 11-0257       |
| FFCB 0.46 10/24/2014-12  | 3133EAMS4 | \$ 10,000,000    | 0.460       | 10/24/14 | 0.4883      | 2.5013     | \$ 9,998,154         | \$ 9,986,400      | 4/24/12       | 12-0113       |
| FFCB 0.54 10/27/2014-12  | 3133EAA8  | \$ 4,000,000     | 0.540       | 10/27/14 | 0.5580      | 0.5595     | \$ 4,000,000         | \$ 3,998,200      | 1/27/12       | 12-0047       |
| FFCB 0.42 11/7/2014-12   | 3133EACR7 | \$ 10,000,000    | 0.420       | 11/7/14  | 0.4610      | 0.4971     | \$ 10,000,000        | \$ 9,982,000      | 2/14/12       | 12-0059       |
| FFCB 0.43 11/17/2014-12  | 3133EAQQ4 | \$ 9,325,000     | 0.430       | 11/17/14 | 0.4604      | 1.9110     | \$ 9,321,051         | \$ 9,307,003      | 5/24/12       | 12-0138       |
| FHLMC Step 12/19/2014-12 | 3134G3BY5 | \$ 5,000,000     | 0.750       | 12/19/14 | 1.1006      | 0.4702     | \$ 5,000,000         | \$ 5,006,550      | 12/19/11      | 12-0030       |
| FNMA 0.63 1/30/2015-13   | 3135G0HC0 | \$ 2,000,000     | 0.630       | 1/30/15  | 0.6300      | 0.2335     | \$ 2,000,000         | \$ 2,004,620      | 1/30/12       | 12-0049       |
| FNMA 0.56 2/10/2015-13   | 3135G0KS1 | \$ 10,000,000    | 0.560       | 2/10/15  | 0.5754      | 0.5660     | \$ 9,996,279         | \$ 9,999,500      | 5/29/12       | 12-0142       |
| FNMA 0.625 2/27/2015-12  | 3135G0HP1 | \$ 10,000,000    | 0.625       | 2/27/15  | 0.6250      | 0.6363     | \$ 10,000,000        | \$ 9,999,800      | 4/23/12       | 12-0107       |
| FNMA Step 3/6/2015-13    | 3136FT2A6 | \$ 10,000,000    | 0.450       | 3/6/15   | 0.8354      | 0.5028     | \$ 10,000,000        | \$ 9,996,400      | 3/6/12        | 12-0083       |
| FNMA Step 3/13/2015-12   | 3136FTX20 | \$ 10,000,000    | 0.375       | 3/13/15  | 0.7434      | 0.9628     | \$ 10,000,000        | \$ 9,988,100      | 3/13/12       | 12-0087       |
| FFCB 0.64 4/9/2015-13    | 3133EAKR8 | \$ 5,000,000     | 0.640       | 4/9/15   | 0.6400      | 0.6139     | \$ 5,000,000         | \$ 5,001,000      | 4/9/12        | 12-0097       |
| FHLB 0.75 4/9/2015-12    | 313378RE3 | \$ 5,000,000     | 0.750       | 4/9/15   | 0.7585      | 0.3893     | \$ 4,999,876         | \$ 5,000,450      | 4/9/12        | 12-0098       |
| FNMA 0.7 4/23/2015-13    | 3135G0JY0 | \$ 10,000,000    | 0.700       | 4/23/15  | 0.7034      | 0.5480     | \$ 9,999,186         | \$ 10,012,300     | 4/23/12       | 12-0110       |
| FFCB 0.62 5/21/2015-12   | 3133EADT2 | \$ 10,000,000    | 0.620       | 5/21/15  | 0.6200      | 0.7068     | \$ 10,000,000        | \$ 9,975,200      | 2/21/12       | 12-0069       |
| FFCB 0.6 5/22/2015-13    | 3133EARL4 | \$ 10,000,000    | 0.600       | 5/22/15  | 0.6237      | 0.7100     | \$ 9,993,696         | \$ 9,990,200      | 5/25/12       | 12-0141       |
| FNMA 0.65 5/29/2015-13   | 3135G0LG6 | \$ 10,000,000    | 0.650       | 5/29/15  | 0.6500      | 0.5324     | \$ 10,000,000        | \$ 10,010,700     | 5/29/12       | 12-0143       |
| FNMA Step 6/18/2015-12   | 3136G0MF5 | \$ 10,000,000    | 0.500       | 6/18/15  | 0.9988      | 0.6052     | \$ 10,000,000        | \$ 9,995,100      | 6/18/12       | 12-0151       |
| FNMA Step 10/26/2015-12  | 3136G0DK4 | \$ 10,000,000    | 0.500       | 10/26/15 | 1.0659      | 0.6922     | \$ 10,000,000        | \$ 9,993,800      | 4/26/12       | 12-0114       |
| FHLB Step 10/30/2015-12  | 3133793H0 | \$ 10,000,000    | 0.375       | 10/30/15 | 1.1692      | 2.4898     | \$ 10,000,000        | \$ 9,982,400      | 4/30/12       | 12-0117       |

GRAND TOTALS

\$ 1,009,071,793

0.288

0.4908

0.5556

\$ 1,008,523,569

\$ 1,008,542,318

# Portfolio Analysis by Fund

3rd Qtr FY12

| ( \$ = 000's )                        | Gen Oper         | Fin Res         | Insurance             | State / Other  | Debt Srv        | Bond             | TOTAL              |
|---------------------------------------|------------------|-----------------|-----------------------|----------------|-----------------|------------------|--------------------|
| Par Value                             | \$763,820        | \$31,759        | \$13,730              | \$9,549        | \$18,733        | \$171,482        | \$1,009,072        |
| Market Value                          | \$763,369        | \$31,761        | \$13,737              | \$9,549        | \$18,729        | \$171,397        | \$1,008,542        |
| Unrealized Gain (Loss)                | <u>-\$92</u>     | <u>\$2</u>      | <u>\$7</u>            | <u>\$0</u>     | <u>\$0</u>      | <u>\$102</u>     | <u>\$19</u>        |
| Ending Amortized Book Value           | \$763,462        | \$31,759        | \$13,730              | \$9,549        | \$18,729        | \$171,295        | \$1,008,524        |
| Accrued Interest                      | <u>\$492</u>     | <u>\$13</u>     | <u>\$20</u>           | <u>\$0</u>     | <u>\$2</u>      | <u>\$16</u>      | <u>\$543</u>       |
| Total Book Value                      | \$763,954        | \$31,772        | \$13,750              | \$9,549        | \$18,731        | \$171,311        | \$1,009,067        |
| Cash Balance                          | <u>\$651</u>     | <u>\$0</u>      | <u>\$0</u>            | <u>\$0</u>     | <u>\$0</u>      | <u>\$0</u>       | <u>\$651</u>       |
| <b>TOTAL FUND VALUE</b>               | <u>\$764,605</u> | <u>\$31,772</u> | <u>\$13,750</u>       | <u>\$9,549</u> | <u>\$18,731</u> | <u>\$171,311</u> | <u>\$1,009,718</u> |
| <b>Liquid Securities (Mkt. value)</b> | \$85,027         |                 |                       |                |                 |                  | \$85,027           |
| Yield to Call                         | 0.57%            | 0.52%           | 0.45%                 | 0.04%          | 0.13%           | 0.57%            | 0.56%              |
| Wgt. Average Maturity (days)          | 491              | 661             | 772                   | 1              | 150             | 97               | 422                |
| <b>KEY COMPLIANCE TARGETS</b>         |                  |                 |                       |                |                 |                  |                    |
| Minimum Requirement                   | \$47,719         | \$22,000        | \$13,608 <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             | 0.43%            | 0.38%           | 0.31%                 | -0.10%         | -0.01%          | 0.43%            | 0.42%              |

## 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

3rd Qtr FY12

| Fund         | Security Description          | Rate  | Maturity | Call Date | Par Value     | 3/31/12<br>Market Value | 6/30/12<br>Market Value | Change from<br>Prior Quarter |
|--------------|-------------------------------|-------|----------|-----------|---------------|-------------------------|-------------------------|------------------------------|
| 2010 Bond    | UBS Finance 0 7/5/2012        | 0.000 | 07/05/12 | ---       | \$ 10,000,000 | \$ 9,985,000            | \$ 9,999,000            | \$ 14,000                    |
| 2010 Bond    | ABN AMRO Funding 0 7/19/2012  | 0.000 | 07/19/12 | ---       | \$ 10,000,000 | \$ 9,981,000            | \$ 9,999,000            | \$ 18,000                    |
| 2010 Bond    | ABN AMRO Funding 0 7/25/2012  | 0.000 | 07/25/12 | ---       | \$ 4,000,000  | \$ 3,992,000            | \$ 3,999,200            | \$ 7,200                     |
| Operating    | FHLMC 1.125 7/27/2012         | 1.125 | 07/27/12 | ---       | \$ 10,000,000 | \$ 10,031,500           | \$ 10,007,100           | \$ (24,400)                  |
| 2010 Bond    | Reckitt Benckiser 0 8/2/2012  | 0.000 | 08/02/12 | ---       | \$ 10,000,000 | \$ 9,977,000            | \$ 9,997,000            | \$ 20,000                    |
| 2010 Bond    | FHLMC 0 8/6/2012              | 0.000 | 08/06/12 | ---       | \$ 10,000,000 | \$ 9,995,000            | \$ 9,998,840            | \$ 3,840                     |
| Operating    | Reckitt Benckiser 0 8/10/2012 | 0.000 | 08/10/12 | ---       | \$ 10,000,000 | \$ 9,975,000            | \$ 9,996,000            | \$ 21,000                    |
| 2010 Bond    | Reckitt Benckiser 0 8/10/2012 | 0.000 | 08/10/12 | ---       | \$ 5,000,000  | \$ 4,987,500            | \$ 4,998,000            | \$ 10,500                    |
| Operating    | ABN AMRO Funding 0 8/13/2012  | 0.000 | 08/13/12 | ---       | \$ 6,000,000  | \$ 5,985,000            | \$ 5,997,600            | \$ 12,600                    |
| Operating    | UBS Finance 0 8/15/2012       | 0.000 | 08/15/12 | ---       | \$ 10,000,000 | \$ 9,974,000            | \$ 9,995,000            | \$ 21,000                    |
| Operating    | Prudential 0 8/24/2012        | 0.000 | 08/24/12 | ---       | \$ 10,000,000 | \$ 9,971,000            | \$ 9,995,000            | \$ 24,000                    |
| 2010 Bond    | ABN AMRO Funding 0 8/29/2012  | 0.000 | 08/29/12 | ---       | \$ 9,000,000  | \$ 8,973,000            | \$ 8,994,600            | \$ 21,600                    |
| 2010 Bond    | ABN AMRO Funding 0 9/4/2012   | 0.000 | 09/04/12 | ---       | \$ 14,000,000 | \$ 13,955,200           | \$ 13,990,200           | \$ 35,000                    |
| Operating    | Reckitt Benckiser 0 9/12/2012 | 0.000 | 09/12/12 | ---       | \$ 10,000,000 | \$ 9,965,000            | \$ 9,991,000            | \$ 26,000                    |
| 2010 Bond    | Abbey National 0 9/14/2012    | 0.000 | 09/14/12 | ---       | \$ 14,000,000 | \$ 13,949,600           | \$ 13,986,000           | \$ 36,400                    |
| Operating    | Prudential 0 9/26/2012        | 0.000 | 09/26/12 | ---       | \$ 14,000,000 | \$ 13,942,600           | \$ 13,984,600           | \$ 42,000                    |
| 2010 Bond    | Reckitt Benckiser 0 10/9/2012 | 0.000 | 10/09/12 | ---       | \$ 3,000,000  | \$ 2,992,500            | \$ 2,999,700            | \$ 7,200                     |
| 2010 Bond    | Reckitt Benckiser 0 10/9/2012 | 0.000 | 10/09/12 | ---       | \$ 5,000,000  | \$ 4,987,500            | \$ 4,999,500            | \$ 12,000                    |
| 2010 Bond    | Abbey National 0 10/25/2012   | 0.000 | 10/25/12 | ---       | \$ 8,000,000  | \$ 7,980,800            | \$ 7,994,400            | \$ 13,600                    |
| 2010 Bond    | UBS Finance 0 10/26/2012      | 0.000 | 10/26/12 | ---       | \$ 3,000,000  | \$ 2,983,800            | \$ 2,994,000            | \$ 10,200                    |
| Debt Service | T-Bill 0 11/15/2012           | 0.000 | 11/15/12 | ---       | \$ 550,000    | \$ 549,550              | \$ 549,766              | \$ 217                       |
| Operating    | Prudential 0 11/23/2012       | 0.000 | 11/23/12 | ---       | \$ 18,000,000 | \$ 17,884,800           | \$ 17,951,400           | \$ 66,600                    |
| Debt Service | FHLMC 0.515 11/26/2012        | 0.515 | 11/26/12 | ---       | \$ 698,000    | \$ 699,466              | \$ 698,928              | \$ (537)                     |
| Debt Service | FHLMC 0.515 11/26/2012        | 0.515 | 11/26/12 | ---       | \$ 550,000    | \$ 551,155              | \$ 550,732              | \$ (424)                     |
| Debt Service | FHLB 0.19 11/28/2012          | 0.190 | 11/28/12 | ---       | \$ 545,000    | \$ 545,022              | \$ 545,027              | \$ 5                         |
| 2010 Bond    | FHLB 0.33 11/30/2012          | 0.330 | 11/30/12 | ---       | \$ 8,500,000  | \$ 8,506,120            | \$ 8,504,335            | \$ (1,785)                   |
| Operating    | FFCB 0.15 2/15/2013           | 0.150 | 02/15/13 | ---       | \$ 10,000,000 | \$ 9,994,100            | \$ 9,999,900            | \$ 5,800                     |
| Operating    | FHLB 0.37 4/26/2013           | 0.370 | 04/26/13 | ---       | \$ 5,000,000  | \$ 5,007,000            | \$ 5,004,500            | \$ (2,500)                   |
| Operating    | FFCB 0.4 4/29/2013            | 0.400 | 04/29/13 | ---       | \$ 5,000,000  | \$ 5,007,350            | \$ 5,008,750            | \$ 1,400                     |
| Operating    | FFCB 0.4 4/29/2013            | 0.400 | 04/29/13 | ---       | \$ 5,000,000  | \$ 5,007,350            | \$ 5,008,750            | \$ 1,400                     |
| Operating    | FHLB 0.2 4/30/2013            | 0.200 | 04/30/13 | ---       | \$ 10,000,000 | \$ 9,993,900            | \$ 9,998,000            | \$ 4,100                     |
| Operating    | FHLB 0.4 5/1/2013-12          | 0.400 | 05/01/13 | 11/01/12  | \$ 10,000,000 | \$ 10,001,500           | \$ 10,002,100           | \$ 600                       |
| 2010 Bond    | FNMA 0.65 5/9/2013            | 0.650 | 05/09/13 | ---       | \$ 15,000,000 | \$ 15,044,550           | \$ 15,037,950           | \$ (6,600)                   |
| Operating    | FHLB 0.36 6/12/2013           | 0.360 | 06/12/13 | ---       | \$ 10,000,000 | \$ 10,009,400           | \$ 10,009,200           | \$ (200)                     |
| Operating    | FFCB 0.28 6/20/2013-12        | 0.280 | 06/20/13 | anytime   | \$ 5,000,000  | \$ 5,021,050            | \$ 4,994,550            | \$ (26,500)                  |
| Operating    | FFCB 0.57 7/5/2013-12         | 0.570 | 07/05/13 | 07/05/12  | \$ 5,000,000  | \$ 5,004,550            | \$ 5,000,100            | \$ (4,450)                   |
| Operating    | FFCB 0.22 7/26/2013-12        | 0.220 | 07/26/13 | ---       | \$ 10,000,000 | \$ 9,986,500            | \$ 9,982,800            | \$ (3,700)                   |
| Operating    | FHLB 0.26 8/15/2013           | 0.260 | 08/15/13 | ---       | \$ 10,000,000 | \$ 9,997,600            | \$ 9,995,100            | \$ (2,500)                   |
| Operating    | FFCB 0.43 8/22/2013-11        | 0.430 | 08/22/13 | anytime   | \$ 10,000,000 | \$ 9,995,300            | \$ 10,000,200           | \$ 4,900                     |
| Operating    | FHLMC 0.45 9/6/2013-12        | 0.450 | 09/06/13 | 09/06/12  | \$ 10,000,000 | \$ 9,999,800            | \$ 10,003,700           | \$ 3,900                     |
| Operating    | FFCB 0.5 11/18/2013-11        | 0.500 | 11/18/13 | anytime   | \$ 10,000,000 | \$ 10,000,600           | \$ 10,000,700           | \$ 100                       |
| Operating    | FFCB 0.625 11/20/2013         | 0.625 | 11/20/13 | ---       | \$ 5,000,000  | \$ 5,016,750            | \$ 5,020,400            | \$ 3,650                     |
| Operating    | FFCB 0.51 12/16/2013-11       | 0.510 | 12/16/13 | anytime   | \$ 10,000,000 | \$ 10,000,700           | \$ 10,000,400           | \$ (300)                     |



# Change in Market Value of Investments

3rd Qtr FY12

| Fund   | Security Description     | Rate  | Maturity | Call Date | Par Value     | 3/31/12<br>Market Value | 6/30/12<br>Market Value | Change from<br>Prior Quarter |
|--|--------------------------|-------|----------|-----------|---------------|-------------------------|-------------------------|------------------------------|
| Operating  | FHLMC 2.5 1/7/2014       | 2.500 | 01/07/14 | ---       | \$ 200,000    | \$ 207,518              | \$ 206,586              | \$ (932)                     |
| Operating  | FFCB 0.33 1/30/2014-13   | 0.330 | 01/30/14 | 01/30/13  | \$ 7,275,000  | \$ 7,264,088            | \$ 7,267,725            | \$ 3,638                     |
| Operating  | FFCB 0.33 2/21/2014-13   | 0.330 | 02/21/14 | 02/21/13  | \$ 10,000,000 | \$ 9,991,300            | \$ 9,980,800            | \$ (10,500)                  |
| Operating  | FHLB 0.375 2/24/2014-12  | 0.375 | 02/24/14 | 08/24/12  | \$ 10,000,000 | \$ 9,995,500            | \$ 9,995,100            | \$ (400)                     |
| Operating  | FHLB 0.375 2/24/2014-12  | 0.375 | 02/24/14 | 08/24/12  | \$ 5,000,000  | \$ 4,997,750            | \$ 4,997,550            | \$ (200)                     |
| Fin Reserve  | FHLB 0.38 3/5/2014-12    | 0.380 | 03/05/14 | 09/05/12  | \$ 2,700,000  | \$ 2,697,516            | \$ 2,699,055            | \$ 1,539                     |
| Fin Reserve  | FHLMC 0.625 3/27/2014-12 | 0.625 | 03/27/14 | 12/27/12  | \$ 8,600,000  | \$ 8,603,698            | \$ 8,609,632            | \$ 5,934                     |
| Operating  | FNMA 0.7 4/25/2014-12    | 0.700 | 04/25/14 | 10/25/12  | \$ 10,000,000 | \$ 10,023,200           | \$ 10,010,500           | \$ (12,700)                  |
| Fin Reserve  | FFCB 0.38 5/1/2014-12    | 0.380 | 05/01/14 | anytime   | \$ 1,050,000  | \$ 1,048,310            | \$ 1,049,748            | \$ 1,439                     |
| Fin Reserve  | FFCB 0.38 5/1/2014-12    | 0.380 | 05/01/14 | anytime   | \$ 3,500,000  | \$ 3,494,365            | \$ 3,499,160            | \$ 4,795                     |
| Operating  | FFCB 0.4 8/7/2014-12     | 0.400 | 08/07/14 | anytime   | \$ 5,000,000  | \$ 4,991,200            | \$ 4,993,400            | \$ 2,200                     |
| Operating  | FFCB 0.4 8/7/2014-12     | 0.400 | 08/07/14 | anytime   | \$ 10,000,000 | \$ 9,982,400            | \$ 9,986,800            | \$ 4,400                     |
| Insurance  | FHLB 0.65 8/22/2014-12   | 0.650 | 08/22/14 | 08/22/12  | \$ 3,000,000  | \$ 3,004,500            | \$ 3,001,770            | \$ (2,730)                   |
| Operating  | FHLB 0.65 8/22/2014-12   | 0.650 | 08/22/14 | 08/22/12  | \$ 5,000,000  | \$ 5,007,500            | \$ 5,002,950            | \$ (4,550)                   |
| Insurance  | FNMA 0.65 8/28/2014-12   | 0.650 | 08/28/14 | 08/28/12  | \$ 1,330,000  | \$ 1,330,226            | \$ 1,330,745            | \$ 519                       |
| Operating  | FNMA 0.5 9/19/2014-13    | 0.500 | 09/19/14 | 03/19/13  | \$ 10,000,000 | \$ 9,986,300            | \$ 9,997,100            | \$ 10,800                    |
| Operating  | FNMA 0.5 9/19/2014-13    | 0.500 | 09/19/14 | 03/19/13  | \$ 5,000,000  | \$ 4,993,150            | \$ 4,998,550            | \$ 5,400                     |
| Insurance  | FNMA 0.75 10/1/2014-12   | 0.750 | 10/01/14 | 10/01/12  | \$ 1,500,000  | \$ 1,502,475            | \$ 1,501,170            | \$ (1,305)                   |
| Fin Reserve  | FFCB 0.54 10/27/2014-12  | 0.540 | 10/27/14 | anytime   | \$ 4,000,000  | \$ 3,996,200            | \$ 3,998,200            | \$ 2,000                     |
| Operating  | FFCB 0.42 11/7/2014-12   | 0.420 | 11/07/14 | anytime   | \$ 10,000,000 | \$ 9,960,200            | \$ 9,982,000            | \$ 21,800                    |
| Operating  | FHLMC Step 12/19/2014-12 | 0.750 | 12/19/14 | 12/19/12  | \$ 5,000,000  | \$ 5,010,900            | \$ 5,006,550            | \$ (4,350)                   |
| Insurance  | FNMA 0.63 1/30/2015-13   | 0.630 | 01/30/15 | 01/30/13  | \$ 2,000,000  | \$ 1,998,060            | \$ 2,004,620            | \$ 6,560                     |
| Operating  | FNMA Step 3/6/2015-13    | 0.450 | 03/06/15 | 03/06/13  | \$ 10,000,000 | \$ 9,988,800            | \$ 9,996,400            | \$ 7,600                     |
| Operating  | FNMA Step 3/13/2015-12   | 0.375 | 03/13/15 | 09/13/12  | \$ 10,000,000 | \$ 9,982,200            | \$ 9,988,100            | \$ 5,900                     |
| Operating  | FFCB 0.62 5/21/2015-12   | 0.620 | 05/21/15 | anytime   | \$ 10,000,000 | \$ 9,930,700            | \$ 9,975,200            | \$ 44,500                    |
| Sub-total for Securities held at the end of both periods |                          |       |          |           |               | \$ 498,396,167          | \$ 498,862,439          | \$ 466,272                   |
| % Change as a result of market movement                  |                          |       |          |           |               |                         |                         | 0.09%                        |
| Holdings at 3/31/12 maturing during Q3, FY12             |                          |       |          |           |               | \$ 216,478,187          |                         | \$ (216,478,187)             |
| Holdings at 3/31/12 called during Q3, FY12               |                          |       |          |           |               | \$ 225,896,182          |                         | \$ (225,896,182)             |
| Holdings at 3/31/12 sold during Q3, FY12                 |                          |       |          |           |               | \$ -                    |                         | \$ -                         |
| Values of Money Market Mutual Funds (All)                |                          |       |          |           |               | \$ 101,263,141          | \$ 92,663,793           | \$ (8,599,348)               |
| Holdings purchased during Q3, FY12                       |                          |       |          |           |               |                         | \$ 417,016,086          | \$ 417,016,086               |
| <b>TOTAL PORTFOLIO VALUE</b>                             |                          |       |          |           |               | \$ 1,042,033,677        | \$ 1,008,542,318        | \$ (33,491,359)              |

# Callable Securities Analysis

3rd Qtr FY12

| Invest # | Fund        | Maturity | Security Description       | CUSIP     | Next Call | Par Value     | Coupon Rate | Treasury Curve | Call Probability |
|----------|-------------|----------|----------------------------|-----------|-----------|---------------|-------------|----------------|------------------|
| 12-0010  | Operating   | 05/01/13 | FHLB 0.4 5/1/2013-12       | 3133765Y7 | 11/1/12   | \$ 10,000,000 | 0.400       | 0.200          | Extreme          |
| 12-0031  | Operating   | 06/20/13 | FFCB 0.28 6/20/2013-12     | 31331K3X6 | anytime   | \$ 5,000,000  | 0.280       | 0.200          | Moderate         |
| 11-0188  | Operating   | 07/05/13 | FFCB 0.57 7/5/2013-12      | 31331KQK9 | 7/5/12    | \$ 5,000,000  | 0.570       | 0.200          | Extreme          |
| 12-0046  | Operating   | 07/26/13 | FFCB 0.22 7/26/2013-12     | 3133EAA4  | anytime   | \$ 10,000,000 | 0.220       | 0.200          | Low              |
| 11-0225  | Operating   | 08/22/13 | FFCB 0.43 8/22/2013-11     | 31331KUV0 | anytime   | \$ 10,000,000 | 0.430       | 0.210          | Extreme          |
| 11-0241  | Operating   | 09/06/13 | FHLMC 0.45 9/6/2013-12     | 3134G2YK2 | 9/6/12    | \$ 10,000,000 | 0.450       | 0.210          | Extreme          |
| 12-0095  | Operating   | 11/01/13 | FFCB 0.25 11/1/2013-12     | 3133EABX5 | anytime   | \$ 5,000,000  | 0.250       | 0.230          | Low              |
| 11-0219  | Operating   | 11/18/13 | FFCB 0.5 11/18/2013-11     | 31331KUW8 | anytime   | \$ 10,000,000 | 0.500       | 0.230          | Extreme          |
| 12-0131  | Operating   | 11/21/13 | FFCB 0.27 11/21/2013-12    | 3133EAO8  | 8/21/12   | \$ 10,000,000 | 0.270       | 0.230          | Low              |
| 12-0136  | Operating   | 11/22/13 | FHLB 0.35 11/22/2013-12    | 313379BQ1 | 7/22/12   | \$ 10,000,000 | 0.350       | 0.230          | High             |
| 12-0139  | Operating   | 11/22/13 | FHLB 0.35 11/22/2013-12    | 313379BQ1 | 7/22/12   | \$ 10,000,000 | 0.350       | 0.230          | High             |
| 12-0146  | Operating   | 12/05/13 | FHLB 0.46 12/5/2013-12     | 313379JX8 | 7/5/12    | \$ 10,000,000 | 0.460       | 0.230          | Extreme          |
| 11-0252  | Operating   | 12/16/13 | FFCB 0.51 12/16/2013-11    | 31331KYF1 | anytime   | \$ 10,000,000 | 0.510       | 0.230          | Extreme          |
| 12-0050  | Operating   | 01/30/14 | FFCB 0.33 1/30/2014-13     | 3133EAG3  | 1/30/13   | \$ 7,275,000  | 0.330       | 0.240          | Moderate         |
| 12-0128  | Operating   | 02/03/14 | FFCB 0.29 2/3/2014-12      | 3133EAPH5 | 8/3/12    | \$ 10,000,000 | 0.290       | 0.240          | Moderate         |
| 12-0070  | Operating   | 02/21/14 | FFCB 0.33 2/21/2014-13     | 3133EADY1 | 2/21/13   | \$ 10,000,000 | 0.330       | 0.240          | Moderate         |
| 12-0072  | Operating   | 02/24/14 | FHLB 0.375 2/24/2014-12    | 3133785V9 | 8/24/12   | \$ 10,000,000 | 0.375       | 0.250          | High             |
| 12-0073  | Operating   | 02/24/14 | FHLB 0.375 2/24/2014-12    | 3133785V9 | 8/24/12   | \$ 5,000,000  | 0.375       | 0.250          | High             |
| 12-0093  | Fin Reserve | 03/05/14 | FHLB 0.38 3/5/2014-12      | 313378FK2 | 9/5/12    | \$ 2,700,000  | 0.380       | 0.260          | Moderate         |
| 12-0100  | Operating   | 03/05/14 | FHLB 0.38 3/5/2014-12      | 313378FK2 | 9/5/12    | \$ 10,000,000 | 0.380       | 0.260          | Moderate         |
| 12-0032  | Fin Reserve | 03/27/14 | FHLMC 0.625 3/27/2014-12   | 3134G3GB0 | 12/27/12  | \$ 8,600,000  | 0.625       | 0.260          | Extreme          |
| 12-0102  | Operating   | 04/16/14 | FFCB 0.41 4/16/2014-13     | 3133EALD8 | 4/16/13   | \$ 10,000,000 | 0.410       | 0.270          | High             |
| 12-0108  | Operating   | 04/23/14 | FFCB (5) 0.35 4/23/2014-13 | 3133EALX4 | 4/23/13   | \$ 10,000,000 | 0.350       | 0.270          | Moderate         |
| 12-0007  | Operating   | 04/25/14 | FNMA 0.7 4/25/2014-12      | 3136FTGL7 | 10/25/12  | \$ 10,000,000 | 0.700       | 0.270          | Extreme          |
| 12-0116  | Operating   | 04/30/14 | FNMA 0.5 4/30/2014-13      | 3135G0KL6 | 4/30/13   | \$ 10,000,000 | 0.500       | 0.280          | Extreme          |
| 12-0067  | Fin Reserve | 05/01/14 | FFCB 0.38 5/1/2014-12      | 3133EABW7 | anytime   | \$ 1,050,000  | 0.380       | 0.280          | Moderate         |
| 12-0082  | Fin Reserve | 05/01/14 | FFCB 0.38 5/1/2014-12      | 3133EABW7 | anytime   | \$ 3,500,000  | 0.380       | 0.280          | Moderate         |
| 12-0099  | Operating   | 05/01/14 | FFCB 0.38 5/1/2014-12      | 3133EABW7 | anytime   | \$ 10,000,000 | 0.380       | 0.280          | Moderate         |
| 12-0127  | Operating   | 05/15/14 | FHLB 0.5 5/15/2014-12      | 3133794G1 | 7/15/12   | \$ 10,000,000 | 0.500       | 0.290          | High             |
| 12-0154  | Insurance   | 05/22/14 | FHLB 0.4 5/22/2014-12      | 313379EF2 | 7/22/12   | \$ 5,900,000  | 0.400       | 0.290          | Moderate         |
| 12-0140  | Operating   | 05/23/14 | FHLB 0.42 5/23/2014-12     | 313379HC6 | 7/25/12   | \$ 10,000,000 | 0.420       | 0.290          | Moderate         |
| 12-0150  | Fin Reserve | 05/23/14 | FHLB 0.42 5/23/2014-12     | 313379HC6 | 7/25/12   | \$ 4,800,000  | 0.420       | 0.290          | Moderate         |
| 12-0144  | Fin Reserve | 05/29/14 | FFCB 0.38 5/29/2014-13     | 3133EARS9 | 5/29/13   | \$ 1,540,000  | 0.380       | 0.290          | Moderate         |
| 12-0145  | Operating   | 06/05/14 | FHLB 0.5 6/5/2014-12       | 313379JC4 | 7/5/12    | \$ 10,000,000 | 0.500       | 0.300          | Extreme          |
| 12-0053  | Operating   | 08/07/14 | FFCB 0.4 8/7/2014-12       | 3133EACK2 | anytime   | \$ 5,000,000  | 0.400       | 0.310          | Moderate         |
| 12-0054  | Operating   | 08/07/14 | FFCB 0.4 8/7/2014-12       | 3133EACK2 | anytime   | \$ 10,000,000 | 0.400       | 0.310          | Moderate         |
| 11-0221  | Insurance   | 08/22/14 | FHLB 0.65 8/22/2014-12     | 313375CH8 | 8/22/12   | \$ 3,000,000  | 0.650       | 0.320          | Extreme          |
| 11-0223  | Operating   | 08/22/14 | FHLB 0.65 8/22/2014-12     | 313375CH8 | 8/22/12   | \$ 5,000,000  | 0.650       | 0.320          | Extreme          |
| 11-0237  | Insurance   | 08/28/14 | FNMA 0.65 8/28/2014-12     | 3135G0CN1 | 8/28/12   | \$ 1,330,000  | 0.650       | 0.320          | Extreme          |
| 12-0090  | Operating   | 09/19/14 | FNMA 0.5 9/19/2014-13      | 3135G0JD6 | 3/19/13   | \$ 10,000,000 | 0.500       | 0.330          | High             |
| 12-0094  | Operating   | 09/19/14 | FNMA 0.5 9/19/2014-13      | 3135G0JD6 | 3/19/13   | \$ 5,000,000  | 0.500       | 0.330          | High             |
| 11-0257  | Insurance   | 10/01/14 | FNMA 0.75 10/1/2014-12     | 3136FTBT5 | 10/1/12   | \$ 1,500,000  | 0.750       | 0.340          | Extreme          |
| 12-0113  | Operating   | 10/24/14 | FFCB 0.46 10/24/2014-12    | 3133EAMS4 | 7/24/12   | \$ 10,000,000 | 0.460       | 0.350          | Moderate         |
| 12-0047  | Fin Reserve | 10/27/14 | FFCB 0.54 10/27/2014-12    | 3133EAA8  | anytime   | \$ 4,000,000  | 0.540       | 0.350          | High             |
| 12-0059  | Operating   | 11/07/14 | FFCB 0.42 11/7/2014-12     | 3133EACR7 | anytime   | \$ 10,000,000 | 0.420       | 0.360          | Low              |
| 12-0138  | Operating   | 11/17/14 | FFCB 0.43 11/17/2014-12    | 3133EAAQ4 | 8/17/12   | \$ 9,325,000  | 0.430       | 0.360          | Low              |
| 12-0030  | Operating   | 12/19/14 | FHLMC Step 12/19/2014-12   | 3134G3BY5 | 12/19/12  | \$ 5,000,000  | 0.750       | 0.360          | Extreme          |
| 12-0049  | Insurance   | 01/30/15 | FNMA 0.63 1/30/2015-13     | 3135G0HC0 | 1/30/13   | \$ 2,000,000  | 0.630       | 0.370          | Extreme          |
| 12-0142  | Operating   | 02/10/15 | FNMA 0.56 2/10/2015-13     | 3135G0KS1 | 5/10/13   | \$ 10,000,000 | 0.560       | 0.370          | High             |

# Callable Securities Analysis

3rd Qtr FY12

| Invest # | Fund      | Maturity | Security Description    | CUSIP     | Next Call | Par Value     | Coupon Rate | Treasury Curve | Call Probability |
|----------|-----------|----------|-------------------------|-----------|-----------|---------------|-------------|----------------|------------------|
| 12-0107  | Operating | 02/27/15 | FNMA 0.625 2/27/2015-12 | 3135G0HP1 | 8/27/12   | \$ 10,000,000 | 0.625       | 0.370          | Extreme          |
| 12-0083  | Operating | 03/06/15 | FNMA Step 3/6/2015-13   | 3136FT2A6 | 3/6/13    | \$ 10,000,000 | 0.450       | 0.380          | Extreme          |
| 12-0087  | Operating | 03/13/15 | FNMA Step 3/13/2015-12  | 3136FTX20 | 9/13/12   | \$ 10,000,000 | 0.375       | 0.380          | Moderate         |
| 12-0098  | Operating | 04/09/15 | FHLB 0.75 4/9/2015-12   | 313378RE3 | 7/9/12    | \$ 5,000,000  | 0.750       | 0.380          | Extreme          |
| 12-0097  | Operating | 04/09/15 | FFCB 0.64 4/9/2015-13   | 3133EAKR8 | 4/9/13    | \$ 5,000,000  | 0.640       | 0.380          | Extreme          |
| 12-0110  | Operating | 04/23/15 | FNMA 0.7 4/23/2015-13   | 3135G0JY0 | 4/23/13   | \$ 10,000,000 | 0.700       | 0.390          | Extreme          |
| 12-0069  | Operating | 05/21/15 | FFCB 0.62 5/21/2015-12  | 3133EADT2 | anytime   | \$ 10,000,000 | 0.620       | 0.390          | High             |
| 12-0141  | Operating | 05/22/15 | FFCB 0.6 5/22/2015-13   | 3133EARL4 | 5/22/13   | \$ 10,000,000 | 0.600       | 0.390          | High             |
| 12-0143  | Operating | 05/29/15 | FNMA 0.65 5/29/2015-13  | 3135G0LG6 | 5/29/13   | \$ 10,000,000 | 0.650       | 0.390          | Extreme          |
| 12-0151  | Operating | 06/18/15 | FNMA Step 6/18/2015-12  | 3136G0MF5 | 12/18/12  | \$ 10,000,000 | 0.500       | 0.400          | High             |
| 12-0114  | Operating | 10/26/15 | FNMA Step 10/26/2015-12 | 3136G0DK4 | 10/26/12  | \$ 10,000,000 | 0.500       | 0.430          | Extreme          |
| 12-0117  | Operating | 10/30/15 | FHLB Step 10/30/2015-12 | 3133793H0 | 7/30/12   | \$ 10,000,000 | 0.375       | 0.430          | Low              |

# Defined Benefit Plan Summary

3rd Qtr FY12

|                                     | Market               |                  |                      |                  | Realized         | Unrealized           |                 |                 |              | Market               |
|-------------------------------------|----------------------|------------------|----------------------|------------------|------------------|----------------------|-----------------|-----------------|--------------|----------------------|
|                                     | Value                |                  | Benefit              |                  | Gain/            | Gain/                | Contributions   |                 |              | Value                |
|                                     | <u>31-Mar-12</u>     | <u>Income</u>    | <u>Payments</u>      | <u>Transfers</u> | <u>(loss)</u>    | <u>(loss)</u>        | <u>Employer</u> | <u>Employee</u> | <u>Other</u> | <u>30-Jun-12</u>     |
| <b><u>Equity Managers</u></b>       |                      |                  |                      |                  |                  |                      |                 |                 |              |                      |
| <b>Large Cap:</b>                   |                      |                  |                      |                  |                  |                      |                 |                 |              |                      |
| Seizert Capital                     | 0                    | 7,715            | 0                    | 13,000,000       | 0                | (233,797)            | 0               | 0               | 0            | \$12,773,918         |
| SSGA Wilshire 5000                  | 25,986,405           | 0                | 0                    | 4,238,824        | 110,021          | (2,017,966)          | 0               | 0               | (1)          | \$28,317,283         |
| <b>Small Cap:</b>                   |                      |                  |                      |                  |                  |                      |                 |                 |              |                      |
| Earnest Partners                    | 11,646,949           | 1,246            | 0                    | 0                | 123,360          | (1,171,277)          | 0               | 0               | 0            | \$10,600,278         |
| <b>International:</b>               |                      |                  |                      |                  |                  |                      |                 |                 |              |                      |
| First Eagle                         | 0                    | 0                | 0                    | 6,000,000        | 0                | (60,781)             | 0               | 0               | 0            | \$5,939,219          |
| WHV Investment                      | 0                    | 2,117            | 0                    | 4,000,000        | (97,551)         | 0                    | 0               | 0               | 0            | \$3,904,566          |
| SSGA Internat. Index                | 28,138,650           | 0                | 0                    | (25,359,835)     | (3,047,336)      | 268,521              | 0               | 0               | 0            | \$0                  |
| <b><u>Fixed Income Managers</u></b> |                      |                  |                      |                  |                  |                      |                 |                 |              |                      |
| PIMCO Total Return                  | 23,363,341           | 67,403           | 0                    | (23,824,613)     | 1,312,345        | (918,477)            | 0               | 0               | 1            | \$0                  |
| SSGA Index                          | 14,003,633           | 0                | 0                    | (14,236,916)     | 2,153,916        | (1,920,633)          | 0               | 0               | 0            | \$0                  |
| CS Mckee                            | 0                    | 3,166            | 0                    | 17,000,000       | 9,606            | 15,711               | 0               | 0               | 1            | \$17,028,484         |
| Garcia Hamilton                     | 0                    | 29,352           | 0                    | 17,000,000       | 0                | 27,822               | 0               | 0               | 1            | \$17,057,175         |
| PIMCO IG Corp                       | 11,426,014           | 39,412           | 0                    | (11,701,668)     | (100,976)        | 337,218              | 0               | 0               | 0            | \$0                  |
| Ryan Labs                           | 0                    | 3,129            | 0                    | 17,000,000       | (234)            | 77,935               | 0               | 0               | 0            | \$17,080,830         |
| <b><u>Real Estate</u></b>           |                      |                  |                      |                  |                  |                      |                 |                 |              |                      |
| UBS                                 | 12,525,470           | 432,770          | 0                    | (93,076)         | 0                | 0                    | 0               | 0               | 0            | \$12,865,164         |
| <b><u>Gold</u></b>                  | 317,794              | 0                | 0                    | 0                | 0                | (20,620)             | 0               | 0               | 1            | \$297,175            |
| <b><u>Cash</u></b>                  | 7,290,046            | (35,037)         | (1,961,227)          | (3,022,716)      | 0                | 0                    | 0               | 290             | 1            | \$2,271,357          |
| <b>Total</b>                        | <b>\$134,698,302</b> | <b>\$551,273</b> | <b>(\$1,961,227)</b> | <b>\$0</b>       | <b>\$463,151</b> | <b>(\$5,616,344)</b> | <b>\$0</b>      | <b>\$290</b>    | <b>\$4</b>   | <b>\$128,135,449</b> |



## Commercial Paper

| Issue Date | Maturity Date | Par Value      | Coupon % | Issue Term (Days) | Dealer   |
|------------|---------------|----------------|----------|-------------------|----------|
| 5/24/2012  | 7/10/2012     | \$ 15,000,000  | 0.35%    | 47                | JPMorgan |
| 6/27/2012  | 7/12/2012     | \$ 15,000,000  | 0.35%    | 15                | JPMorgan |
| 6/20/2012  | 7/17/2012     | \$ 35,000,000  | 0.32%    | 27                | Loop     |
| 6/21/2012  | 7/18/2012     | \$ 50,000,000  | 0.32%    | 27                | Loop     |
| 6/21/2012  | 7/18/2012     | \$ 15,000,000  | 0.32%    | 27                | Loop     |
| Total:     |               | \$ 130,000,000 | 0.33%    | 28                |          |

## 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      |
|        |        | \$ 3,290,060,000    |

# Major Contracts Funded by CP / Bonds

3rd 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                             |
| 01018809   | 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

3rd 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            |
| 01020819 | National Bus Sales & Lease | ARBOC Bus Purchase            |
| 01019181 | Nelson Nygaard             | Mobility Management           |
| 01004832 | Neon Electric              | Bus Passenger Amenities       |
| 01013062 | Nextel Comms               | NW SE LRT Build-out           |
| 01020440 | Nilfisk-Advance            | NRV's                         |
| 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         |



# Major Contracts Funded by CP / Bonds

3rd Qtr FY12

|          |                            |                                  |
|----------|----------------------------|----------------------------------|
| 01016965 | Omega Contracting          | Frankford Station Parking        |
| 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             |
| 01015834 | RELCO                      | TRE Vehicle Overhaul             |
| 01007671 | Reliant/Texas Gen Land     | LRT Utility Relocation           |
| 01021359 | Robinson Industries        | PA/VMB                           |
| 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              |
| 01016074 | Stantec Consulting         | Computer Systems Upgrade         |
| 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                 |

## Major Contracts Funded by CP / Bonds

3rd Qtr FY12

|          |                 |                     |
|----------|-----------------|---------------------|
| 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: July 27, 2012  
TO: Board of Directors  
THROUGH: Gary C. Thomas   
FROM: Michael Muhammad  
SUBJECT: Third Quarter DMWBE Participation

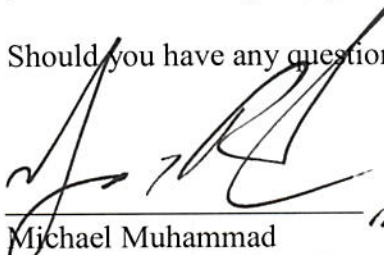
This memorandum provides a summary of contracts, contract modifications, small purchases and blanket purchase orders awarded during the third quarter of fiscal year 2012. Accompanying this data are dollars committed and paid to Disadvantaged, Minority and Woman owned business enterprises (DMWBE's).

A combined 16 new contracts were awarded in the third quarter FY 2012. The contracts have a total dollar value of \$4,373,976 which represents 30% 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 third quarter FY 2012. Attachment 3 reflects those categories, as a whole, against total procurement dollars expended during the third quarter 2012. The total amount expended was \$14,462,224. Of the foregoing amount, \$4,094,372 was committed to DMWBE's during the third quarter (28%) (Attachment 2).

Please note that these contracts were awarded in the third 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.

  
Michael Muhammad  
Interim Vice President, Economic Opportunity



## CONTRACTS AWARDED 3rd QUARTER FY 2012

| Prime Contractor/<br>Contract Description                            | Award<br>Date | Award<br>Amount | Invoice<br>To Date | Goals<br>D / M / W | Amount<br>Committed | DBE  | Attained<br>MBE | WBE      |
|--|---------------|-----------------|--------------------|--------------------|---------------------|------|-----------------|----------|
| <b>COMMODITIES</b>   |               |                 |                    |                    |                     |      |                 |          |
| <b>1,019,457.00-1.00</b>   |               |                 |                    |                    |                     |      |                 |          |
| DALLAS FREIGHTLINER<br><br>TYPE 1 FY10 NRV<br>REPLACEMENT (REVISION) | 5/11/2012     | \$141,067       | \$ 0               | 0.00 / 0.00 / 0.00 | \$ 0                | \$ 0 | \$ 0            | \$ 0     |
| <b>1,020,021.00-1.00</b>   |               |                 |                    |                    |                     |      |                 |          |
| NILFISK-ADVANCE, INC.<br><br>TYPE 5 FY10 NRV<br>REPLACEMENT          | 5/17/2012     | \$25,752        | \$ 25,751          | 0.00 / 7.90 / 4.90 | \$ 3,347            | \$ 0 | \$ 2,075        | \$ 1,292 |
| <b>1,020,440.00-1.00</b>   |               |                 |                    |                    |                     |      |                 |          |
| NILFISK-ADVANCE, INC.<br><br>SCRUBBER SWEEPER                        | 5/11/2012     | \$124,097       | \$ 124,097         | 0.00 / 7.90 / 4.90 | \$ 16,131           | \$ 0 | \$ 0            | \$ 0     |



CONTRACTS AWARDED  
3rd QUARTER FY 2012

| Prime Contractor/<br>Contract Description      | Award<br>Date | Award<br>Amount | Invoice<br>To Date | Goals<br>D / M / W | Amount<br>Committed | DBE  | Attained<br>MBE | WBE      |
|--|---------------|-----------------|--------------------|--------------------|---------------------|------|-----------------|----------|
| <b>1,020,543.00-1.00</b>                       |               |                 |                    |                    |                     |      |                 |          |
| TOYO DENKI USA, INC.                           | 5/17/2012     | \$82,350        | \$ 0               | 0.00 / 0.00 / 0.00 | \$ 0                | \$ 0 | \$ 0            | \$ 0     |
| SPEED SENSOR ASSEMBLY                          |               |                 |                    |                    |                     |      |                 |          |
| <b>1,020,938.00-1.00</b>                       |               |                 |                    |                    |                     |      |                 |          |
| DOUGLASS DISTRIBUTING                          | 4/6/2012      | \$114,913       | \$ 15,069          | 0.00 / 0.00 / 4.00 | \$ 4,600            | \$ 0 | \$ 0            | \$ 1,981 |
| PACKAGED OILS AND GREASES                      |               |                 |                    |                    |                     |      |                 |          |
| <b>1,021,201.00-1.00</b>                       |               |                 |                    |                    |                     |      |                 |          |
| PREVOST CAR (US) INC                           | 6/5/2012      | \$239,786       | \$ 0               | 0.00 / 0.00 / 0.00 | \$ 0                | \$ 0 | \$ 0            | \$ 0     |
| BUS SIDE BUMPER COMPONENTS FOR NOVA BUS FLEETS |               |                 |                    |                    |                     |      |                 |          |
| <b>1,021,202.00-1.00</b>                       |               |                 |                    |                    |                     |      |                 |          |
| PENN MACHINE CO                                | 5/15/2012     | \$717,312       | \$ 0               | 0.00 / 0.00 / 3.20 | \$ 23,000           | \$ 0 | \$ 0            | \$ 0     |
| LRV TIRE KIT                                   |               |                 |                    |                    |                     |      |                 |          |



CONTRACTS AWARDED  
3rd QUARTER FY 2012

| Prime Contractor/<br>Contract Description               | Award<br>Date | Award<br>Amount | Invoice<br>To Date | Goals<br>D / M / W     | Amount<br>Committed | DBE  | Attained<br>MBE | WBE  |
|---|---------------|-----------------|--------------------|------------------------|---------------------|------|-----------------|------|
| <b>1,021,205.00-1.00</b>                                |               |                 |                    |                        |                     |      |                 |      |
| ANSALDO STS   | 6/22/2012     | \$117,089       | \$ 0               | 0.00 / 0.00 / 8.00     | \$ 9,368            | \$ 0 | \$ 0            | \$ 0 |
| SPARE SIGNAL PARTS FOR<br>CMGC-1                        |               |                 |                    |                        |                     |      |                 |      |
| <b>1,021,543.00-1.00</b>                                |               |                 |                    |                        |                     |      |                 |      |
| PRECISION M/C MFG., INC.                                | 4/4/2012      | \$125,020       | \$ 123,393         | 0.00 / 1.00 / 0.00     | \$ 1,300            | \$ 0 | \$ 1,300        | \$ 0 |
| FABRICATION OF PANELS<br>FOR MAXI PYLONS, MINI<br>PYLON |               |                 |                    |                        |                     |      |                 |      |
| <b>* 1,021,740.00-1.00</b>                              |               |                 |                    |                        |                     |      |                 |      |
| SADA SYSTEMS  | 4/30/2012     | \$229,802       | \$ 0               | 100.00 / 100.00 / 0.00 | \$ 229,802          | \$ 0 | \$ 0            | \$ 0 |
| GOOGLE IMPLEMENTATION<br>SERVICES                       |               |                 |                    |                        |                     |      |                 |      |
| <b>* 1,021,899.00-1.00</b>                              |               |                 |                    |                        |                     |      |                 |      |
| AUSTIN RIBBON &<br>COMPUTER                             | 6/25/2012     | \$144,322       | \$ 0               | 0.00 / 0.00 / 100.00   | \$ 144,322          | \$ 0 | \$ 0            | \$ 0 |
| ARBITRATOR FOR POLICE<br>VEHICLES                       |               |                 |                    |                        |                     |      |                 |      |





CONTRACTS AWARDED  
3rd QUARTER FY 2012

| Prime Contractor/<br>Contract Description     | Award<br>Date | Award<br>Amount | Invoice<br>To Date | Goals<br>D / M / W       | Amount<br>Committed | DBE  | Attained<br>MBE | WBE  |
|---|---------------|-----------------|--------------------|--------------------------|---------------------|------|-----------------|------|
|   |               | \$ 2,061,510    |                    |                          | \$ 431,870          |      |                 |      |
| <b>PROFESSIONAL SERVICES</b>                  |               |                 |                    |                          |                     |      |                 |      |
| <b>1,020,869.00-1.00</b>                      |               |                 |                    |                          |                     |      |                 |      |
| BANK OF AMERICA                               | 4/30/2012     | \$785,344       | \$ 0               | 0.00 / 9.90 / 0.00       | \$ 78,533           | \$ 0 | \$ 0            | \$ 0 |
| DEPOSITORY SERVICES<br>AGREEMENT              |               |                 |                    |                          |                     |      |                 |      |
|   |               | \$ 785,344      |                    |                          | \$ 78,533           |      |                 |      |
| <b>SERVICES</b>                               |               |                 |                    |                          |                     |      |                 |      |
| <b>1,020,939.00-1.00</b>                      |               |                 |                    |                          |                     |      |                 |      |
| ANA LABORATORIES                              | 5/10/2012     | \$216,994       | \$ 0               | 0.00 / 5.00 / 0.00       | \$ 10,850           | \$ 0 | \$ 0            | \$ 0 |
| TESTING OF NEW AND USED<br>FLUIDS ON VEHICLES |               |                 |                    |                          |                     |      |                 |      |
| <b>* 1,021,098.00-1.00</b>                    |               |                 |                    |                          |                     |      |                 |      |
| RELIABLE COURIERS                             | 6/27/2012     | \$158,235       | \$ 0               | 100.00 / 100.00 / 100.00 | \$ 158,235          | \$ 0 | \$ 0            | \$ 0 |
| COURIER SERVICE                               |               |                 |                    |                          |                     |      |                 |      |





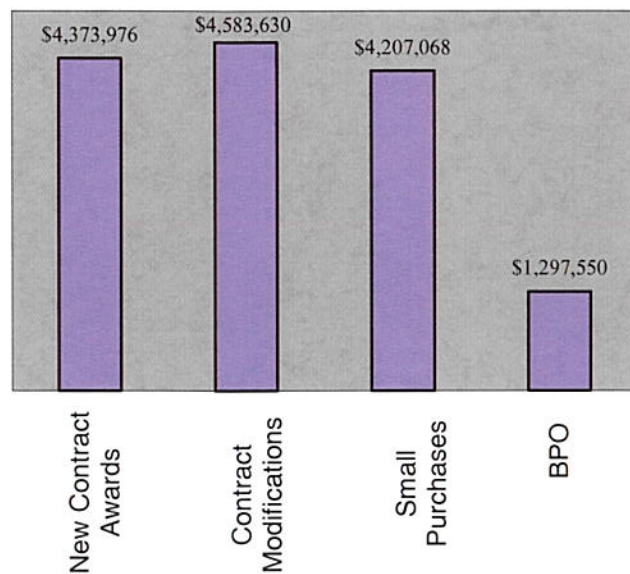
CONTRACTS AWARDED  
3rd QUARTER FY 2012

| Prime Contractor/<br>Contract Description                                      | Award<br>Date | Award<br>Amount | Invoice<br>To Date | Goals<br>D / M / W     | Amount<br>Committed | DBE    | Attained<br>MBE | WBE      |
|--|---------------|-----------------|--------------------|------------------------|---------------------|--------|-----------------|----------|
| <b>* 1,021,215.00-1.00</b>   |               |                 |                    |                        |                     |        |                 |          |
| ORIENTAL BUILDING<br>SERVICES INC<br>JANITORIAL AND CUSTODIAL<br>SERVICES      | 6/26/2012     | \$920,833       | \$ 47,032          | 100.00 / 100.00 / 3.90 | \$ 920,833          | \$ 0   | \$ 0            | \$ 1,534 |
| <b>1,021,693.00-1.00</b>   |               |                 |                    |                        |                     |        |                 |          |
| BRANCH SMITH PRINTING<br><br>LARGE TO MEDIUM FORMAT<br>OFFSET PRINTING         | 5/10/2012     | \$231,060       | \$ 14,066          | 0.00 / 0.00 / 15.10    | \$ 35,000           | \$ 0   | \$ 0            | \$ 0     |
| <b>1,022,217.00-1.00</b>   |               |                 |                    |                        |                     |        |                 |          |
| GFI GENFARE INC<br><br>FAREBOX PEDESTALS AND<br>CASHBOXES FOR ARBOC BUS<br>FLE | 6/28/2012     | \$199,568       | \$ 0               | 0.00 / 2.90 / 0.00     | \$ 5,987            | \$ 0   | \$ 0            | \$ 0     |
|  |               | \$ 1,726,690    |                    |                        | \$ 1,130,905        |        |                 |          |
| TOTAL COMMITMENTS  |               |                 | \$ 4,373,976       | \$ 1,641,308           |                     | 37.52% |                 |          |

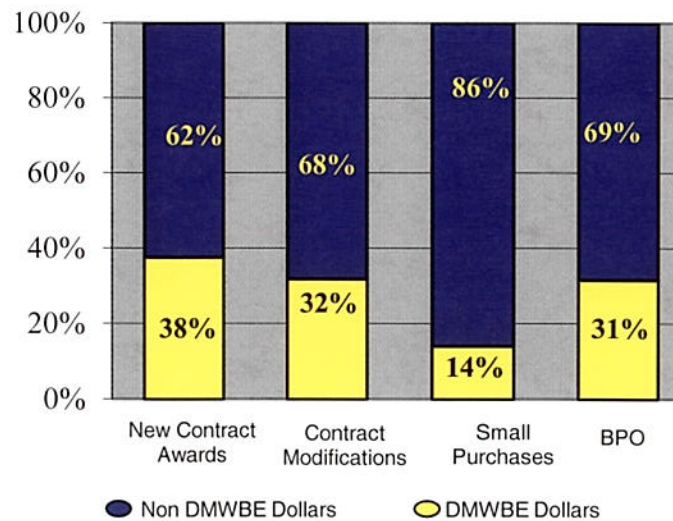
**PROCUREMENT DOLLARS BY AGREEMENT TYPE  
THIRD QUARTER FOR FISCAL YEAR 2012**

| 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    | \$4,373,976               | 16          | 30%                            | \$1,641,308             | 38%                         |
| Contract Mods/Options  | \$4,583,630               | 43          | 32%                            | \$1,456,274             | 32%                         |
| Small Purchases        | \$4,207,068               | 1796        | 29%                            | \$588,090               | 14%                         |
| Blanket Purchase Order | \$1,297,550               | 47          | 9.0%                           | \$408,700               | 31%                         |
| <b>Total Awards</b>    | <b>\$14,462,224</b>       | <b>1902</b> | <b>100%</b>                    | <b>\$4,094,372</b>      | <b>28%</b>                  |

**All Procurement Dollars  
By Agreement Type**



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

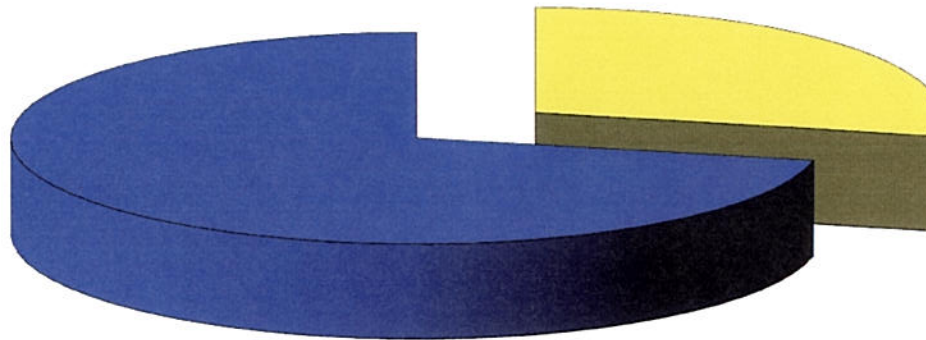


PROCUREMENT DOLLARS BY DMWBE AND NON DMWBE PROCUREMENT DOLLARS  
THIRD QUARTER FOR FISCAL YEAR 2012

|  | Procurement Dollars | Percentage of All<br>Procurement Dollars |
|--|---------------------|--|
| D/M/WBE Procurement Dollars Awarded      | \$4,094,372         | 28%                                      |
| Non D/M/WBE Procurement Dollars          | \$10,367,852        | 72%                                      |
| <b>TOTAL PROCUREMENT DOLLARS AWARDED</b> | <b>\$14,462,224</b> | <b>100%</b>                              |

Non D/M/WBE  
Procurement Dollars  
Awarded  
72%

D/M/WBE Procurement  
Dollars Awarded  
28%







## INTEROFFICE MEMORANDUM

**DATE:** July 16, 2012

**TO:** Board of Directors

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

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

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

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The following is a report of DART's procurement activities for the Third 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  
THIRD QUARTER FISCAL YEAR 2012**



## **SUMMARY REPORTS**

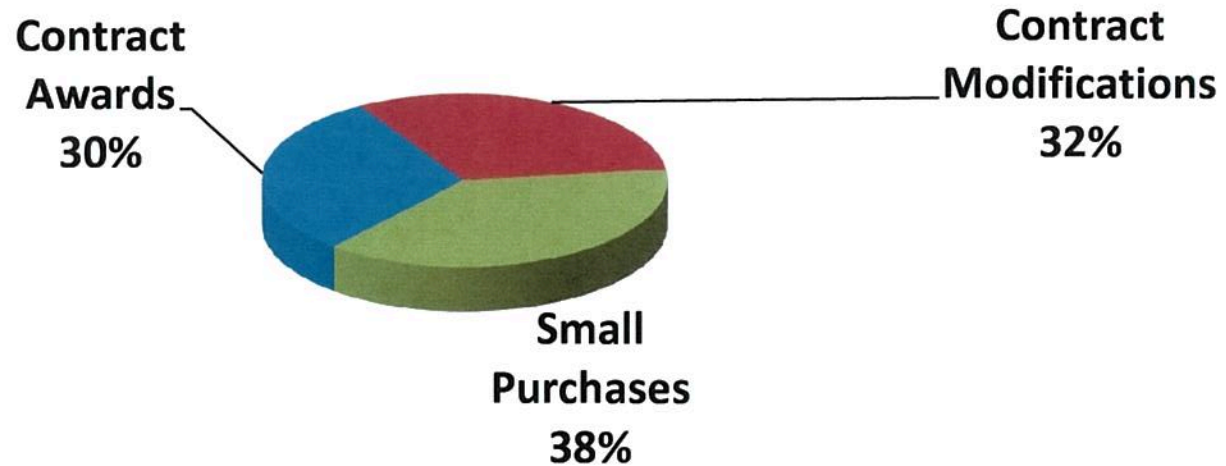
Includes a summary of total award activity and special procurement actions.



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

| <b>Agreement Type</b>  | <b>Total Procurement Dollars</b> | <b>Awards</b> | <b>% of Total Procurement Dollars</b> |
|------------------------|----------------------------------|---------------|---------------------------------------|
| Contract Awards        | \$ 4,373,976                     | 16            | 30%                                   |
| Contract Modifications | \$ 4,583,630                     | 43            | 32%                                   |
| Small Purchases        | \$ 5,504,618                     | 1,843         | 38%                                   |
| <b>Total Awards</b>    | <b>\$ 14,462,224</b>             | <b>1,902</b>  | <b>100%</b>                           |

**All Procurement Dollars By Agreement Type**





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

| <b>Procurement Actions</b>                 | <b>Dollars</b>    | <b># of Actions</b> | <b>% of Total<br/>Procurement Dollars</b> |
|--|-------------------|---------------------|---|
| Unauthorized Procurement Actions           | \$ -              | 0                   | 0.00%                                     |
| Emergency Procurements                     | \$ 29,970         | 5                   | 0.21%                                     |
| Revenue Generating Procurements            | \$ -              | 0                   | 0.00%                                     |
| Noncompetitive Contracts                   | \$ 717,312        | 1                   | 4.96%                                     |
| Deviations to DART Procurement Regulations | \$ -              | 0                   | 0.00%                                     |
| <b>TOTAL ACTIVITY</b>                      | <b>\$ 747,282</b> | <b>6</b>            | <b>5.17%</b>                              |



## **CONTRACT AWARDS**

Includes a detailed listing of all Contract Awards.



# CONTRACT AWARDS - THIRD QUARTER FISCAL YEAR 2012

| CONTRACTOR NAME                    | CONTRACT DESCRIPTION                              | AWARD DATE                                | AWARD AMOUNT |
|------------------------------------|---|---|--------------|
| PRECISION M/C MFG., INC.           | FABRICATION OF PANELS FOR MAXI PYLONS, MINI PYLON | 04/04/2012                                | \$125,020    |
| DOUGLASS DISTRIBUTING              | PACKAGED OILS AND GREASES                         | 04/06/2012                                | \$114,913    |
| BANK OF AMERICA                    | DEPOSITORY SERVICES AGREEMENT                     | 04/30/2012                                | \$785,344    |
| SADA SYSTEMS                       | GOOGLE IMPLEMENTATION SERVICES                    | 04/30/2012                                | \$229,802    |
| BRANCH SMITH PRINTING              | LARGE TO MEDIUM FORMAT OFFSET PRINTING            | 05/10/2012                                | \$231,060    |
| ANA LABORATORIES                   | TESTING OF NEW AND USED FLUIDS ON VEHICLES        | 05/10/2012                                | \$216,994    |
| NILFISK-ADVANCE, INC.              | SCRUBBER SWEEPER                                  | 05/11/2012                                | \$124,097    |
| DALLAS FREIGHTLINER                | TYPE 1 FY10 NRV REPLACEMENT (REVISION)            | 05/11/2012                                | \$141,067    |
| PENN MACHINE CO                    | LRV TIRE KIT                                      | 05/15/2012                                | \$717,312    |
| NILFISK-ADVANCE, INC.              | TYPE 5 FY10 NRV REPLACEMENT                       | 05/17/2012                                | \$25,752     |
| TOYO DENKI USA, INC.               | SPEED SENSOR ASSEMBLY                             | 05/17/2012                                | \$82,350     |
| PREVOST CAR (US) INC               | BUS SIDE BUMPER COMPONENTS FOR NOVA BUS FLEETS    | 06/05/2012                                | \$239,786    |
| ANSALDO STS                        | SPARE SIGNAL PARTS FOR CMGC-1                     | 06/22/2012                                | \$117,089    |
| AUSTIN RIBBON & COMPUTER           | ARBITRATOR FOR POLICE VEHICLES                    | 06/25/2012                                | \$144,322    |
| ORIENTAL BUILDING SERVICES INC     | JANITORIAL AND CUSTODIAL SERVICES                 | 06/26/2012                                | \$920,833    |
| RELIABLE COURIERS                  | COURIER SERVICE                                   | 06/27/2012                                | \$158,235    |
| TOTAL CONTRACTS AWARDED: <u>16</u> |   | TOTAL DOLLARS AWARDED: <u>\$4,373,976</u> |              |



# **CONTRACT MODIFICATIONS**

Includes a detailed listing of all Modifications to existing contracts.



## CONTRACT MODIFICATIONS - THIRD QUARTER FISCAL YEAR 2012

| CONTRACTOR<br>NAME             | MODIFICATION<br>DESCRIPTION  | MOD<br>DATE | MOD<br>AMOUNT |
|--------------------------------|------------------------------|-------------|---------------|
| GILLIG LLC                     | EXERCISE OPTIONS             | 04/01/2012  | \$15,930      |
| NEOPART LLC                    | EXTEND TERM/INCREASE FUNDING | 04/01/2012  | \$76,731      |
| MUNCIE RECLAMATION & SUPPLY    | EXERCISE OPTIONS             | 04/01/2012  | \$56,974      |
| AETNA LIFE & CASUALTY          | EXERCISE OPTIONS             | 04/04/2012  | \$1,670,936   |
| KIEWIT STACY WITBECK REYES PAR | SPEC/WORK-EXHIBITS-SCHEDULE  | 04/09/2012  | \$65,267      |
| S&A SYSTEMS INC                | INCREASE FUNDING             | 04/12/2012  | \$9,817       |
| CHAVEZ CONCRETE CUTTING        | INCREASE FUNDING             | 04/12/2012  | \$500,000     |
| STEWART & STEVENSON SVC INC    | EXERCISE OPTIONS             | 04/12/2012  | \$165,660     |
| PREVOST CAR INC                | INCREASE FUNDING             | 04/16/2012  | \$45,745      |
| NABI INC                       | INCREASE FUNDING             | 04/23/2012  | \$56,588      |
| JANEK CORP INC                 | INCREASE FUNDING             | 04/24/2012  | \$37,400      |
| LANDMARK EARTH SRV LLC         | EXERCISE OPTIONS             | 04/25/2012  | \$40,000      |
| GILBERT MAY, INC               | DECREASE FUNDING             | 04/26/2012  | -\$3,258      |
| MUNCIE RECLAMATION & SUPPLY    | INCREASE FUNDING             | 05/01/2012  | \$26,417      |
| TERMINIX INTERNATIONAL         | EXERCISE OPTIONS             | 05/04/2012  | \$20,863      |
| KIEWIT STACY WITBECK REYES PAR | CHANGE ADD SPECS/WORK        | 05/04/2012  | \$5,566       |
| MOHAWK MFG & SUPPLY CO         | INCREASE FUNDING             | 05/07/2012  | \$27,893      |
| NEOPART LLC                    | EXTEND TERM/INCREASE FUNDING | 05/07/2012  | \$25,000      |
| GRACO INC.                     | INCREASE FUNDING             | 05/07/2012  | \$45,415      |
| WABTEC                         | EXERCISE OPTIONS             | 05/11/2012  | \$562,069     |
| D&A BUILDING SERVICES INC      | EXTEND TERM/INCREASE FUNDING | 05/14/2012  | \$535,331     |
| BOMBARDIER TRANSPORTATION      | EXERCISE OPTIONS             | 05/17/2012  | \$126,138     |
| SAFT AMERICA INC               | EXERCISE OPTIONS             | 05/21/2012  | \$78,980      |
| MUNCIE RECLAMATION & SUPPLY    | INCREASE FUNDING             | 05/21/2012  | \$5,603       |
| EJES INC                       | INCREASE FUNDING             | 05/22/2012  | \$63,720      |

| CONTRACTOR<br>NAME             | MODIFICATION<br>DESCRIPTION  | MOD<br>DATE | MOD<br>AMOUNT                                  |
|--------------------------------|------------------------------|-------------|--|
| PROGRESS RAIL SERVICES CORP    | CHANGE/ADD TERMS             | 05/24/2012  | -\$2,745                                       |
| SIEMENS INDUSTRY INC           | INCREASE FUNDING             | 05/29/2012  | \$25,000                                       |
| BENCHMARK ENVIRONMENTAL CONSUL | EXTEND TERM/INCREASE FUNDING | 05/30/2012  | \$50,000                                       |
| HALFF ASSOCIATES, INC.         | EXTEND TERM/INCREASE FUNDING | 05/30/2012  | \$200,000                                      |
| FELTS HEAVY DUTY OIL LLC       | INCREASE FUNDING             | 06/04/2012  | \$79,091                                       |
| AUTO PARTS SOLUTIONS INC       | INCREASE FUNDING             | 06/06/2012  | \$44,000                                       |
| KIEWIT STACY WITBECK REYES PAR | DECREASE FUNDING             | 06/06/2012  | -\$2,250,000                                   |
| MUNCIE RECLAMATION & SUPPLY    | INCREASE FUNDING             | 06/07/2012  | \$10,000                                       |
| NEW FLYER INDUSTRIES CANADA    | EXERCISE OPTIONS             | 06/08/2012  | \$22,800                                       |
| GE TRANSPORTATION SYSTEMS      | INCREASE FUNDING             | 06/12/2012  | \$353,839                                      |
| GE TRANSPORTATION SYSTEMS      | INCREASE FUNDING             | 06/13/2012  | \$4,907  |
| VALLEYCREST LANDSCAPE MAINTENA | EXERCISE OPTIONS             | 06/15/2012  | \$1,301,000                                    |
| VALLEYCREST LANDSCAPE MAINTENA | EXERCISE OPTIONS             | 06/19/2012  | \$250,000                                      |
| CACTUS ENVIRONMENTAL SERVICES  | EXTEND TERM/INCREASE FUNDING | 06/21/2012  | \$8,825  |
| GILBERT MAY, INC               | CHANGE ADD SPECS/WORK        | 06/26/2012  | \$79,454                                       |
| GILBERT MAY, INC               | CHANGE ADD SPECS/WORK        | 06/26/2012  | \$49,878                                       |
| GILBERT MAY, INC               | CHANGE ADD SPECS/WORK        | 06/26/2012  | \$30,585                                       |
| GILBERT MAY, INC               | CHANGE ADD SPECS/WORK        | 06/26/2012  | \$66,211                                       |
| TOTAL MODIFICATIONS AWARDED:   |                              | <u>43</u>   | TOTAL MODIFICATION DOLLARS: <u>\$4,583,630</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 - THIRD QUARTER - FISCAL YEAR 2012

| CONTRACTOR NAME                                  | DESCRIPTION   | DATE  | AMOUNT           |
|--|---|---|------------------|
| Berger Engineering Company                       | Repair A/C Compressor on the roof at the Facility Maintenance Building. There is no A/C in the building until this is fixed or replaced. Immediate repair necessary to maintain operations.   | 6/19/2012                                       | \$ 8,840         |
| Industrial Millwright Service                    | The purchase is for service and repairs to bus lifts at the South Oak Cliff Bus Operating Facility. SOCBOF has three (3) lifts out of service. Immediate repair necessary to maintain operations.                                   | 6/21/2012                                       | \$ 4,870         |
| Trane U.S. Inc.                                  | This purchase is for a 7.5 ton Trane A/C package unit. The A/C is out in the DART train tunnel cross passage. Immediate repair is necessary to maintain operations.   | 6/22/2012                                       | \$ 4,050         |
| ARS Rescue Rooter                                | This service is to locate and repair a water leak at the North Irving Transit Center. There was a suspected water leak under the parking lot concrete. Immediate repair is necessary to maintain operations.                        | 6/22/2012                                       | \$ 4,810         |
| ECS Corporation                                  | This purchase is for 10 each escalator steps. There has been numerous incidents with the escalators at the Mockingbird Station. Without escalator access the public is at risk if there is an emergency evacuation at this station. | 6/28/2012                                       | \$ 7,400         |
| <b>TOTAL EMERGENCY PROCUREMENTS<br/>AWARDED:</b> | <b>5</b>  | <b>TOTAL EMERGENCY PROCUREMENT<br/>DOLLARS:</b> | <b>\$ 29,970</b> |



## **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 - THIRD QUARTER - FISCAL YEAR 2012

| CONTRACTOR NAME | DESCRIPTION | DATE | AMOUNT |
|-----------------|-------------|------|--------|
|-----------------|-------------|------|--------|

|                      |  |           |            |
|----------------------|--|-----------|------------|
| Penn Machine Company | DART's Light Rail Vehicle (LRV) wheels are manufactured by Bochumer Verein Verkehrstechnik (BVV) of Germany. The only known manufacturer of the Bochum 84 resilient wheel in North America is Penn Machine Company of Carnegie, Pennsylvanis. Penn Machine Company has an exclusive agreement with BVV to manufacturer these resilient wheels. All transit agencies purchase their wheels exclusively from Penn Machine Company. | 5/15/2012 | \$ 717,312 |
|----------------------|--|-----------|------------|

TOTAL EMERGENCY PROCUREMENTS  
AWARDED: 1

TOTAL EMERGENCY PROCUREMENT  
DOLLARS: \$ 717,312



# **DEVIATIONS TO THE DART PROCUREMENT REGULATIONS**



## Dallas Area Rapid Transit - Procurement Department

### Findings and Determination

|   |                                       |   |  |
|---|---------------------------------------|---|--|
| <b>DATE:</b>  | April 19, 2012                        | <b>DIVISION:</b>                            | Planning Services  |
| <b>REGULATION:</b>  | (a) TTC § 452.055<br>(b) DPR §§ 2-301 | <b>REFERENCE #:</b>                         | Deviation from regulations, Banking, Depository and Merchant Services RFP P-1020869, Bank of America, N.A. |
| <b>ACTION TO BE APPROVED:</b>   |                                       | Deviation from DART Procurement Regulations |  |
| <p>(a) § 452.055 The Texas Transportation Code authorizes DART to contract for the provision of goods and services.</p> <p>(b) § 2-301 The Executive Director may approve deviations from these regulations with respect to an individual procurement; provided, however, that any such deviation (together with a description of the circumstances and the justification therefore) shall be reported quarterly by the Executive Director in a written report to the Board of Directors.</p> |                                       |   |  |

### FINDINGS

The Authority has a requirement to acquire banking, depository and merchant services for calendar years 2012-2019, under a competitively negotiated contract with Bank of America, N.A.

DART staff from Procurement and Finance conducted extensive and lengthy negotiations with Bank of America to achieve agreement on Contract clauses contained in DART solicitation Exhibits C, D and F). While DART is required to conform with the requirements of the DPR, Bank of America is required to conform with Federal and State banking laws and its corporate requirements. The changes required by Bank of America are common to the banking industry and negotiation of changes to DART Exhibits is necessary to achieve an agreement and maintain essential banking services for DART.

Many of the changes are not substantially different from the current standard. The following changes are material and a substantial deviation from DART standard clauses:

#### Exhibit C

**Administrative Remedies** – While B of A and DART agree to utilize administrative remedies to resolve disputes, B of A may pursue judicial relief before exhausting its administrative remedies.

**Order of Precedence** – The order of precedence for various contract documents was changed to include B of A documents. All DART Exhibits take precedence over B of A documents.

#### Exhibit D

Key Personnel – Limits DART's right to demand change in key personnel.

#### Exhibit F

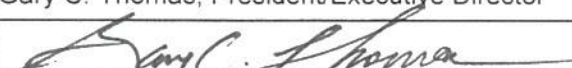
**Changes** – Contract now requires that all changes must be bi-lateral.

**Disputes** – While the administrative disputes process is retained, the decision of the Contracting Officer is not final and either party may pursue judicial relief before exhausting its administrative remedies.

### DETERMINATION

Based upon the above findings, it is determined to be in the best interest of the Authority to approve the deviation from the Regulations, as identified above; and such deviation shall be included in the quarterly written report to the Board of Directors.

### APPROVING OFFICIAL

|                    |   |              |        |
|--------------------|---|--------------|--------|
| <b>NAME/TITLE:</b> | Gary C. Thomas, President/Executive Director  |              |        |
| <b>SIGNATURE:</b>  |  | <b>DATE:</b> | 5/3/12 |





# **LIST OF REQUIREMENTS/IDIQ CONTRACTS** **EXPIRING IN 12 MONTHS**

LIST OF REQUIREMENTS/IDIQ CONTRACTS EXPIRING IN 12 MONTHS



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

7/10/2012

**Variable Quantity - Indefinite (VQI)**

| <b><u>Contract #</u></b> | <b><u>Contractor</u></b> | <b><u>Description</u></b> | <b><u>Expiration Date</u></b> | <b><u>Contract Amount</u></b> | <b><u>Options Remaining</u></b> |
|--------------------------|--------------------------|---------------------------|-------------------------------|-------------------------------|---------------------------------|
| 1014112-1                | Affiliated Telephone Inc | Telephone Maintenance     | 06/26/2012                    | \$1,312,842                   | 1                               |
| 1010974-1                | Reliable Couriers        | Courier Services          | 06/27/2012                    | \$306,228                     |                                 |

**Variable Quantity - Requirements (VQR)**

| <b><u>Contract #</u></b> | <b><u>Contractor</u></b>      | <b><u>Description</u></b>                    | <b><u>Expiration Date</u></b> | <b><u>Contract Amount</u></b> | <b><u>Options Remaining</u></b> |
|--------------------------|-------------------------------|--|-------------------------------|-------------------------------|---------------------------------|
| 1017713-1                | Bkm Total Office Of Texas Inc | New Trash Receptacles To Be Usded Systemwide | 07/05/2012                    | \$576,114                     |                                 |

**Contracts Expiring within 6 Months**

**Variable Quantity - Indefinite (VQI)**

| <b><u>Contract #</u></b> | <b><u>Contractor</u></b>       | <b><u>Description</u></b>                         | <b><u>Expiration Date</u></b> | <b><u>Contract Amount</u></b> | <b><u>Options Remaining</u></b> |
|--------------------------|--------------------------------|---|-------------------------------|-------------------------------|---------------------------------|
| 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                     |                                 |
| 1017330-1                | At & T Texas                   | Telecommunications Ser Agreement With D I R       | 10/28/2012                    | \$3,296,600                   |                                 |

**Variable Quantity - Requirements (VQR)**

| <b><u>Contract #</u></b> | <b><u>Contractor</u></b>  | <b><u>Description</u></b>                         | <b><u>Expiration Date</u></b> | <b><u>Contract Amount</u></b> | <b><u>Options Remaining</u></b> |
|--------------------------|---------------------------|---|-------------------------------|-------------------------------|---------------------------------|
| 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)**

| <b><u>Contract #</u></b> | <b><u>Contractor</u></b>    | <b><u>Description</u></b>                     | <b><u>Expiration Date</u></b> | <b><u>Contract Amount</u></b> | <b><u>Options Remaining</u></b> |
|--------------------------|-----------------------------|---|-------------------------------|-------------------------------|---------------------------------|
| 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 SERVICE AREA**

