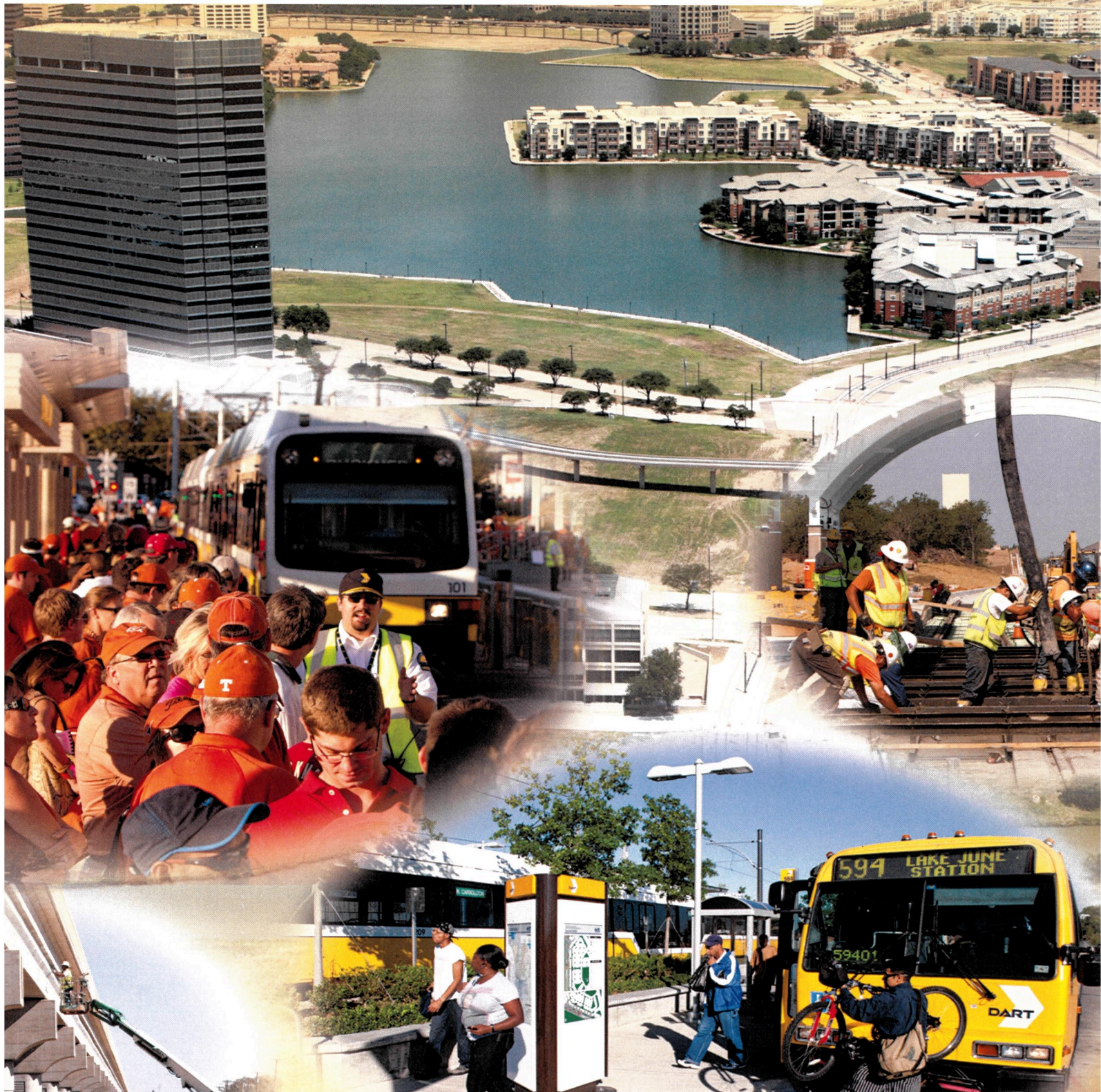




FY 2012 Quarterly Operating, Financial Performance, and Compliance Reports

Fourth Quarter FY 2012 July — September 2012

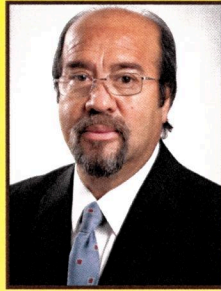


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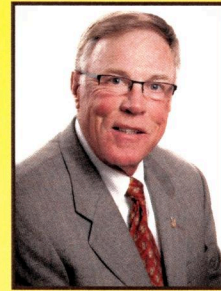
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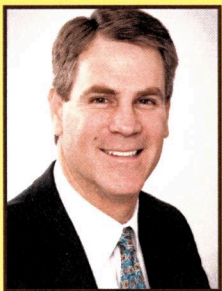
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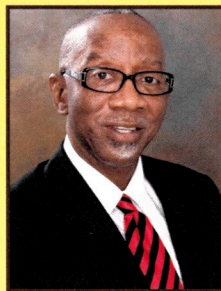
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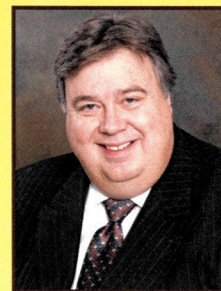
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and Irving



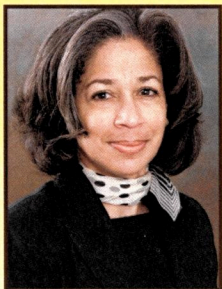
Jerry Christian

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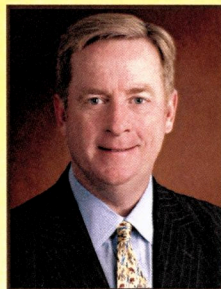
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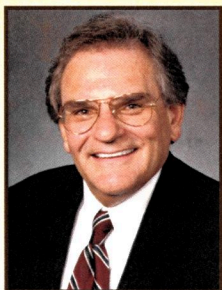
Paul N. Wageman

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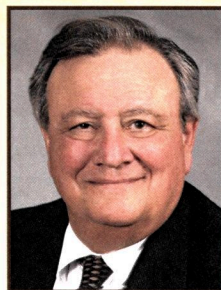
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Gary A. Slagel

Cities of Richardson
and Highland Park;
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Robert W. Strauss

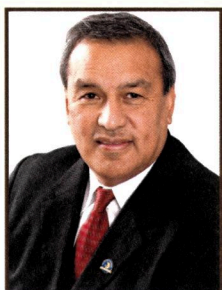
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City of Dallas



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Hill and Dallas



Faye Wilkins

Secretary

Cities of
Farmers Branch
and Plano



**Claude R.
Williams, Jr.**

City of Dallas

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DALLAS AREA RAPID TRANSIT

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

**FOURTH QUARTER FY 2012
JULY - SEPTEMBER 2012**

FY 2012
Quarterly Operating and Financial Performance Reporting
Fourth Quarter FY 2012

Highlights

Sales tax revenues (page 17) for FY 2012 were \$432.5 million, \$10.0 million (2.4%) more than the budget of \$422.5 million.

Total agency ridership (page 3) utilizing automated passenger counters, known as APCs (please see page 9 for a discussion of APCs) for the four quarters ending September 20, 2012 was 104.9 million, 6.9 million (6.2%) less than the corresponding period last year but 4.7 million (4.7%) over 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, impacted the year-over-year ridership numbers.

Fixed-route ridership (page 3) for the FY 2012 was 68.6 million (utilizing APC counts), which is 6.7 million (10.8%) higher than the same period last year, due to the Green Line opening, recent improvements in DART bus service, as well as the improvement in ridership reporting utilizing the Automatic Passenger Counters (APCs) installed on light rail vehicles beginning in FY 2011. Fixed Route Ridership was 2.7 million (4.1%) above target. Ridership is more fully discussed starting on page 4 and in the modal sections.

On-time performance (fixed route) (page 3) was 96.5% for FY12, 1.6% above the FY11 actuals.

Total system subsidy per passenger (page 3) for the four quarters was \$3.35, \$0.26 below (better than) target. **Fixed-route subsidy per passenger** (page 3) was \$4.48, and \$0.32 below (better than) target.

The four-quarter rolling **Administrative Ratio** (page 3) was 8.3%, or 0.1% below (better than) the target of 8.4%.

Sales taxes for operating expense (page 3) for the twelve-month period ended with a ratio of 80.1%, or 3.4% below (better than) the target of 83.5%.

Operating expenses (page 17) (after Capital P&D and Start-up allocations) were \$426.9 million, \$6.6 million (1.6%) under budget. **Total expenses** (before Capital P&D and Start-up allocations) were \$441.9 million, \$7.5 million (1.7%) 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. Also note that all official data values are calculated using the APC counts for Light Rail.

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. The columns labeled “Qtrly” are for the current quarter, July - September 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 or Red status for each measurement.

Green – The FY 2012 target was met.

Red – The FY 2012 target was not 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	FY 2011 Qtr 4	FY 2012 Qtr 4	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Manual Sampling Ridership used in Calculations					
	Total Agency Ridership (M) (with manual sampling)	111.8	101.0	26.1	100.2	Green
	Fixed Route Ridership (M) (with manual sampling)	61.9	64.8	16.4	65.9	Red
	Total System Subsidy Per Passenger (with manual sampling)	\$3.07	\$3.48	\$3.51	\$3.61	Green
	Fixed Route Subsidy Per Passenger (with manual sampling)	\$4.82	\$4.75	\$4.97	\$4.80	Green
	On-Time Performance (Fixed Route)	94.9%	96.5%	96.3%	95.0%	Green
	Fixed Route Complaints Per 100,000 Passengers (manual sampling)	55.2	47.3	48.8	49.5	Green
	Fixed Route Accidents Per 100,000 Miles	1.68	1.40	1.55	1.47	Green
	Sales Taxes for Operating Expense	83.9%	80.1%	80.8%	83.5%	Green
	Fixed Route Farebox Recovery Ratio	15.4%	15.0%	14.0%	14.3%	Green
	Administrative Ratio	7.9%	8.3%	9.0%	8.4%	Green
	APC Ridership used in Calculations					
	Total Agency Ridership (M) (with APC)	n/a	104.9	27.2	100.2	Green
	Fixed Route Ridership (M) (with APC)	n/a	68.6	17.5	65.9	Green
	Total System Subsidy Per Passenger (with APC)	n/a	\$3.35	\$3.37	\$3.61	Green
	Fixed Route Subsidy Per Passenger (with APC)	n/a	\$4.48	\$4.66	\$4.80	Green
	Fixed Route Complaints Per 100,000 Passengers (APC)	n/a	44.7	45.8	49.5	Green

Ridership

Bus ridership in FY 2012 has been bolstered by new services including the Parkland shuttle 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 ridership for the four quarters ending September 30, 2011 and 2012, the FY12 fourth quarter ridership, and the FY12 annual ridership target. Ridership decreased significantly when the HOV lanes on I-635 West were taken out of service because of TxDOT construction in June 2011. These lanes will remain out of service through early 2016. See modal discussions for variance explanations.

Exhibit 2		FY 2011 Qtr 4	FY 2012 Qtr 4	Qtrly	FY12 Target	Status
	RIDERSHIP					
	Manual Sampling Ridership used in Calculations					
	Total Agency (M)	111.8	101.0	26.1	100.2	Green
	Fixed Route (M)	61.9	64.8	16.4	65.9	Red
	Bus (M)	37.2	38.7	9.8	39.9	Red
	LRT (M)	22.3	23.8	6.0	23.5	Green
	Commuter Rail (M)	2.4	2.3	0.5	2.4	Red
	Paratransit (000s)*	790.4	801.8	200.4	816.0	Green
	HOV (M)	48.0	34.4	9.3	32.4	Green
	APC Ridership used in Calculations					
	Total Agency (M)	n/a	104.9	27.2	100.2	Green
	Fixed Route (M)	n/a	68.6	17.5	65.9	Green
	LRT (M)	n/a	27.7	7.1	23.5	Green

*Note: Lower ridership on Paratransit is positive

Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard and provides the actual subsidy per passenger for the four quarters ending September 30, 2011 and 2012, the FY12 fourth quarter subsidy, and the FY12 annual subsidy target. See the modal sections for variance explanations.

Exhibit 3		FY 2011 Qtr 4	FY 2012 Qtr 4	Qtrly	FY12 Target	Status
	Efficiency Indicator - Subsidy Per Passenger					
	Manual Sampling Ridership used in Calculations					
	Total System	\$3.07	\$3.48	\$3.51	\$3.61	Green
	Fixed Route	\$4.82	\$4.75	\$4.97	\$4.80	Green
	Bus*	\$5.12	\$5.10	\$5.18	\$4.92	Red
	LRT*	\$4.23	\$4.10	\$4.43	\$4.47	Green
	Commuter Rail*	\$5.54	\$5.63	\$7.50	\$5.94	Green
	Paratransit	\$43.12	\$44.93	\$45.71	\$43.46	Red
	HOV	\$0.22	\$0.24	\$0.10	\$0.29	Green
	Vanpool	\$0.55	\$0.30	\$0.30	\$0.31	Green
	APC Ridership used in Calculations					
	Total System	n/a	\$3.35	\$3.37	\$3.61	Green
	Fixed Route	n/a	\$4.48	\$4.66	\$4.80	Green
	LRT* (APC)	n/a	\$3.52	\$3.74	\$4.47	Green

* Reference note on Highlights page

Modal Update Bus

During FY 2012, DART prepared for the implementation of expanded small bus (<30') operations in the first quarter of 2013. 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 increased bus ridership.

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

Exhibit 4	Bus Scorecard - Key Performance Indicators					
	Indicators	FY 2011 Qtr 4	FY 2012 Qtr 4	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Bus Ridership (including Charter) (M)	37.2	38.7	9.8	39.9	Red
	On-Time Performance	92.4%	95.0%	96.0%	92.0%	Green
	Complaints Per 100k Passengers	78.4	66.4	69.6	70.0	Green
	Mean Distance Between Service Calls	5,050	5,442	4,709	7,367	Red
	Vehicle Accidents Per 100k Miles	2.06	1.84	2.04	1.90	Green
	Farebox Recovery Ratio*	11.7%	11.8%	11.2%	11.5%	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger *	\$5.12	\$5.10	\$5.18	\$4.92	Red

* See reference note on Highlights page

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 3,800 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 finished the year well below the goal. The majority of the mechanical failure 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 because of the reallocation of revenues among modes.

Light Rail Transit (LRT)

DART currently operates 77 miles of light rail and maintains 58 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 opening 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 on 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 quarters ending September 30, 2011 and 2012, the FY12 fourth quarter KPIs, and the FY12 annual KPI target. A discussion of variances follows.

Exhibit 5	Light Rail Scorecard - Key Performance Indicators					
	Indicators	FY 2011 Qtr 4	FY 2012 Qtr 4	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	LRT Ridership (M) (manual sampling)	22.3	23.8	6.0	23.5	Green
	On-Time Performance	95.2%	96.7%	95.5%	95.5%	Green
	Complaints Per 100k Passengers (manual sampling)	21.5	20.3	19.0	19.0	Red
	Mean Distance Between Service Calls (000s)	19.8	33.3	39.2	20.4	Green
	Accidents per 100k Miles	0.49	0.10	0.14	0.25	Green
	Farebox Recovery Ratio	19.2%	19.4%	17.6%	16.4%	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger * (manual sampling)	\$4.23	\$4.10	\$4.43	\$4.47	Green
	Subsidy Per Passenger Mile	\$0.53	\$0.49	\$0.52	\$0.53	Green
	APC Ridership used in Calculations					
	LRT Ridership (M) (APC)	n/a	27.7	7.1	23.5	Green
	Complaints Per 100k Passengers (APC)	n/a	17.5	16.1	19.0	Green
	Subsidy Per Passenger * (APC)	n/a	\$3.52	\$3.74	\$4.47	Green

* See reference note on Highlights page

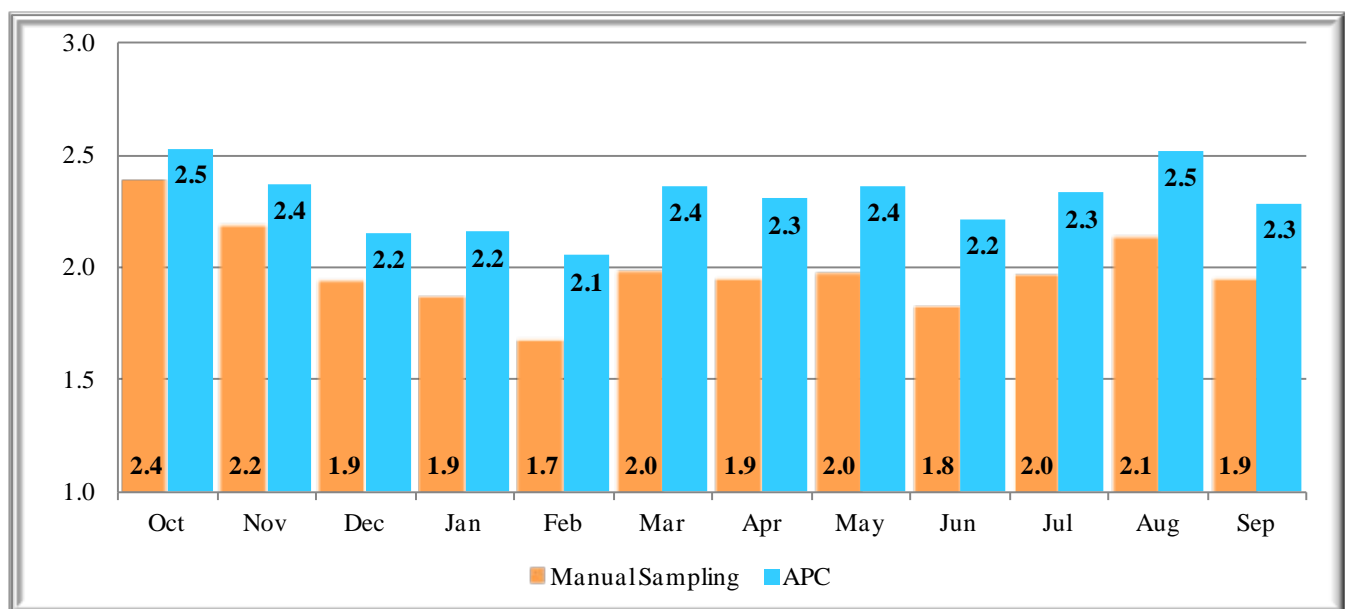
LRT Complaints per 100,000 passengers trended above the original targeted levels through the 4th Quarter, 2012, principally due to a higher number of Ticket Vending Machine (TVM) complaints as compared to FY 2011, as well as an increase in overcrowding and service performance complaints following the changes in the rail schedule implemented in July 2012.

As a part of the implementation of the Irving-1 (I-1) Line Section in July 2012, there were scheduled reductions in the number of 3-car trains operated on the Green Line to better match actual ridership levels. This reduction in seating capacity resulted in a spike in overcrowding complaints in August 2012. Overcrowding complaints returned to normal levels in September, as customers adjusted to these modifications. However, based on the revised passenger counts utilizing automated passenger counters (APCs), the goal came in under the original target of 19.0 by 8% at 17.5 per 100,000 customers.

Automated Passenger Counters

DART began testing the use of automated passenger counters (APCs) in October 2011. The APCs are able to extract data from all 5 entry/exit points on each side of each car. The new equipment has been shown to be significantly more accurate than the manual counting method. The result is that ridership counts based on APC data are more than 15% higher than had been previously reported. The APCs also allow DART to count nine times as many cars as could be counted within the available budget using human counters.

Below is a comparison by month in FY 2012 of the manual sampling compared to APC counting. Based on actual DART system test data, the FTA has approved DART's use of APCs for its official ridership statistics beginning in FY 2012.



Trinity Railway Express (TRE)

To more accurately depict the true operating costs of TRE, the data shown in this section 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 quarters ending September 30, 2011 and 2012, the FY12 fourth quarter KPIs and the FY12 annual KPIs target. A discussion of variances follows.

Exhibit 6	Commuter Rail - TRE Scorecard - Key Performance Indicators					
	Indicators	FY 2011 Qtr 4	FY 2012 Qtr 4	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	TRE Ridership (M)	2.4	2.3	0.5	2.4	Red
	On-Time Performance	97.1%	97.9%	97.5%	97.5%	Green
	Complaints Per 100k Passengers	9.1	4.8	4.1	7.6	Green
	Accidents Per 100k Miles	0.38	0.17	0.46	0.25	Green
	Farebox Recovery Ratio*	22.5%	32.7%	28.7%	25.2%	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger *	\$5.54	\$5.63	\$7.50	\$5.94	Green
	Subsidy Per Passenger Mile *	\$0.30	\$0.29	\$0.39	\$0.34	Green

* See reference note on Highlights page

TRE ridership for FY 2012 was 2.3 million compared to the original forecast of 2.4 million. The shortfall was due to several factors including: the elimination of the State Fair shuttle, the NBA lock-out, a lack of Mavericks and Stars playoff games, and fewer events at the American Airlines Center (with 144 in FY 2011 and 118 events in FY 2012, respectively). Other contributing factors include a steady decline in ridership at West Irving, Heritage Crossing, and Medical Market stations attributable to the non-competitive TRE fare structure in FY 2012 as compared to bus service. Furthermore, Dallas County's lagging employment has had a negative impact on ridership. The TRE has also experienced a decline in recreational and weekend riders attributable to the continued weak economy. There were also several service disruptions attributable to the installation of a disaster recovery system.

A dashboard has been developed to monitor progress against targeted strategies designed to increase ridership and enhance the perceived value of the TRE service. These strategies include the new fare structure implemented in December 2012, a review of service levels, new WiFi service planned for FY 2013, Next Train announcements, and ad-hoc messaging on-board trains and at TRE platforms planned for FY 2013 and FY 2014. Automatic passenger counters are being added to more accurately report ridership; service quality and reliability factors are also being addressed; and a focus is being placed on marketing and bi-directional public outreach. These initiatives will be implemented between FY2013 through FY 2016. A delay is anticipated before positive results are reflected in the KPI's.

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 provides for outsourcing service 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 assist in service delivery during peak demand periods and can provide other trips more efficiently.

Exhibit 7 is DART's Paratransit Scorecard and provides actual KPIs for the four quarters ending September 30, 2011 and 2012, the FY12 fourth quarter KPIs, and the FY12 annual KPIs target. A discussion of variances follows.

Exhibit 7	Paratransit Scorecard - Key Performance Indicators					
	Indicators	FY 2011 Qtr 4	FY 2012 Qtr 4	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Paratransit Scheduled Ridership (000s)	923.8	942.1	234.6	938.0	Red
	Paratransit Actual Ridership (000s)*	790.4	801.8	200.4	816.0	Green
	Revenue Hours (000s)	463.0	466.2	117.2	464.0	Red
	Passengers Per Hour - Scheduled	2.00	2.02	2.00	2.02	Green
	Passengers Per Hour - Actual	1.71	1.72	1.71	1.76	Red
	On-Time Performance	87.8%	87.0%	87.1%	87.0%	Green
	Accidents per 100K miles	0.21	0.31	0.13	2.00	Green
	Complaints per 1k Passengers	2.90	3.09	3.10	4.50	Green
	% of No Shows (Scheduled Ridership)		4.7%	4.6%	4.0%	Red
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$43.12	\$44.93	\$45.71	\$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 was a continued growth in the number of **No Shows** in FY 2012 from previous years. This affects **Actual Ridership**, **Subsidy Per Passenger**, and **Actual Passengers Per Hour**. In the fourth quarter of FY 2012 it was discovered that another agency was booking trips for Paratransit subscription riders. When the riders would utilize one trip it would create a no-show for the other trip thus greatly impacting **No Shows**. This trip booking conflict is no longer occurring. In FY 2013 **No Shows** are not expected to improve through the correction of this issue.

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 currently 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. The low ridership target for FY12 compared to past performance is due to the removal of the I-635 LBJ HOV lane from service. TxDOT began a five-year reconstruction of I-635 in June 2011. The reduced ridership was expected and planned for, and ridership exceeded the FY 2012 target.

Exhibit 8 is DART's HOV Scorecard and provides actual KPIs for the four quarters ending September 30, 2011 and 2012, the FY12 fourth quarter KPIs, and the FY12 annual KPIs target. A discussion of variances follows.

Exhibit 8	HOV Scorecard - Key Performance Indicators					
	Indicators	FY 2011 Qtr 4	FY 2012 Qtr 4	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Ridership (M)	48.0	34.4	9.3	32.4	Green
	Avg. Weekday Ridership (000s)	141.7	103.7	110.6	96.7	Green
	Operating Speed Ratio (Qtrly)*	1.78	1.93	1.93	1.53	Green
	Lane Availability	100.0%	100.0%	100.0%	99.0%	Green
	Complaints per 100K Passengers	0.28	0.36	0.31	0.30	Red
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.22	\$0.24	\$0.10	\$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 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 quarters ending September 30, 2011 and 2012, the FY12 fourth quarter KPIs and the FY12 annual KPIs target. A discussion of variances follows.

Exhibit 9	General Mobility (Vanpool) - Key Performance Indicators					
	Indicators	FY 2011 Qtr 4	FY 2012 Qtr 4	Qtrly	FY12 Target	Status
	Customer/Quality Indicators					
	Ridership (000s)	985.0	1,033.0	255.3	1,035.0	Red
	Number Of Vanpools (current)	198	196	196	198	Red
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.55	\$0.30	\$0.30	\$0.31	Green

Vanpool Ridership trended slightly under budget for FY 2012 due to the loss of several vanpool groups operating outside DART's service area primarily due to a reduction in federal funding and the subsequent fee increase to offset that loss of funding. The goal was 0.2% below target.

Capital and Non-Operating Budget Summary

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

Exhibit 10	Actuals vs. Budget Capital and Non-Operating Costs Through the Fourth Quarter, FY 2012 (In Thousands)			
	Mode	FY12 Actuals	FY12 Budget	Unspent Balance
	Agency-Wide	\$18,055	\$42,622	\$24,567
	Bus	58,455	61,378	2,923
	LRT	206,217	364,595	158,378
	Commuter Rail	10,928	29,175	18,247
	Paratransit	0	143	143
	HOV	13,274	18,234	4,960
	Total Projects	\$306,929	\$516,146	\$209,218
	P&D/Startup/Non-Ops	\$17,606	\$39,271	\$21,665
	Road Improvements/ITS	5,620	16,655	11,035
	Total Capital	\$330,155	\$572,072	\$241,917

Agency-wide: DART spent a combined \$15 million less than budgeted for the Radio System Replacement, Police Headquarters, Surveillance Camera, and Comprehensive Fare Payment System projects during FY 2012. The remaining funds, as well as the unspent \$3 million Agency-wide reserve, will be rolled over to the following years. Several new projects that were approved in FY12 were not started until late in the year and consequently the expenditures will occur 2013.

LRT: Invoicing and payments on the Design-Build contracts for Irving & Rowlett occurred more slowly than expected. In addition, various project line items (such as reserves and insurance) are spread over the life of the project, but the exact timing of these expenditures cannot be accurately predicted. Some of these dollars may never be spent and may be taken as savings at the end of the project.

Commuter Rail: \$8 million budgeted for the Valley View double-tracking project was not spent this year; the TRE Platform Extension project (which had \$3 million budget in FY12) was deferred; and \$4 million less than anticipated was spent on Vehicle Overhaul, Station Enhancement, and the Cotton Belt.

HOV: HOV modal cash flows are highly dependent on TxDOT's project schedules.

Non-Operating: \$19 million in funds were included in the Streetcar project budget for FY 2012 that were not spent during the year. \$13 million of that amount is a reserve for future operating expenses.

Road Improvements/ITS: Street improvement programs have proceeded more slowly than expected. As a result, we spent \$11 million less than the budgeted \$16.6 million for this line item.

APPENDIX

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

Revenues	FY 2012 Actuals	FY 2012 Budget	Better (Worse)	% Better (Worse) Budget
Passenger Revenues (Fixed Route)	\$56,543	\$54,353	\$2,191	4.0%
Vanpool Passenger Revenues	813	940	(127)	(13.5)%
Paratransit Passenger Revenues	2,282	2,443	(161)	(6.6)%
Passenger Revenues	\$59,639	\$57,736	\$1,903	3.3%
Contracted Service Revenues	\$170	\$0	\$170	100.0%
Advertising, HOV and Other	18,871	14,926	3,944	26.4%
Grants/ILA Program Revenues	2,581	2,187	394	18.0%
Total Other Revenues	\$21,622	\$17,113	\$4,508	26.3%
Total Operating Revenues	\$81,260	\$74,849	\$6,412	8.6%
Sales Tax Revenues	\$432,478	\$422,528	\$9,950	2.4%
Other Non-Operating Revenues	8,565	9,244	(679)	(7.3)%
Sub-Total Revenues	\$522,304	\$506,622	\$15,682	3.1%
Formula Federal Funding	\$101,937	\$83,278	\$18,659	22.4%
Discretionary Federal Funding	87,418	91,191	(3,773)	(4.1)%
Other Sources (Capital Contributions, etc)	8,474	15,237	(6,762)	(44.4)%
Total Federal	\$197,830	\$189,706	\$8,124	4.3%
Total Revenues	\$720,133	\$696,327	\$23,806	3.4%
Operating Expenses:	FY 2012 Actuals	FY 2012 Budget	(Better) Worse	% (Better) Worse Budget
Salaries & Wages	\$201,458	\$200,889	\$569	0.3%
Benefits	86,510	\$90,468	(3,958)	(4.4)%
Services	24,586	\$28,485	(3,900)	(13.7)%
Materials & Supplies	47,000	\$47,360	(360)	(0.8)%
Utilities	18,499	\$18,537	(37)	(0.2)%
Casualty and liability	5,048	\$4,440	609	13.7%
Purchased Transportation	55,639	\$53,620	2,020	3.8%
Taxes, Leases, and Other	5,366	\$5,631	(264)	(4.7)%
Management Reserves & Fuel/Incentives	(2,209)	(45)	(2,164)	4801.9%
Total Operating Expenses	\$441,899	\$449,384	(\$7,485)	(1.7)%
Capital Allocation and Startup	(\$15,012)	(15,849)	\$837	(5.3)%
Total Ops Expense after Allocations	\$426,886	\$433,535	(\$6,649)	(1.5)%

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

	(In thousands)	
	9/30/2012	9/30/2011
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$106,532	\$116,477
Investments	598,860	677,801
Derivative instrument asset	4,865	5,480
Sales tax receivable	73,927	68,114
Transit Revenue Rec., Net	3,012	2,563
Due from Other Governments	30,147	20,306
Materials and supplies inventory	28,914	27,381
Prepaid transit expenses and other	3,090	2,483
Restricted investments held by trustee for debt service	68,624	65,375
Restricted investments held for advance funding agreements	8,811	11,921
Restricted investments held to pay capital lease/leaseback liabilities	<u>75,180</u>	<u>55,762</u>
TOTAL CURRENT ASSETS	<u>1,001,962</u>	<u>1,053,663</u>
NONCURRENT ASSETS		
Investments Restricted for SEA	141,685	354,274
Restricted investments held as security for capital lease/leaseback liabilities	10,543	10,766
Investments in joint venture	23,435	24,190
Capital assets		
Land and rights of way	554,714	548,904
Depreciable capital assets, net of depreciation	3,660,492	3,367,054
Projects in progress	701,352	859,872
Restricted investments held to pay capital lease/leaseback liabilities	214,379	268,141
Net pension asset	7,775	6,485
Unamortized debt issuance costs and other	<u>21,779</u>	<u>22,677</u>
TOTAL NONCURRENT ASSETS	<u>5,336,154</u>	<u>5,462,363</u>
TOTAL ASSETS	<u><u>\$6,338,116</u></u>	<u><u>\$6,516,026</u></u>

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

	(In thousands)	
	9/30/2012	9/30/2011
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$100,436	\$93,415
Commercial paper notes payable	70,000	150,000
Current portion of Capital lease/leaseback liabilities	75,180	\$55,762
Current portion of amount due to the State Comptroller	824	\$824
Local Assistance Program Payable	5,370	13,370
Retainage Payable	42,953	55,666
Unearned revenue and other liabilities	30,139	35,194
Interest payable	57,864	58,037
Current portion of senior lien sales tax revenue bonds payable	6,740	8,370
Deferred inflows of resources	<u>4,865</u>	<u>5,480</u>
TOTAL CURRENT LIABILITIES	<u>394,371</u>	<u>476,118</u>
NON-CURRENT LIABILITIES		
Accrued liabilities	29,680	30,217
Repayment due to State Comptroller	11,047	11,871
Senior lien sales tax revenue bonds payable	3,344,515	3,356,068
Capital lease/leaseback liabilities	<u>214,379</u>	<u>268,141</u>
TOTAL NON-CURRENT LIABILITIES	<u>3,599,621</u>	<u>3,666,297</u>
TOTAL LIABILITIES	<u>3,993,992</u>	<u>4,142,415</u>
NET ASSETS		
Invested in capital assets, net of related debt	1,551,617	1,560,000
Restricted for debt Service	10,760	7,338
Restricted as security for capital lease/leaseback liabilities	10,543	10,766
Unrestricted	<u>771,204</u>	<u>795,507</u>
TOTAL NET ASSETS	<u>\$2,344,124</u>	<u>\$2,373,611</u>

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

	(In thousands)	
	For the nine months ended	
	9/30/2012	9/30/2011
OPERATING REVENUES:		
Passenger	\$59,809	\$57,329
Advertising, rent and other	<u>20,306</u>	<u>12,049</u>
Total Operating Revenues	<u>80,115</u>	<u>69,378</u>
OPERATING EXPENSES:		
Labor	202,009	198,290
Benefits	86,734	86,548
Services	30,153	33,832
Materials and Supplies	49,120	51,096
Purchased Transportation	55,640	53,466
Depreciation and amortization	192,875	179,119
Utilities	18,499	17,047
Taxes, Leases, and Other	5,732	5,737
Casualty and liability	<u>5,048</u>	<u>3,878</u>
TOTAL OPERATING EXPENSES	<u>645,810</u>	<u>629,013</u>
NET OPERATING LOSS	<u>(565,695)</u>	<u>(559,635)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	433,302	403,228
Investment Income	5,896	5,966
Interest Income from investments held to pay capital lease	21,419	22,468
Interest expense on capital leases	(21,419)	(22,468)
Street improvements for member cities	(5,615)	(1,244)
Interest and financing expenses	(133,614)	(123,046)
Build America Bonds tax credit	30,462	30,250
Other non-operating revenues	11,392	13,562
Other non-operating expenses	<u>(3,445)</u>	<u>(10,844)</u>
TOTAL NET NON-OPERATING REVENUES	<u>338,378</u>	<u>317,872</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>(227,317)</u>	<u>(241,763)</u>
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	119,443	117,217
State capital contributions	19,865	839
Local capital contributions	2,361	4,258
Other federal and state grants	<u>56,161</u>	<u>47,566</u>
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>197,830</u>	<u>169,880</u>
CHANGE IN NET ASSETS	<u>(29,487)</u>	<u>(71,883)</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>\$2,344,124</u>	<u>\$2,373,611</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.

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

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

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

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

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

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

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

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.

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

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

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

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

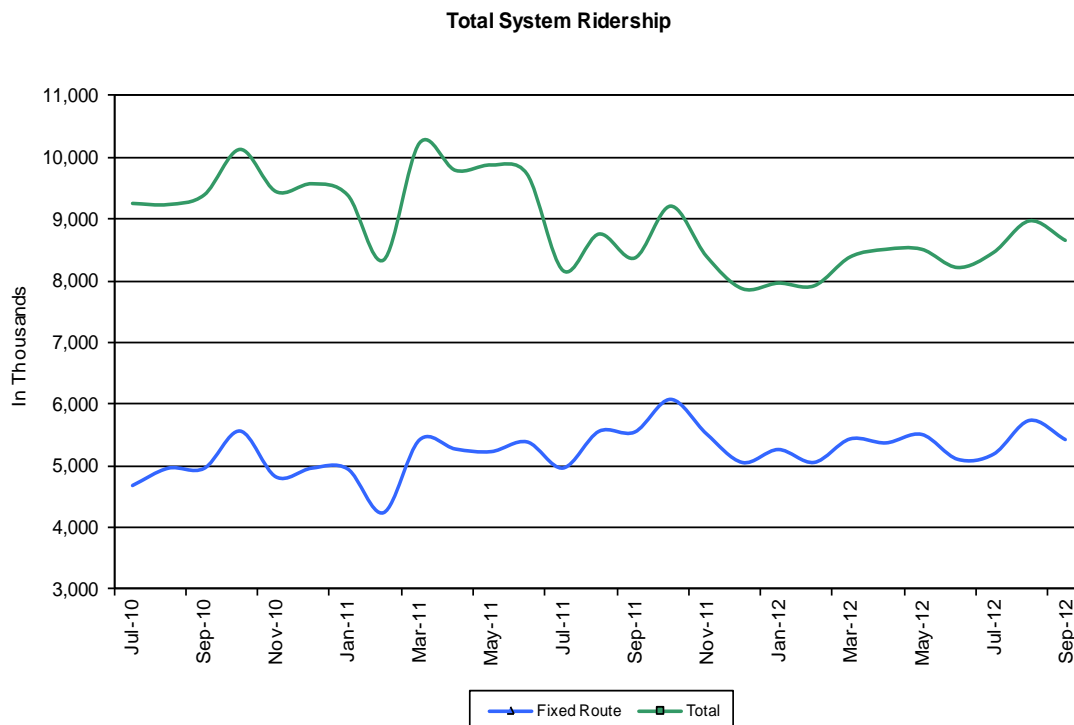
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

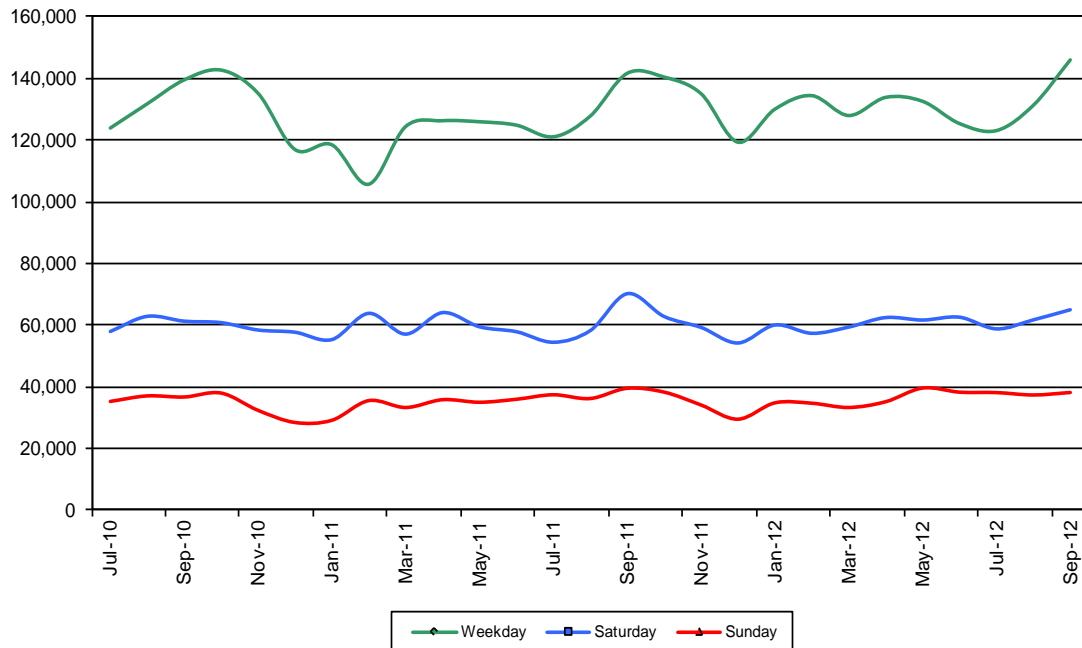
Total System Ridership



- 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 fourth quarter of FY 2012 was 26.1 million riders, an increase of 3.1 percent from the fourth quarter of FY 2011.
- Bus System ridership totaled 9.8 million riders, increasing by 1.1 percent over the fourth quarter of FY 2011. Bus ridership began to rebound to higher levels in the fourth quarter as the local economy improved.
- Fixed route ridership totaled 16.4 million passengers in the fourth quarter of FY 2012, an increase of 1.7 percent from the fourth quarter of FY 2011. Increases in bus system ridership along with Orange Line ridership contributed to the overall increase.
- Trinity Railway Express ridership was 518,176 passengers in the fourth quarter, a decrease of 8.3 percent from last year.
- Light rail ridership was 6.0 million riders in the fourth quarter. This 3.7 percent increase is attributable to the opening of the Orange Line to Irving and improved service in the North Central Corridor.
- Paratransit ridership decreased to 200,438 passenger trips in the fourth quarter of FY 2012, a decrease of 1.3 percent from the FY 2011 levels.
- Total HOV usage in the fourth quarter of FY 2012 was 9.3 million persons, up 5.9 percent from the fourth quarter of FY 2011. Closure of HOV lanes on the LBJ (I 635) Freeway for freeway reconstruction has resulted in HOV ridership being lower than in past years. The lanes that remain open have been experiencing increases in their use as gasoline prices have remained above the \$3.00 level for 20 months.

Bus System Ridership

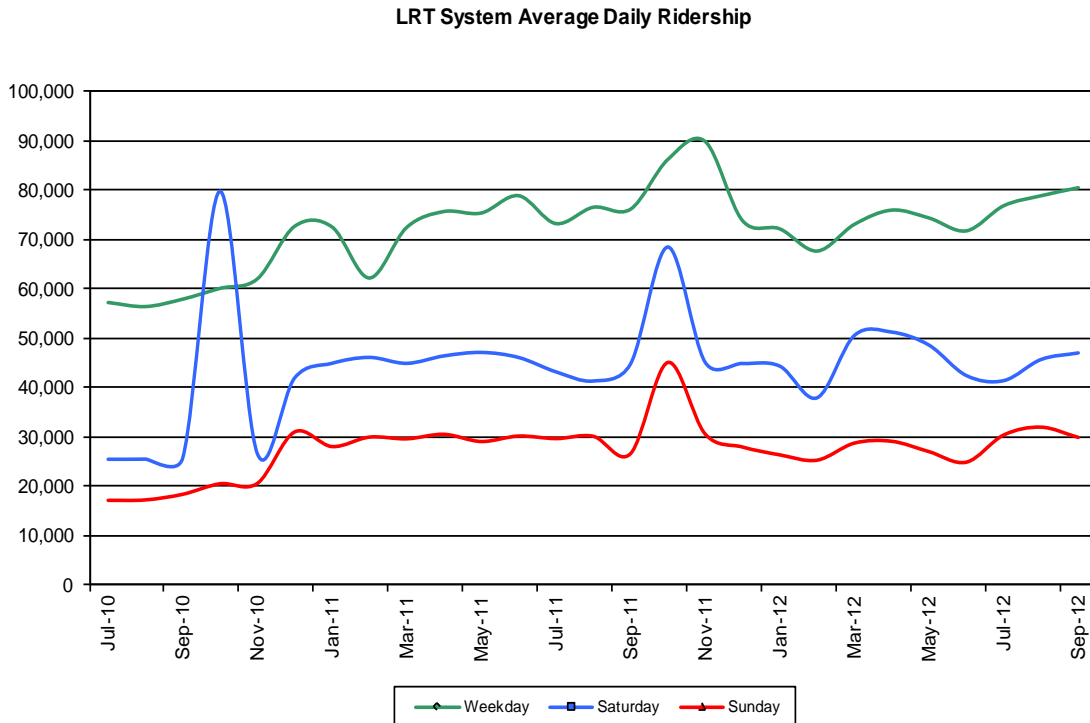
Bus System Average Daily Ridership



- Total bus ridership (including special events ridership) in the fourth quarter of FY 2012 was 9.8 million riders, a 1.1 percent increase from the fourth quarter of FY 2011.
- Average weekday ridership in the fourth quarter was 133,436 riders, a 2.5 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 61,847 daily riders, an increase of 1.5 percent from last year.
- Sunday bus system ridership averaged 37,903 daily riders, an increase of 0.4 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 fourth quarter, by route classification, were:

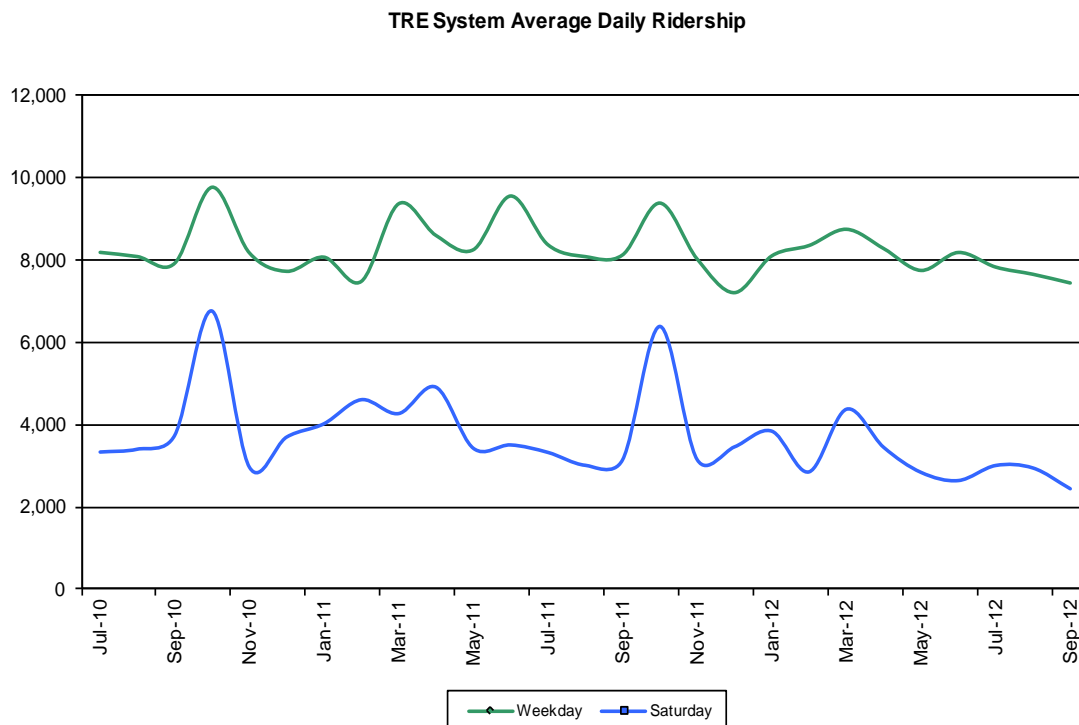
Route Type	Route	Weekday Average
Crosstown	486	3,080
Express	283	985
Rail Feeder	703	4,578
TC Feeder	378	1,040
Local	11	4,373
Shuttle	UTD	2,277
Flex	870	280

LRT Ridership



- LRT ridership in the fourth quarter totaled 6.0 million riders, an increase of 3.7 percent over the fourth quarter of FY 2011.
- Weekday ridership in the fourth quarter averaged 78,817 passengers, an increase of 4.5 percent over the fourth quarter of FY 2011.
- Saturday ridership in the fourth quarter averaged 44,746 passengers, an increase of 3.7 percent from the FY 2011 level.
- Sunday ridership in the fourth quarter averaged 30,912 passengers, an increase of 6.7 percent from the FY 2011 level.
- Ridership in the fourth quarter increased, in part because of the opening of the first segment of the Orange Line to Irving and because the Orange Line provides both significant service in the North Central corridor and added service frequency in the northwest corridor through the Medical District.

Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership continued to decrease in the fourth quarter. The TRE served a total of 518,176 passengers, a decrease of 8.3 percent from the fourth quarter of FY 2011.
- Weekday ridership on the TRE averaged 7,632 daily riders (a 6.8 percent decrease from last year) in the fourth quarter.
- Saturday ridership in the fourth quarter averaged 2,786 daily riders, a decrease of 11.5 percent from the fourth 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 impacted 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.
- The TRE experienced a number of events that interrupted or slowed service during the fourth quarter. These events included the necessity of slow operations during extremely hot weather because of increased temperatures affecting the tracks. There were also occasions on which service was delayed or interrupted by signal system issues. These incidents cannot be tied directly to reductions in ridership but the relatively high number of such incidents during the quarter is believed to have exacerbated the ridership decrease.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2010	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
2012	October	3,455	2,380	236	6,071
	November	3,167	2,178	176	5,521
	December	2,947	1,935	172	5,054
	January	3,204	1,872	189	5,265
	February	3,190	1,678	187	5,055
	March	3,244	1,979	214	5,437
	April	3,236	1,949	189	5,374
	May	3,361	1,969	182	5,512
	June	3,097	1,822	185	5,104
	July	3,047	1,965	176	5,188
	August	3,416	2,127	188	5,731
	September	3,329	1,946	154	5,429

All figures are in thousands (000) of riders.

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2010	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
	July	123.0	76.9	7.8	207.7
	August	131.3	78.9	7.6	217.8
	September	146.0	80.6	7.4	234.0

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 Fourth Quarter Fiscal Year 2012, Period Ending September 30, 2012
 In Thousands

Description	Qtr 4 2012	Qtr 4 2011	%/% (2) Change	YTD 2012	YTD 2011	%/% Change
Bus Ridership (1)						
Addison	179	160	11.7%	680	567	19.8%
Carrollton	84	82	3.2%	333	378	-11.8%
Farmers Branch	102	103	-1.5%	408	355	15.1%
Garland	653	655	-0.3%	2,628	2,472	6.3%
Glenn Heights	60	67	-10.4%	258	262	-1.6%
Irving	583	646	-9.7%	2,433	2,386	2.0%
Plano	237	251	-5.8%	973	943	3.1%
Richardson	331	318	4.2%	1,220	1,149	6.2%
Rowlett	19	22	-15.6%	83	88	-5.4%
Mesquite - Contracted	8	0	100.0%	16	0	100.0%
Suburban Total	2,256	2,305	-2.1%	9,031	8,599	5.0%
Dallas Total (3)	7,536	7,381	2.1%	29,661	28,562	3.8%
Bus Total	9,792	9,686	1.1%	38,692	37,161	4.1%
Light Rail	6,038	5,825	3.7%	23,799	22,302	6.7%
Commuter Rail	518	565	-8.3%	2,252	2,425	-7.1%
Total Passenger Boardings	16,348	16,076	1.7%	64,743	61,889	4.6%

Type of Day	Qtr 4 2012	Qtr 4 2011	Inc (Dec)	YTD 2012	YTD 2011	Inc (Dec)
Weekdays	63	64	-1	253	254	-1
Saturdays/Holiday	13	13	0	56	53	3
Sundays/Holiday	16	15	1	57	58	-1
Total	92	92	0	366	365	1

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

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

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

Service Standards Monitoring Report

Purpose and Approach

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

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

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

Fourth 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 fourth quarter.
- Three 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 486 (Dallas, Farmers Branch, Garland) performed at the 1.2 level. Route 488 (Addison, Dallas, Farmers Branch) performed at the 1.1 level. These two routes share a common segment along Forest Lane, serving the Forest Lane rail station.
- Route 467 (Dallas, Garland) performed at the 1.0 level. Five routes, 408 (Dallas/Irving), 409 (Dallas), 453 (Dallas), 463 (Addison, Dallas, Garland, Richardson) and 466 (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

- Four 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 1.4 and 0.8, respectively.
- Five routes had an RPI value of less than 0.6.
- Route 207 (Rowlett) and Route 208 (Plano) performed at the 0.5 level.
- 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 207 will be replaced by the extension of the Blur Line to Rowlett. The route 208 serves the new Northwest Plano Park & Ride and is growing. Route 202 was replaced by the Orange Line serving the Las Colinas area of Irving.

Rail Station Feeder Routes

- The top performing Rail Station Feeder route was route 703 (Parkland Shuttle) with an RPI of 2.3. The route 501 (Irving, formerly route 301) with an RPI value of 2.2 was second in the ranking.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was third with an RPI of 1.5.
- Route 702 (Northpark Shuttle) was fourth with an RPI of 1.2.
- Three routes, 506 (Dallas), 534 (Addison, Dallas, Carrollton) and 548 (Dallas) had high RPI values.
- Eleven routes recorded an RPI value of 0.5 during the fourth quarter.
- Five routes, 542, 550, 560, 591 and 595 posted RPIs of 0.4; Three routes, 503 (Irving), 533 (Addison, Carrollton, Dallas) and 567 (Dallas) were at an RPI of 0.3 and route 512 (Dallas) had an RPI value below 0.2.

Transit Center Feeder Routes

- Seven Transit Center Feeder routes fell below the 0.6 RPI level. Routes 301 (Irving), 305 (Irving), 306 (Irving), 311 (Irving), 346 (Plano), 348 (Plano) and 376 (Cockrell Hill, Dallas) with RPIs of 0.5 or lower were the poor performers.
- Four routes performed at the 1.0 level or better. These routes included 378 (Garland, 1.2), 360 (Dallas, Richardson, 1.1), 350 (Dallas, Plano, 1.0) and 362 (Dallas, Richardson, 1.0).
- Seventeen of the 24 Transit Center Feeder routes achieved RPI values of 0.6 or greater.
- Two 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.

Local Routes

- Twenty-two of the 28 Local routes posted RPI values of 0.6 or greater in the fourth quarter of FY 2012.
- Routes 11 (Dallas) and Route 110 (Dallas) were best performing Local routes, each with an RPI of 1.1. Route 11, which was restructured and had its service frequencies improved significantly in December 2010, was the most heavily patronized route. Route 110 uses the East R.L. Thornton Freeway HOV lane, providing service to eastern Dallas and the Eastfield College area.
- Route 2 was the next best performing route with an RPI value of 1.0.
- Two routes, 26 (Dallas) and 164 (Dallas) had RPI values of 0.9.
- Routes 21, 27, 29, 42, 51, and 155 were the poorest performers. Route 155 was approved to be retained while additional promotional efforts were made to increase ridership. Route 27 was approved for discontinuation in December 2012. The other poor performers are being modified to improve their performance.

Site-Specific Shuttles

- Six of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 4.6) and SMU (RPI 1.7) 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. Ridership on the Richardson shuttle is growing.
- 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 zone performed at 0.9 as well.
- The North Dallas zone, with an SPI value of 0.3, was the poorest performing zone. It is expected to improve after the December 2012 service modifications.

FLEX Routes

- Each of the six FLEX routes exceeded or equaled the 0.6 Service Performance Index level.
- The Garland/Rowlett route was the best performing route with an SPI of 1.2.
- The East Plano and South Plano routes performed at the 1.0 level.
- The South Irving and Buckner Flex routes were the poorest performers with SPI values of 0.7.

Table 4 - Crosstown Routes Performance

<div>Crosstown Routes</div> <div>Service Standards Monitoring Report</div> <div>Dallas Area Rapid Transit</div> <div>Fourth Quarter 2012</div>												
LINE	Avg Weekday Pass 4Q12	Avg Weekday Pass 4Q11	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	3Q12 Route Performance Index	4Q12 Route Performance Index	RPI Point Change
				\$3.50		34.00		24.0				
486	3,080	2,939	4.8%	\$3.21	1.1	44.2	1.3	28.9	1.2	1.1	1.2	0.1
488	2,117	2,243	-5.6%	\$3.53	1.0	40.0	1.2	26.9	1.1	1.2	1.1	-0.1
467	2,958	2,815	5.1%	\$4.32	0.8	31.9	0.9	32.1	1.3	1.0	1.0	0.0
466	2,663	2,505	6.3%	\$4.52	0.8	31.1	0.9	24.5	1.0	1.0	0.9	-0.1
463	1,505	1,742	-13.6%	\$4.23	0.8	26.6	0.8	25.7	1.1	1.0	0.9	-0.1
408	2,054	2,008	2.3%	\$4.49	0.8	35.6	1.0	23.8	1.0	0.9	0.9	0.0
453	2,483	2,601	-4.5%	\$4.25	0.8	30.1	0.9	23.2	1.0	0.9	0.9	0.0
409	2,387	2,408	-0.8%	\$3.98	0.9	26.6	0.8	22.5	0.9	0.9	0.9	0.0
400	2,115	2,187	-3.3%	\$6.26	0.6	34.3	1.0	18.7	0.8	0.8	0.8	0.0
428	2,296	2,282	0.6%	\$4.91	0.7	25.3	0.7	21.8	0.9	0.8	0.8	0.0
405	1,738	1,851	-6.1%	\$5.57	0.6	25.7	0.8	17.8	0.7	0.7	0.7	0.0
410	1,136	1,107	2.6%	\$5.72	0.6	19.4	0.6	20.0	0.8	0.7	0.7	0.0
415	1,106	1,050	5.4%	\$5.98	0.6	20.5	0.6	18.3	0.8	0.6	0.7	0.1
451	1,089	1,242	-12.3%	\$5.61	0.6	16.4	0.5	19.7	0.8	0.8	0.6	-0.2
404	719	1,022	-29.7%	\$5.92	0.6	14.2	0.4	15.8	0.7	0.6	0.6	0.0
445	856	891	-4.0%	\$5.49	0.6	11.7	0.3	16.4	0.7	0.6	0.6	0.0
475	1,243	1,204	3.3%	\$6.99	0.5	17.3	0.5	14.8	0.6	0.5	0.5	0.0
452	878	988	-11.1%	\$8.93	0.4	15.2	0.4	13.9	0.6	0.5	0.5	0.0
444	851	786	8.3%	\$7.22	0.5	13.4	0.4	14.1	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>Fourth Quarter 2012</div>												
LINE	Avg Weekday Pass 4Q12	Avg Weekday Pass 4Q11	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	3Q12 Route Performance Index	4Q12 Route Performance Index	RPI Point Change
				\$5.50		18.00		31.0				
205	863	648	33.1%	\$5.25	1.0	31.0	1.7	44.2	1.4	1.5	1.4	-0.1
206	919	1,002	-8.2%	\$7.59	0.7	15.9	0.9	25.0	0.8	0.9	0.8	-0.1
283	985	992	-0.7%	\$8.46	0.7	12.2	0.7	19.6	0.6	0.8	0.7	-0.1
278	474	491	-3.5%	\$7.53	0.7	9.6	0.5	20.8	0.7	0.7	0.6	-0.1
207	164	196	-16.1%	\$15.69	0.4	11.4	0.6	18.9	0.6	0.6	0.5	-0.1
208	325	0		\$13.04	0.4	11.7	0.6	16.7	0.5		0.5	0.5
210	347	520	-33.3%	\$17.13	0.3	9.1	0.5	11.2	0.4	0.5	0.4	-0.1
234	45	74	-39.2%	\$30.36	0.2	7.3	0.4	8.0	0.3	0.4	0.3	-0.1
202	177	699	-74.7%	\$20.82	0.3	4.2	0.2	7.4	0.2	0.6	0.2	-0.4

Table 6 - Rail Feeder Routes Performance

**Rail Station Feeder
Routes**

Service Standards Monitoring Report
Dallas Area Rapid Transit
Fourth Quarter 2012

LINE	Avg Weekday Pass 4Q12	Avg Weekday Pass 4Q11	% Change	Sub/ Pass \$4.00	Index	Pass/ Trip 13.00	Index	Pass/ Rev Hour 22.0	Index	3Q12 Route Performance Index	4Q12 Route Performance Index	RPI Point Change
703	4,578	0	All	\$4.77	5.0	9.0	0.7	56.9	2.6	2.7	2.8	0.1
501	1,224	0		\$2.38	1.7	43.1	3.3	38.1	1.7		2.2	2.2
583	2,820	2,863	-1.5%	\$6.64	0.6	29.8	2.3	32.7	1.5	1.7	1.5	-0.2
702	819	869	-5.7%	\$16.17	0.2	9.5	0.7	56.9	2.6	2.3	1.2	-1.1
506	1,653	1,515	9.2%	\$6.78	0.6	15.8	1.2	32.4	1.5	1.4	1.1	-0.3
548	1,342	1,390	-3.4%	\$5.66	0.7	16.4	1.3	26.7	1.2	1.1	1.1	0.0
534	1,269	1,193	6.4%	\$6.47	0.6	19.3	1.5	19.6	0.9	1.0	1.0	0.0
554	1,139	1,257	-9.4%	\$5.29	0.8	11.4	0.9	21.9	1.0	1.0	0.9	-0.1
502	1,117	1,127	-0.9%	\$6.48	0.6	13.6	1.0	21.3	1.0	1.0	0.9	-0.1
549	986	1,012	-2.6%	\$6.27	0.6	16.1	1.2	17.3	0.8	0.9	0.9	0.0
592	1,321	1,506	-12.3%	\$7.36	0.5	10.1	0.8	21.3	1.0	0.9	0.8	-0.1
508	266	0		\$5.49	0.7	9.6	0.7	20.2	0.9		0.8	0.8
527	711	792	-10.2%	\$8.26	0.5	8.8	0.7	22.8	1.0	0.9	0.7	-0.2
593	1,075	1,162	-7.5%	\$9.34	0.4	10.7	0.8	19.6	0.9	0.8	0.7	-0.1
597	1,091	1,117	-2.3%	\$10.35	0.4	14.0	1.1	15.5	0.7	0.8	0.7	-0.1
531	642	551	16.6%	\$12.77	0.3	12.8	1.0	19.9	0.9	0.8	0.7	-0.1
582	915	881	3.8%	\$8.96	0.4	11.6	0.9	17.3	0.8	0.8	0.7	-0.1
505	272	0		\$7.42	0.5	10.0	0.8	15.0	0.7		0.7	0.7
528	533	895	-40.5%	\$7.37	0.5	7.7	0.6	15.8	0.7	1.0	0.6	-0.4
553	528	540	-2.1%	\$28.73	0.1	11.8	0.9	19.1	0.9	0.8	0.6	-0.2
522	790	874	-9.6%	\$9.26	0.4	9.2	0.7	16.6	0.8	0.8	0.6	-0.2
526	574	598	-3.9%	\$8.62	0.5	6.5	0.5	20.2	0.9	0.8	0.6	-0.2
551	453	476	-4.8%	\$23.86	0.2	9.3	0.7	18.9	0.9	0.8	0.6	-0.2
541	737	725	1.6%	\$23.70	0.2	11.0	0.8	15.3	0.7	0.7	0.6	-0.1
535	1,141	1,095	4.2%	\$13.88	0.3	11.9	0.9	14.0	0.6	0.7	0.6	-0.1
574	387	431	-10.0%	\$8.99	0.4	8.3	0.6	17.1	0.8	0.6	0.6	0.0
507	282	277	2.0%	\$7.49	0.5	6.3	0.5	14.2	0.6	0.6	0.6	0.0
568	934	866	7.8%	\$7.24	0.6	8.7	0.7	14.6	0.7	0.6	0.6	0.0
521	253	103	145.2%	\$6.51	0.6	5.3	0.4	14.3	0.7	0.1	0.6	0.5
544	929	1,154	-19.5%	\$36.72	0.1	11.1	0.9	14.1	0.6	0.7	0.5	-0.2
547	468	485	-3.6%	\$9.94	0.4	6.8	0.5	11.9	0.5	0.6	0.5	-0.1
532	343	363	-5.5%	\$7.94	0.5	6.4	0.5	13.0	0.6	0.6	0.5	-0.1
515	675	704	-4.2%	\$9.05	0.4	7.8	0.6	11.8	0.5	0.6	0.5	-0.1
571	525	513	2.4%	\$10.24	0.4	8.9	0.7	11.8	0.5	0.6	0.5	-0.1
536	258	285	-9.2%	\$12.82	0.3	7.8	0.6	10.7	0.5	0.6	0.5	-0.1
594	679	677	0.3%	\$8.94	0.4	7.1	0.5	12.7	0.6	0.5	0.5	0.0
513	271	255	6.5%	\$7.73	0.5	5.4	0.4	14.6	0.7	0.5	0.5	0.0
538	787	804	-2.2%	\$6.92	0.6	5.1	0.4	14.8	0.7	0.5	0.5	0.0
525	346	362	-4.5%	\$8.14	0.5	5.8	0.4	11.6	0.5	0.5	0.5	0.0
566	256	269	-4.5%	\$8.26	0.5	5.2	0.4	12.0	0.5	0.5	0.5	0.0
542	377	461	-18.2%	\$10.70	0.4	5.7	0.4	9.0	0.4	0.5	0.4	-0.1
560	426	457	-6.8%	\$11.77	0.3	7.2	0.6	10.0	0.5	0.5	0.4	-0.1
550	388	420	-7.7%	\$10.96	0.4	5.0	0.4	10.1	0.5	0.4	0.4	0.0
595	525	551	-4.7%	\$13.20	0.3	8.0	0.6	8.2	0.4	0.4	0.4	0.0
591	376	422	-11.0%	\$9.35	0.4	4.0	0.3	10.1	0.5	0.4	0.4	0.0
567	136	154	-11.3%	\$15.36	0.3	2.5	0.2	7.4	0.3	0.3	0.3	0.0
533	99	99	-0.4%	\$12.23	0.3	2.5	0.2	10.2	0.5	0.3	0.3	0.0
503	94	0		\$11.83	0.3	2.4	0.2	8.7	0.4		0.3	0.3
512	7	26	-73.1%	\$177.00	0.0	0.1	0.0	0.6	0.0	0.1	0.0	-0.1

Table 7 - Transit Center Feeder Routes Performance

**Transit Center Feeder
Routes**

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

LINE	Avg	Avg	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	3Q12	4Q12	RPI Point Change
	Weekday	Weekday								Route	Route	
	Pass	Pass								Performance	Performance	
4Q12	4Q11	Index	Index	Index	Index							
				\$5.00		13.00		18.0				
378	1,040	984	5.7%	\$4.77	1.0	14.6	1.1	25.5	1.4	1.3	1.2	-0.1
360	1,036	946	9.5%	\$5.29	0.9	14.0	1.1	20.3	1.1	0.9	1.1	0.2
350	938	909	3.2%	\$6.78	0.7	17.0	1.3	18.0	1.0	1.0	1.0	0.0
362	841	609	38.1%	\$6.27	0.8	14.5	1.1	19.0	1.1	0.7	1.0	0.3
374	861	917	-6.1%	\$6.64	0.8	15.1	1.2	16.0	0.9	1.0	0.9	-0.1
377	460	438	5.2%	\$5.66	0.9	9.9	0.8	20.0	1.1	0.9	0.9	0.0
361	520	538	-3.4%	\$6.47	0.8	9.1	0.7	18.3	1.0	0.9	0.8	-0.1
372	705	685	2.9%	\$7.37	0.7	12.3	0.9	16.2	0.9	0.9	0.8	-0.1
380	464	463	0.1%	\$6.48	0.8	8.8	0.7	17.5	1.0	0.9	0.8	-0.1
308	528	517	2.1%	\$7.36	0.7	9.7	0.7	17.0	0.9	0.8	0.8	0.0
385	619	640	-3.2%	\$8.26	0.6	10.0	0.8	13.6	0.8	0.7	0.7	0.0
347	563	468	20.3%	\$9.34	0.5	10.6	0.8	13.2	0.7	0.7	0.7	0.0
307	558	462	20.9%	\$10.35	0.5	11.5	0.9	11.4	0.6	0.7	0.7	0.0
302	422	433	-2.5%	\$9.26	0.5	8.0	0.6	13.9	0.8	0.7	0.6	-0.1
310	699	675	3.5%	\$12.77	0.4	12.5	1.0	10.2	0.6	0.6	0.6	0.0
333	364	329	10.5%	\$8.62	0.6	7.0	0.5	14.3	0.8	0.6	0.6	0.0
303	368	304	20.8%	\$8.96	0.6	7.3	0.6	12.8	0.7	0.6	0.6	0.0
301	331	1,204	-72.6%	\$16.17	0.3	10.0	0.8	7.5	0.4	1.1	0.5	-0.6
376	245	235	4.2%	\$9.94	0.5	3.4	0.3	11.2	0.6	0.5	0.5	0.0
348	117	0		\$13.88	0.4	2.9	0.2	11.1	0.6		0.4	0.4
311	61	180	-66.2%	\$28.73	0.2	4.6	0.4	6.1	0.3	0.7	0.3	-0.4
306	73	331	-78.0%	\$23.86	0.2	2.4	0.2	4.3	0.2	0.5	0.2	-0.3
305	89	342	-74.0%	\$23.70	0.2	2.9	0.2	4.9	0.3	0.5	0.2	-0.3
346	17	0		\$36.72	0.1	0.8	0.1	3.8	0.2		0.1	0.1

Table 8 - Local Routes Performance

<div>Local Routes</div> <div>Service Standards Monitoring Report</div> <div>Dallas Area Rapid Transit</div> <div>Fourth Quarter 2012</div>												
LINE	Avg Weekday Pass 4Q12	Avg Weekday Pass 4Q11	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	3Q12 Route Performance Index	4Q12 Route Performance Index	RPI Point Change
				\$3.25		24.50		23.5				
11	4,373	4,282	2.1%	\$3.22	1.0	31.9	1.3	26.2	1.1	1.2	1.1	-0.1
110	1,784	1,841	-3.1%	\$3.39	1.0	23.1	0.9	29.6	1.3	1.1	1.1	0.0
2	1,593	1,419	12.3%	\$3.25	1.0	19.7	0.8	26.7	1.1	0.8	1.0	0.2
164	3,064	3,264	-6.1%	\$4.50	0.7	21.3	0.9	24.8	1.1	0.9	0.9	0.0
26	1,485	1,523	-2.5%	\$3.14	1.0	16.9	0.7	24.9	1.1	0.9	0.9	0.0
63	1,165	1,226	-5.0%	\$4.25	0.8	16.1	0.7	25.3	1.1	0.9	0.8	-0.1
19	2,727	2,794	-2.4%	\$4.29	0.8	20.5	0.8	21.9	0.9	0.9	0.8	-0.1
24	1,555	1,559	-0.3%	\$3.82	0.8	13.4	0.5	23.6	1.0	0.8	0.8	0.0
1	2,041	1,486	37.4%	\$4.84	0.7	18.1	0.7	19.6	0.8	0.8	0.7	-0.1
52	1,039	1,081	-3.8%	\$4.35	0.7	11.8	0.5	20.3	0.9	0.7	0.7	0.0
36	1,368	1,390	-1.6%	\$5.94	0.5	20.3	0.8	16.4	0.7	0.7	0.7	0.0
76	960	933	2.9%	\$4.77	0.7	13.8	0.6	18.7	0.8	0.7	0.7	0.0
12	1,478	1,609	-8.1%	\$5.93	0.5	17.0	0.7	16.4	0.7	0.7	0.6	-0.1
59	1,000	969	3.2%	\$6.21	0.5	16.0	0.7	17.1	0.7	0.7	0.6	-0.1
183	1,006	1,274	-21.0%	\$5.39	0.6	12.4	0.5	18.0	0.8	0.6	0.6	0.0
161	1,858	1,871	-0.7%	\$6.10	0.5	13.5	0.6	19.9	0.8	0.6	0.6	0.0
49	646	698	-7.5%	\$5.38	0.6	8.0	0.3	17.9	0.8	0.6	0.6	0.0
60	1,053	1,007	4.6%	\$7.10	0.5	15.0	0.6	16.0	0.7	0.6	0.6	0.0
35	960	915	4.9%	\$6.41	0.5	15.0	0.6	15.5	0.7	0.6	0.6	0.0
31	1,185	1,168	1.5%	\$7.48	0.4	16.6	0.7	13.3	0.6	0.6	0.6	0.0
39	1,181	1,098	7.6%	\$5.10	0.6	9.3	0.4	17.2	0.7	0.5	0.6	0.1
111	864	732	18.1%	\$5.65	0.6	10.8	0.4	16.5	0.7	0.5	0.6	0.1
29	938	1,076	-12.8%	\$6.85	0.5	11.0	0.4	14.1	0.6	0.5	0.5	0.0
51	1,035	1,042	-0.7%	\$8.73	0.4	12.9	0.5	11.9	0.5	0.5	0.5	0.0
21	827	1,213	-31.8%	\$10.86	0.3	13.1	0.5	10.6	0.4	0.6	0.4	-0.2
155	187	210	-10.9%	\$10.80	0.3	7.2	0.3	15.2	0.6	0.5	0.4	-0.1
42	579	623	-7.1%	\$9.79	0.3	8.4	0.3	14.0	0.6	0.4	0.4	0.0
27	20	87	-77.5%	\$55.14	0.1	0.5	0.0	1.9	0.1	0.1	0.1	0.0

Table 9 - Site-Specific Shuttles Performance

Site-Specific Shuttle Routes			Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2012									
LINE	Avg Weekday Pass 4Q12	Avg Weekday Pass 4Q11	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev Hour	Index	3Q12 Route Performance Index	4Q12 Route Performance Index	RPI Point Change
				\$0.90		7.50		21.0				
UTD	2,207	2,077	6.3%	\$0.17	5.4	37.1	5.0	74.7	3.6	2.9	4.6	1.7
SMU	1,158	993	16.7%	\$1.15	0.8	15.5	2.1	46.4	2.2	1.1	1.7	0.6
DFW	491	492	-0.2%	\$0.68	1.3	6.4	0.8	12.7	0.6	0.9	0.9	0.0
UTSW	464	461	0.6%	\$0.82	1.1	5.4	0.7	19.7	0.9	0.9	0.9	0.0
RICH	132	116	14.0%	\$1.75	0.5	3.2	0.4	19.5	0.9	0.6	0.6	0.0
TI	676	725	-6.7%	\$1.54	0.6	4.5	0.6	14.0	0.7	0.6	0.6	0.0
MCE	99	124	-20.1%	\$1.07	0.8	1.2	0.2	9.1	0.4	0.5	0.5	0.0
TIS	88	70	26.2%	\$1.20	0.7	1.8	0.2	7.5	0.4	0.5	0.5	0.0

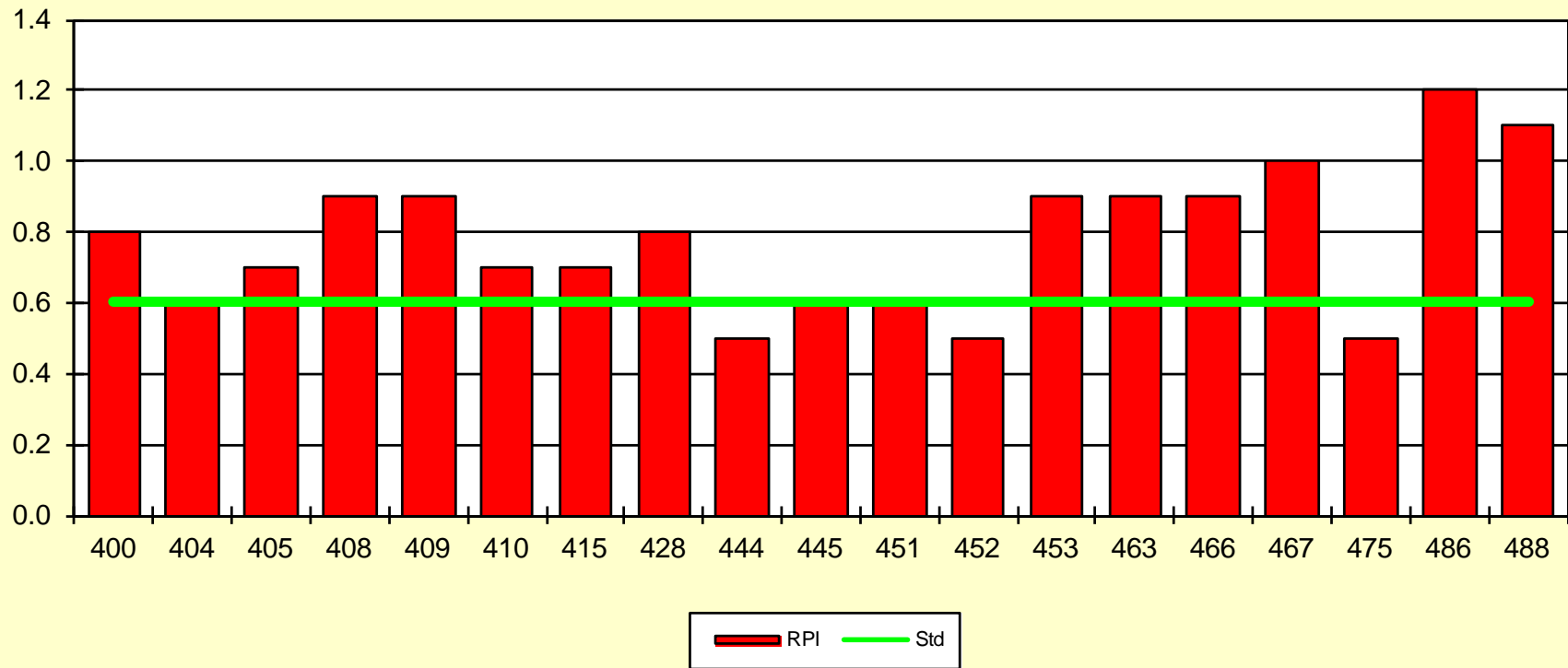
Table 10 - DART-on-Call Performance

DART-on-Call Zones			Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2012							
LINE	Avg Weekday Pass 4Q12	Avg Weekday Pass 4Q11	% Change	Sub/Pass	Index	Pass/Rev Hour	Index	3Q12 Service Performance Index	4Q12 Service Performance Index	SPI Point Change
				\$8.40		6.50				
GH	33	46	-28.4%	\$7.70	1.1	4.36	0.7	0.8	0.9	0.1
NCPoC	96	138	-30.8%	\$7.73	1.1	4.41	0.7	0.9	0.9	0.0
RoC	52	67	-21.9%	\$9.91	0.8	3.55	0.5	0.6	0.7	0.1
FBoC	41	61	-32.8%	\$14.00	0.6	2.58	0.4	0.5	0.5	0.0
LHoC	38	44	-14.7%	\$14.48	0.6	2.55	0.4	0.5	0.5	0.0
LoC	32	43	-23.6%	\$16.15	0.5	2.28	0.4	0.4	0.4	0.0
Rich	23	29	-18.9%	\$18.13	0.5	2.05	0.3	0.3	0.4	0.1
NDoC	22	33	-32.5%	\$22.44	0.4	1.68	0.3	0.3	0.3	0.0

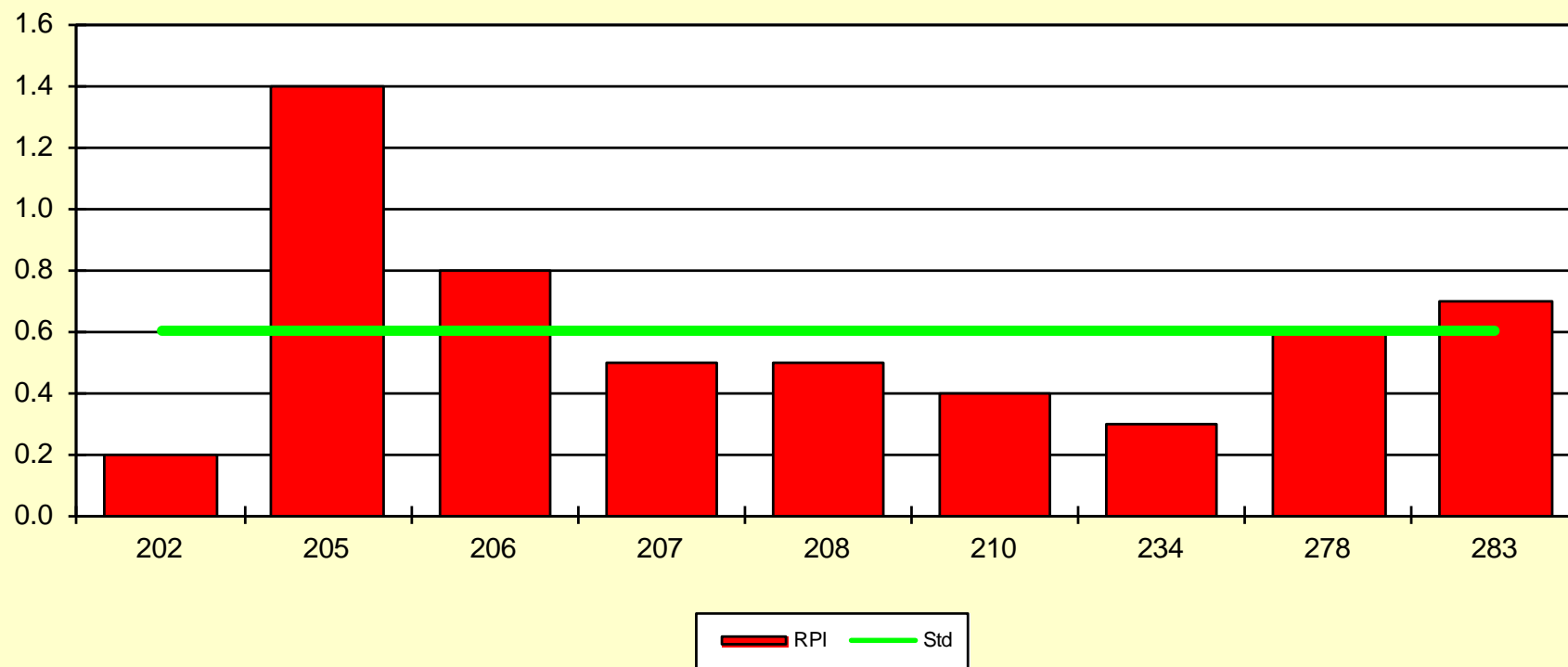
Table 11 - FLEX Routes Performance

FLEX Routes		Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2012								
LINE	Avg Weekday Pass 4Q12	Avg Weekday Pass 4Q11	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	3Q12 Service Performance Index	4Q12 Service Performance Index	SPI Point Change
				\$4.00		10.50				
887	161	176	-8.2%	\$2.99	1.3	11.20	1.1	0.8	1.2	0.4
843	72	74	-2.2%	\$3.57	1.1	10.11	1.0	1.7	1.0	-0.7
870	276	283	-2.3%	\$3.60	1.1	9.54	0.9	0.8	1.0	0.2
841	132	148	-11.2%	\$4.80	0.8	7.76	0.7	0.7	0.8	0.1
840	131	124	5.8%	\$5.49	0.7	6.12	0.6	0.7	0.7	0.0
842	79	88	-10.7%	\$5.09	0.8	6.66	0.6	0.6	0.7	0.1

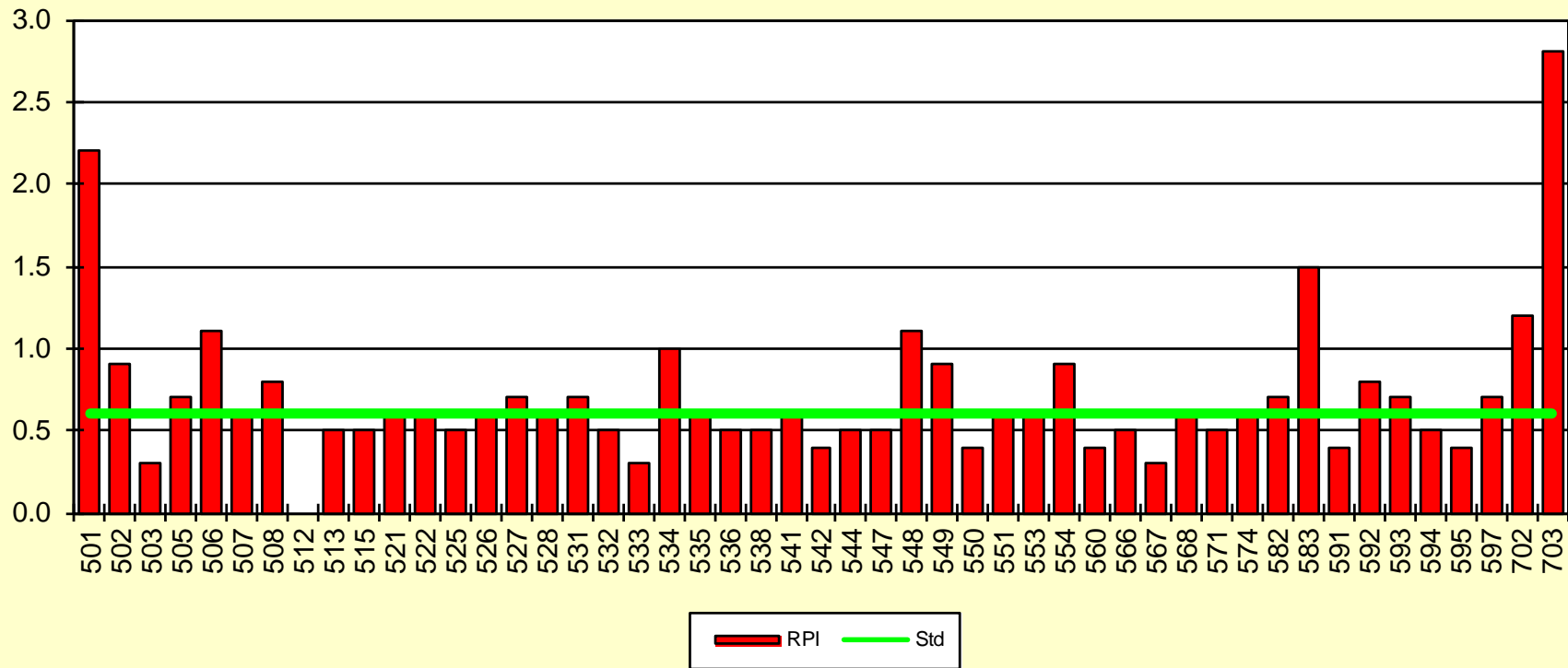
Route Performance Index Crosstown Routes



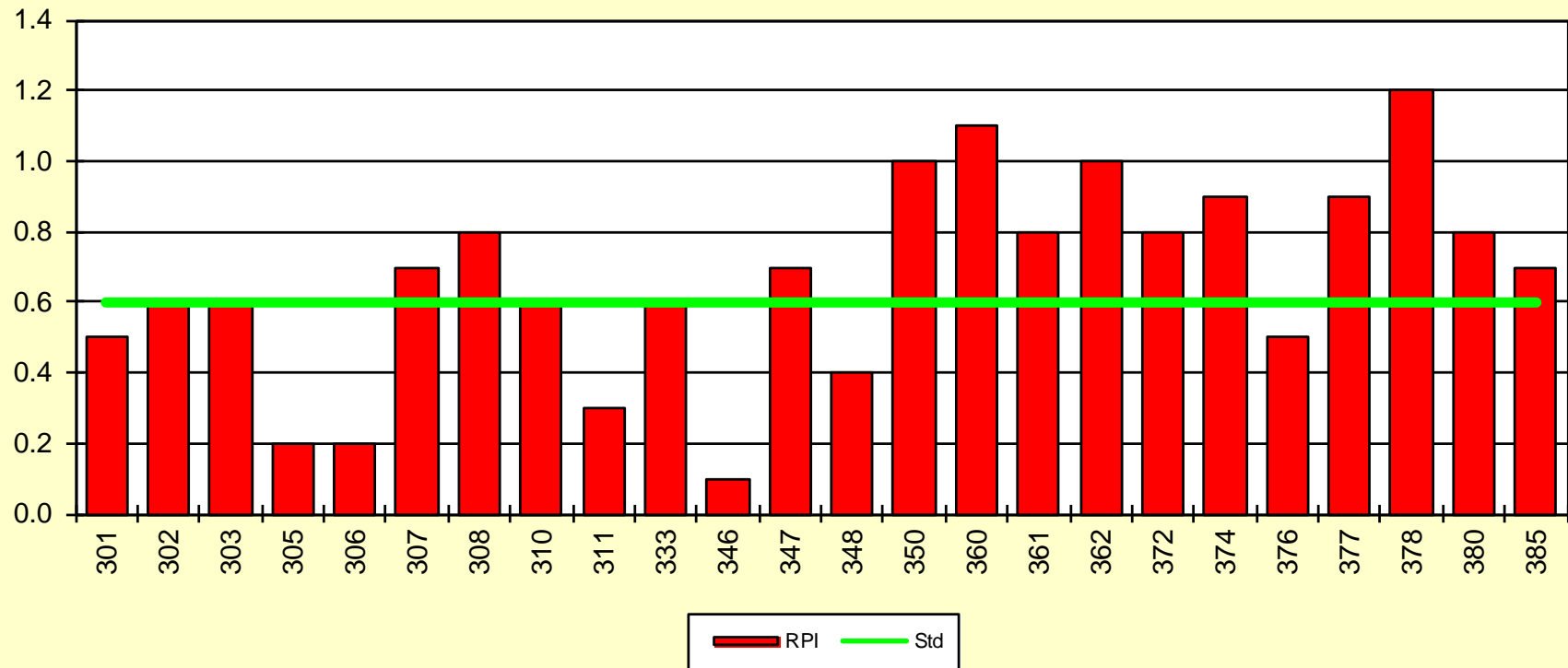
Route Performance Index
Express Routes



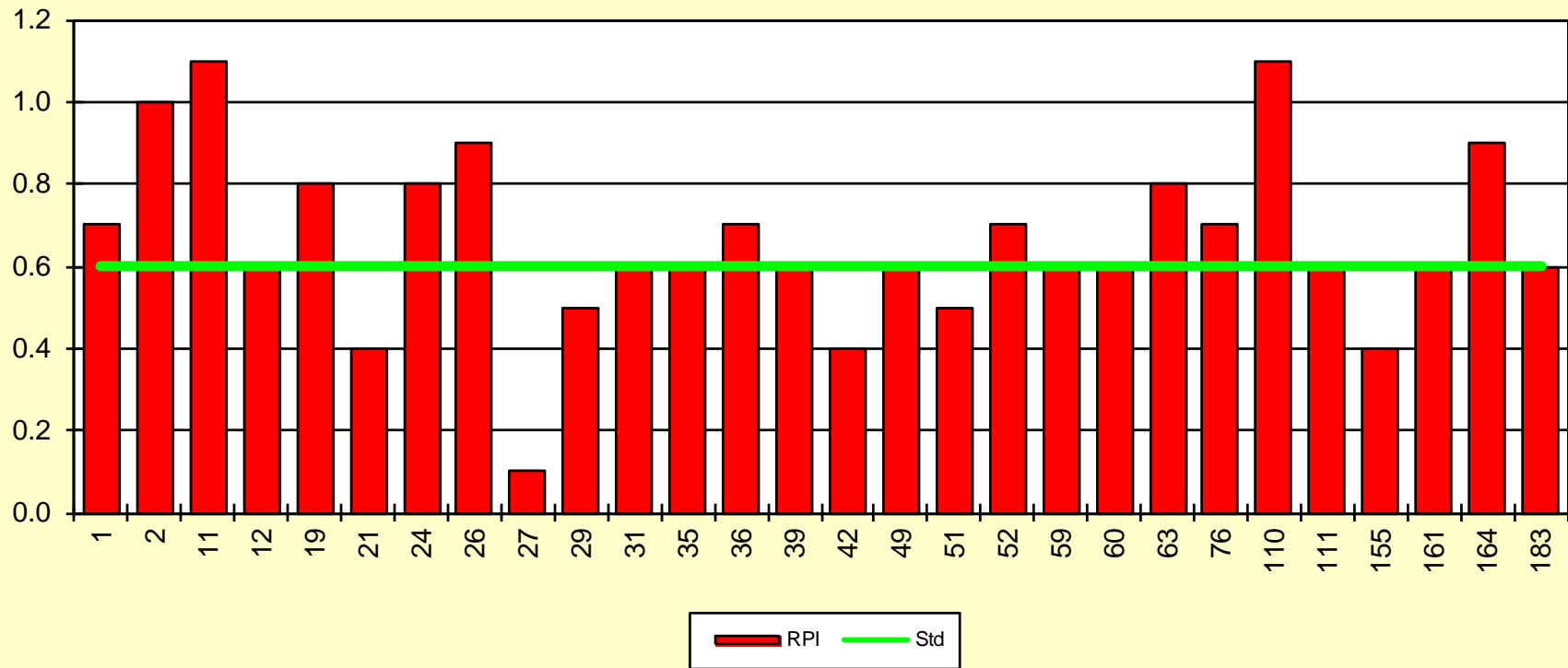
Route Performance Index Rail Station Feeder Routes



Route Performance Index Transit Center Feeder Routes



Route Performance Index Local Routes



Planning & Development Department

Fourth Quarter FY 2012 Quarterly

P&D1	Highlights: Summary
P&D2	Mobility Programs Development
P&D2	HOV Lanes Operation
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P&D4	Employer Service Program Development
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Planning and Development Department

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 95,836 weekday daily commuters in 4Q12. I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 9.3 million commuters during two months in 4Q12.
- SH114 Freeway: DART, the City of Irving, State and business leaders gathered at the University of Dallas on Wednesday October 31, 2012 for a ribbon-cutting ceremony to celebrate State Highway 114-Orange Line Irving Diamond Interchange completion. DART officials said it is the first time in the state of Texas that a light rail will share a right of way with a highway.
- State Fair Operations Plan: DART received positive reception by our customers during the Texas/OU game day/state fair event, transporting approximately 130,000 riders to the State Fair by LRT.
- Employer Services Program: This 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.
- Mesquite Shuttle Service: There will be minor schedule adjustments to Route 282 to offer later trips in the evening starting on December 3 and on October 1, 2012. Additional service to the State Fair for ISD Day was also implemented.
- Enhanced Bus Corridor: Phase I enhances bus corridor implementation will occur in December 2012. The enhanced bus brand campaign has been completed and a standard

Planning and Development Department

operating route for Route 987 has been developed. This route will provide limited stop service over Forest Lane between Downtown Garland and Royal Lane Station.

- Downtown Dallas Circulator Options: The City of Dallas approved downtown shuttle options and are requesting that DART assist with the options to evaluate central business district circulator routes proposed by both the Downtown Dallas Inc. (DDI), and the City of Dallas, and determine the most productive strategy for providing service for tourist.
- Standard Shelter Installation: Installed 34 new shelters this quarter, and the testing of new solar retrofit units are in progress. A number of City Street Reconstruction projects have been completed with the installation of new shelters and solar lighting in the Bishop Arts District and Buckner Boulevard in S E Dallas.
- Vanpool Program: End of the year ridership is up plus 4%, and exceeded 1 million in ridership for FY 2012.

Strategic Priorities	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure Priority III: Build and Maintain DART's Regional Transportation Leadership
Description	<p>HOV lane system is DART's most cost efficient service, carrying about 35% 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 9.3 million commuters during 4Q 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>
Accomplishments	<p>The following is HOV ridership information for 4Q12:</p> <ul style="list-style-type: none">• The six DART operated HOV lanes carried approximately 95,836 average weekday daily commuters.• The HOV lanes along I-30 East, I-35E, I-635 East, I-30 West, US75, and I-35E/US67 carried 18,367, 22,619, 17,575, 10,276, 15,524 and 32,432 average weekday passengers respectively.• On-time opening performance for the East R. L. Thornton HOV lane was 100% during the last quarter.• I-30 West HOV lane was opened for 38 special events.
Issues	<ul style="list-style-type: none">• US 75 direct- connect HOV ramp to 635 HOV will be closed due to 635 Managed Lanes construction.• A new entrance to 635 (East) HOV will be created near Greenville Road due to 635 Managed Lanes construction.• 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.

- On I-30 Managed Lanes proposed SH 161 construction by NTTA has resulted in two lanes reduced to one lane in the construction area will be completed by the end of November 2012.
- 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

Strategic Priorities	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure Priority III: Build and Maintain DART's Regional Transportation Leadership
Description	<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>
Accomplishments	<ul style="list-style-type: none">• 4Q12: DART, the City of Irving, state and business leaders gathered at the University of Dallas on Wednesday October 31, 2012 for a ribbon-cutting ceremony to celebrate State Highway 114-Orange Line Irving Diamond Interchange completion. DART officials said it is the first time in the state of Texas that a light rail will share a right of way with a highway.• Project close-out with TxDOT for reconciliation of change orders related to construction of the newly completed DART Irving-1 LRT is underway.• 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.• 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 & 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.

- 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.
- 2Q12: DART's Design/Build contractor for Irving-3 (I-3) LRT project has been working closely with TxDOT exploring options to avoid any right-of-way impact (pinch point) on the future SH 114 widening project.
- 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.

SH 114 Freeway Widening Including Managed/HOV Lanes

**Mobility Programs
Development**

-
- 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

- 4Q12: Request for additional funding for the UTD Site Specific Shuttle was presented to the board. The board has requested additional information before a full board vote.
- 4Q12: The Baylor ILA was signed by Baylor and is in the final signature process with DART.
- 4Q12: A request to continue the DFW circular three-party ILA was presented to the Board Planning Committee and passed, pending. (Committee of the Whole).
- 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

- SMU and the George Bush Library representatives is requesting a meet for Nov. or early Dec. to discuss public transit support after the libraries opening scheduled in April 2013.
- 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

- 4Q12: Construction began on Victory Lane project for implementation in January 2013.
- 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 1Q13.

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

- 4Q12: Installed 34 new Shelters and Testing of New Solar Retrofit Unit.
- 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.

Issues

- 4Q12: A boost in shelter pad and shelter output installation can be credited to staff support and the Senior Management Blanket Purchase Order (BPO). A number of City Street Reconstruction projects have been completed and their shelters installed - Bishop Arts and Buckner Boulevard. Scottish Rite shelters will be installed in 1Q13. We are waiting for the go-ahead to install shelters for the following Street Projects: Continental / Riverfront Street Development and Irving Blvd sidewalk and bus stop access rebuild (Shelter pads to be constructed by the City of Irving). Solar Retrofits and Solar Lighting installations are impacted by undesirable lighting output of some solar units. TOLAR (Shelter Contractor) is investigating and has entered into contract with a new solar lighting supplier. Solar Retrofitting of current shelters are pending based on TOLAR's investigation and subsequent report to Passenger Amenities. Amenity resources have also been temporarily shifted for the upcoming December Service change.

Schedule

- FY 2013: Continue installation of shelters under federalized contract. Approximately 44 single shelter units per quarter (new and replaced). Develop and Award New Shelter contract for 3Q13.

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

- 4Q12: Preparations were made to open Beltline Station as a paid parking facility on December 3, 2012.
- 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

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

Description 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.

Accomplishments

- 4Q12: End of year ridership is up plus 4%
- 4Q12: Ridership exceeded 1 million for FY12
- 3Q12: Ridership up 4% compared to May 2011. Year to date ridership is up 5%.
- 2Q12: Ridership up 19 % compared to February 2011 & February 2012. Year to date ridership is up 11.3 %.
- 2Q12: The Vanpool Program remains capped at the FY12 target of 198 vanpools with no waiting list.
- 1Q12: The Vanpool program remains capped at the FY12 target of 198 vanpools with 5 groups on the waiting list.

Issues

- Due to reduced funding from NCTCOG vanpool fees will increase by \$130 on small and large vans. This represents an average of \$13 more per passenger.
- 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.
- 1Q12: No issues reported in 1Q12.

Schedule

- Effective December 2012 (for January 2013 payment), vanpool rates will increase from \$350 to \$480 for large vans, and from \$330 to \$460 for small vans.
- 3Q12: Programmed an increase of Vanpool from 198 to 206 vanpools for FY13.
- 1Q12: Developed outreach projects utilizing funds from the Employer Transportation Reduction program. Execution slated during ozone season Earth-day events & Clean Air Week.
- 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.

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

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

- 4Q12: Completed Enhanced Bus brand campaign.
- 4Q12: Develop standard operating procedures for Route 987.
- 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 and identified Corridors to be implemented in 4Q12.

Issues

- None at this time

Schedule

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

- 2Q12: Develop Branding Campaign and Smart Shelter Design

Project Manager(s) Jennifer Jones

Strategic Priorities	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure
Description	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.
Accomplishments	<ul style="list-style-type: none">• 4Q12: The State Fair operations plan was finalized and successfully implemented. The largest event during the State Fair was the Texas/OU game. DART performed at a very high level for this game, and carried approximately 130,000 customers on the LRT. There were not any major complaints, and our operations were well received by customers.
Issues	<ul style="list-style-type: none">• None at this time
Schedule	<ul style="list-style-type: none">• 1Q13: Implement State Fair of Texas Operations plan
Project Manager(s)	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

- 4Q12: City of Dallas approved downtown shuttle options
- 4Q12: Prepared and submitted JARC applications for shuttles
- 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
- 1Q13: Develop marketing plan and brand
- 1Q13: Identify service start date

Project Manager(s)

Jennifer Jones

FY 2012 Score Card

Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> Expand Services 	Green Line	Fixed Route Ridership in the Fourth Quarter increased by 1.7 percent from last year. Bus ridership was 1.1 percent higher than in 2011. Light Rail ridership increased by 3.7 percent during the quarter as a result of the opening of the Orange Line and the increase in service levels that accompanied the opening. TRE ridership was down by 8.3 percent as Saturday ridership continued to drop. The Blue Line ridership is beginning to improve while the Green Line growth has slowed.
	Feeders to Transit Centers and Stations	Rail Feeder route ridership increased by 14.7 percent as a result of the shift of many former Local route riders and the attraction of new riders to Orange Line feeder routes. Work focused on planning for the implementation of Feeder Routes to the next Orange Line stations in December 2012.
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	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).
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	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 is on-going. Proposed changes to the fare structure hold the promise of ridership increases.
	New DART On Call programs: flexible routes and late night/weekend services	Changes in the operation of the Flex routes will result in reduced overall operating costs, improving the performance of these routes. Ridership continues to be strong with increases on most routes.
	Site-specific Shuttles	DART continues to develop site specific shuttle partnerships that connects riders to DART. We will partner with Baylor Hospital in FY12 to support a circular route that links riders to the Green Line (Baylor Station). Ridership on 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.
	Service Changes	Staff activity focused on preparing for the implementation of major service changes that will

FY 2012 Score Card Five-Year Action Plan

Service Planning and Scheduling

		happen in December with the opening of the Orange Line and Blue Line LRT extensions. Schedules are complete and work is focusing on communication of changes to customers.
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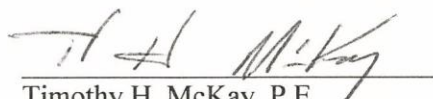


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TO: Distribution

SUBJECT: 4th Quarter FY 2012
PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 4th 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 September 30, 2012, including Change Control Summaries, Systems Integration, and Real Estate.


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

THM/ta

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ACRONYMS

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
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
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
S&I Facility - Service & Inspection Facility
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)
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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

The LRT Buildout Phase I consisted of approximately 24 miles of light rail transit lines extending northeast to Garland (Northeast Corridor) from the Mockingbird Station and north to Plano (North Central Corridor) from the Park Lane Station. The construction of this 24-mile system included contracts for: facilities construction for each line section (station and guideway construction), systemwide track installation, systemwide landscaping/amenities, systems installation (traction electrification, signals, communications, and fare collection), and vehicle procurement. Phase I also included expansion of the existing Service & Inspection (S&I) Facility (completed July 2002), construction of the Vehicle Acceptance Facility (VAF - completed August 1999), and 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

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.

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III & D2

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.

COMMUTER RAIL

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.

ADDITIONAL CAPITAL DEVELOPMENT

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.

STREETCAR PROGRAMS

Union Station to Oak Cliff TIGER-funded Streetcar Project

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

Urban Circulator Streetcar Project

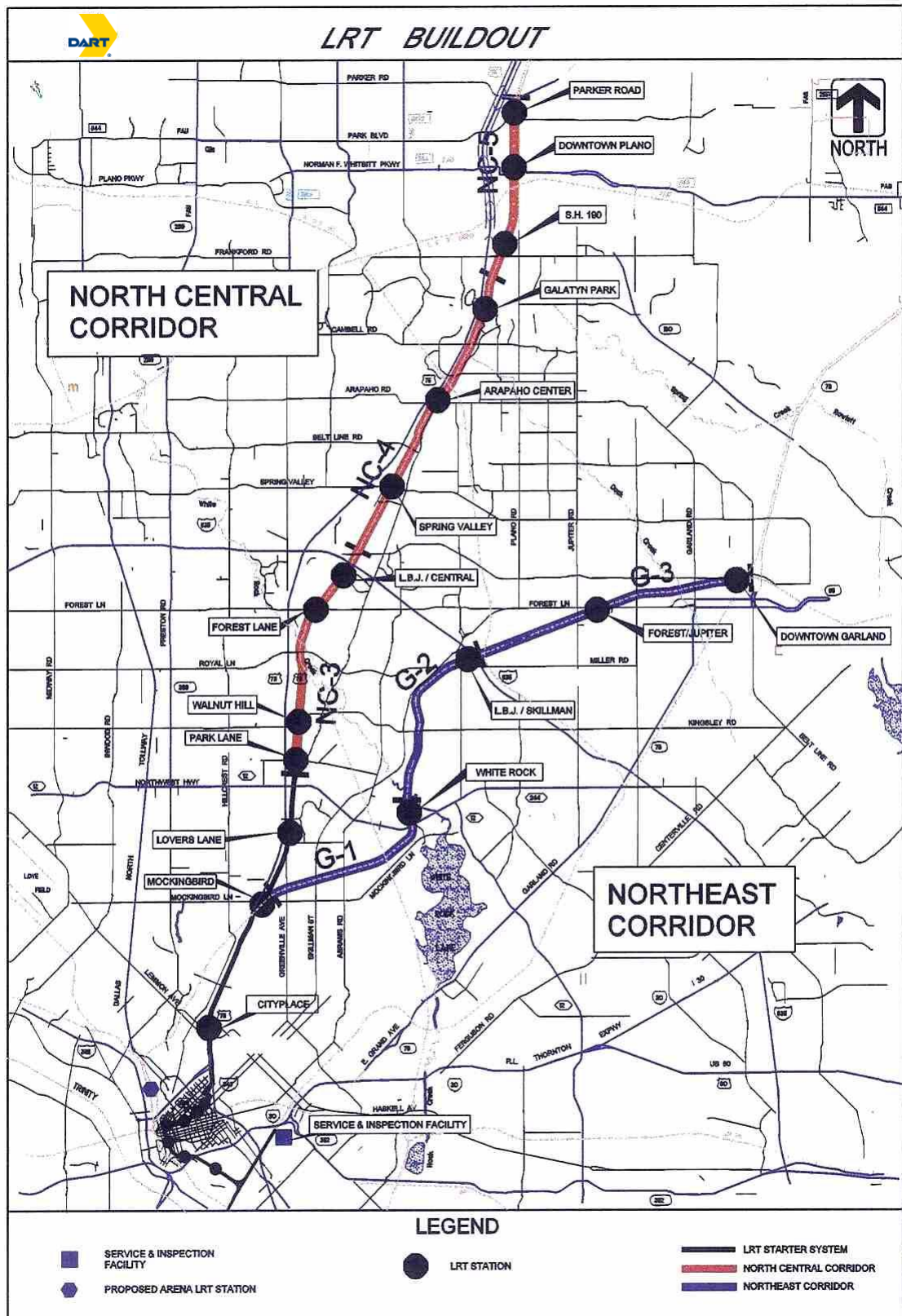
The Urban Circulator Streetcar Project is a City of Dallas project, with DART acting as the Federal Grant Recipient and Owner's Technical Representative, responsible for the design, construction, and oversight of the project. It is an approximately 0.6 mile trackway that begins at the current terminus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

Streetcar Procurement

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

Phase I



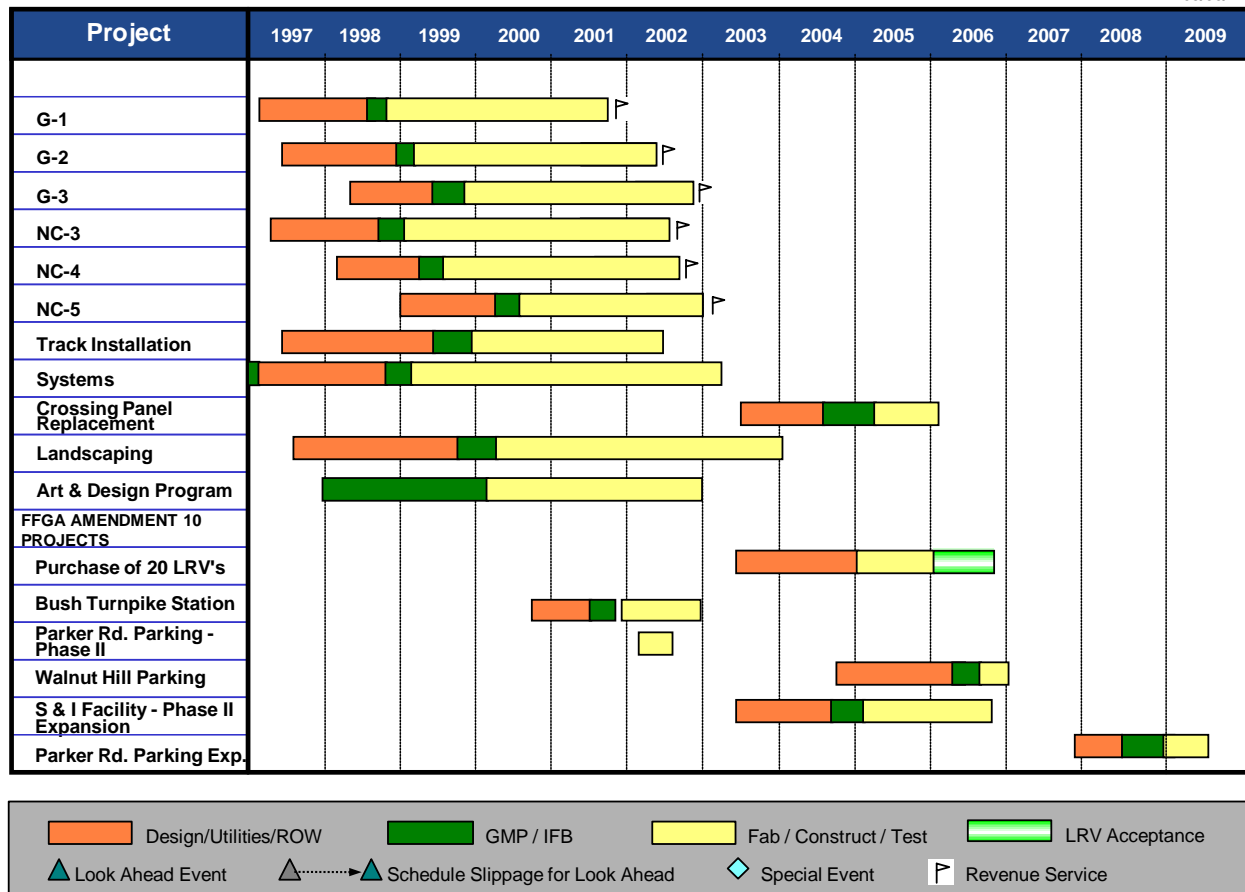


Summary Control Schedule

LRT Buildout Phase I

LRT Buildout Phase I Summary Control Schedule

09/30/12



Cost/Schedule Summary

LRT Buildout Phase I

LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽²⁾
LRT General ⁽¹⁾	\$ 67.0	\$ 55.4	\$ 55.4
Cityplace Station Finishout ⁽³⁾	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
LRT Buildout Total	\$948.2	\$881.5	\$881.4

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 08/31/12, 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

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment⁽¹⁾	Expended to Date ⁽²⁾
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$ 12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	1.4	1.4
S&I Facility - Phase II Expansion	29.8	29.2	29.2
Purchase of 20 LRVs	63.0	60.6	60.6
Parker Road Station Parking Expansion ⁽³⁾	2.3	2.0	1.9
Total	\$111.5	\$ 107.7	\$ 107.6

1) Committed values reflect activity through 08/31/12.

2) Expended to date values reflect activity through 08/31/12, as reported on DART's General Ledger.

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

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

1) Expended to date values reflect activity through 9/30/12, 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 returned some retained 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 reached final disposition in the DART process. The contractor filed an appeal of the decision in Federal Court. DART and GLF have pending Cross Motions for Summary Judgment. Trial had been set to begin September 17, 2012. On September 7, 2012, Federal Court granted DART's Motion for Summary Judgment and denied GLF's Motion. The Federal Court determined that DART's Administrative Judge applied the law and decided correctly on all three issues presented. Court found contract was unambiguous regarding traffic barrier payment, GLF is not entitled to additional profit and overhead in addition to that awarded previously, and that DART is not liable for interest on GLF's breach of contract claim. GLF has 30 days to appeal this Decision to US Court of Appeals for the 5th Circuit.

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.

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 traction motor suspension bracket has been verified to be incorrect. To correct this, new parts and the associated resilient mounts and hardware are being manufactured. Delivery of this material is scheduled for early December 2012. Modification program to install this new material will start shortly after this material is received.

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. A production version of software that mitigates the problem has been issued and installed on all cars.

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. A production version of software that mitigates the problem has been issued and installed on all cars.

Fault Code (THD2) Indicating Propulsion Inverter Over Temperature

The supplier has indicated that the THD2 fault is not an actual overheat condition. The THD2 fault is being used as a convenience to trip the detailed recording of operational parameters (trace data) to help in the identification of problems. Revised software has been issued and is being installed on a limited number of cars for testing.

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary

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

Legend: % Contingency >= 70%

Notes:

- The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.
- 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.
- The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.
- 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.

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note d) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2012)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note c)	
Vehicle Procurement (Amendment 13)	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Itochu	\$13,244,927 (Note e)	\$414,568	\$13,659,495	\$103,794	\$13,348,721	\$310,774	25%	95%	
TOTALS:			\$13,244,927	\$414,568	\$13,659,495	\$103,794	\$13,348,721	\$310,774			

Legend: % Contingency >= 70%

Notes for Amendment 13:

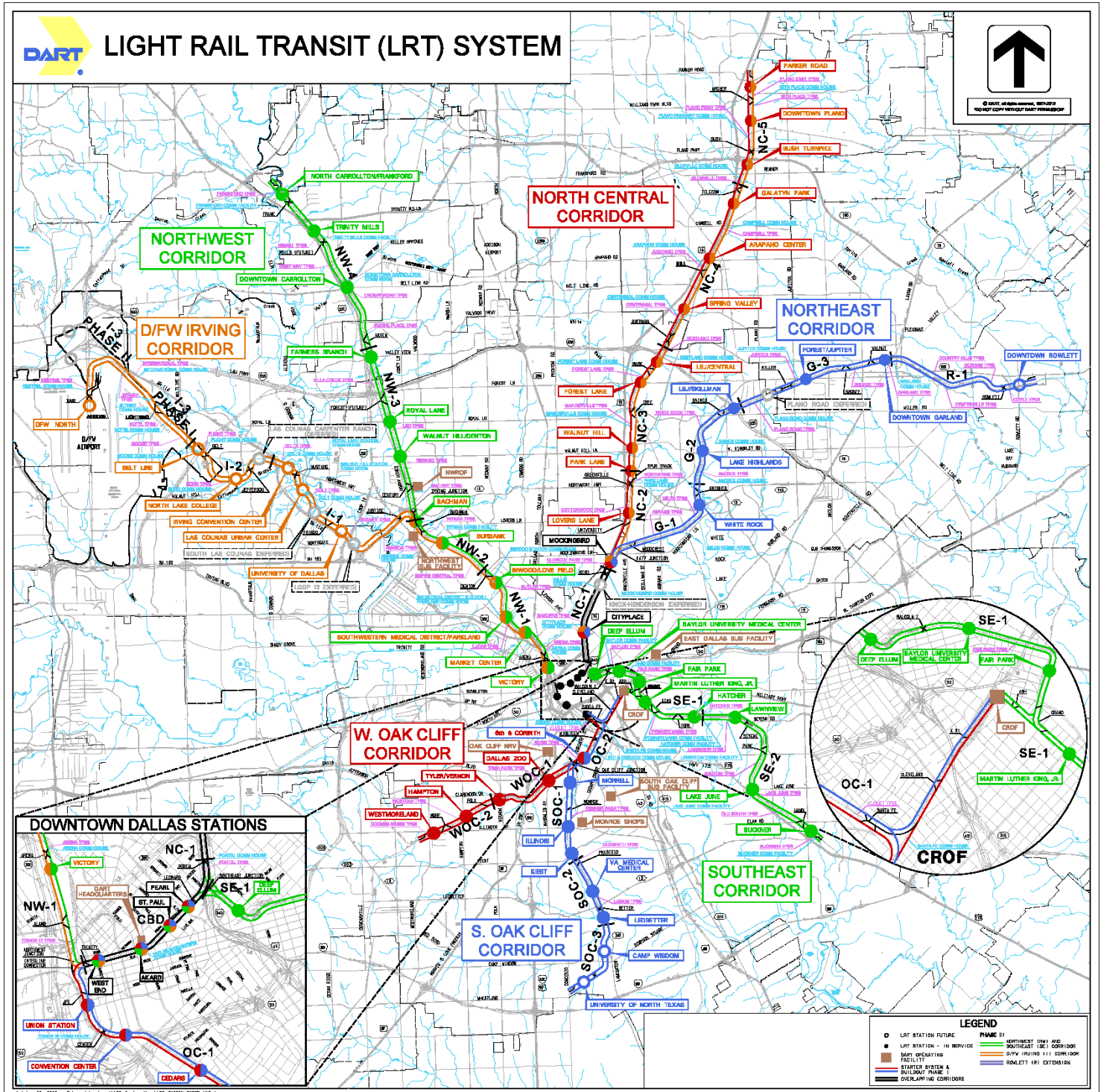
- The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.
- The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.
- 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 on this report represents 8 out of 115 vehicles. The total approved contract amount is \$190,395,824.

Phases II & III



Map

LRT Buildout Phases II & III



Phase IIA

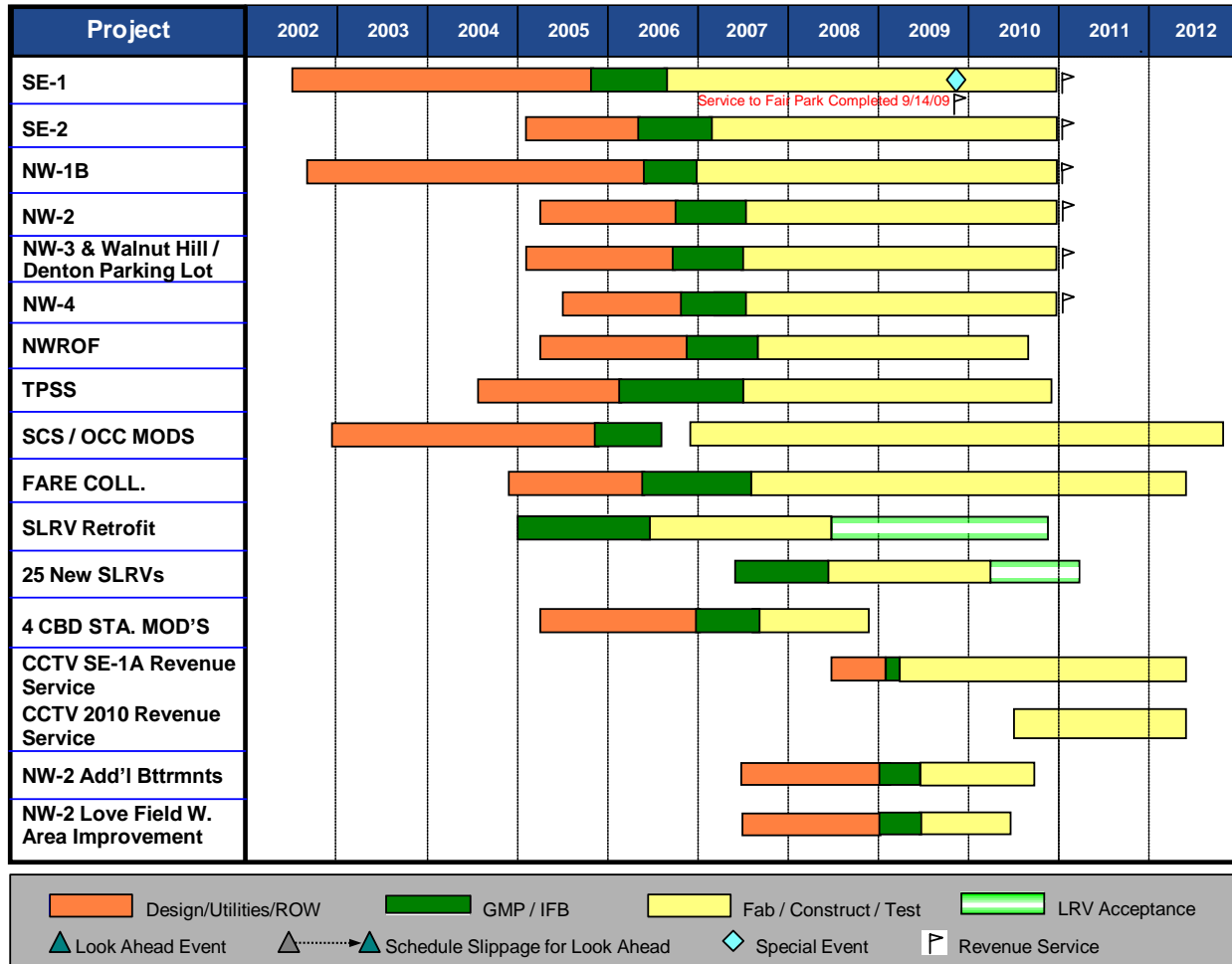


Summary Control Schedule

LRT Buildout Phase IIA

LRT Buildout Phase IIA Summary Control Schedule

09/30/12



Cost/Schedule Summary

LRT Buildout Phase IIA

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)			
	Control Budget ⁽³⁾	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIA	\$ 122.7	\$ 119.2	\$ 118.5
Southeast-1	216.5	218.5	212.9
Southeast-2	172.4	171.0	170.9
Northwest-1B	165.1	164.4	165.8
Northwest-2	188.3	182.5	176.5
Northwest-3	249.6	248.6	240.8
Northwest-4	258.0	262.7	252.2
NWROF	65.0	64.9	64.9
Systems	84.2	82.4	77.7
Vehicles	239.1	239.4	232.1
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
LRT Buildout Phase IIA Total	\$ 1,780.5	1,767.4	\$ 1,724.1

- 1) Committed values reflect activity through 08/31/12.
- 2) Expended to date values reflect activity through 08/31/12, 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.
- 4) Control Budget reflects following budget transfers completed since FY11 Financial Plan: BCR125, BCR136, BCR143 which reduced current budget \$1.4M.

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	

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

Board Strategic Priority II: Manage System Development & Maintain Infrastructure

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

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

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

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

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

Contract closeout continues. DART is working with FTA's Project Management Oversight Consultant (PMOC) to complete allocation of cost.

Issues None

Track Materials Procurement for CM/GC-I Construction

**LRT Buildout
Phase IIA**

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	<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 crossties, 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 & 2 - special trackwork – Bryan/Hawkins Junction); 2) Progress Rail Services (Lots 3 & 6 - special trackwork and continuous welded rail – Line Sections SE-1, SE-2, and NW-1B); 3) L.B. Foster Company (Lot 5 – DF fasteners – SE-1, SE-2, and NW-1B); and 4) Rocla Concrete Tie, Inc. (Lot 4 – concrete ties – SE-1, SE-2, and NW-1B).</p>
Status	<p><u>Line Sections SE-1, SE-2, and NW-1B</u></p> <p>Contract closeout for Lots 1 and 2 is complete. Final invoice payments have been made.</p> <p>Lots 3 and 6 have been closed. Final invoice has been received and approved. Payment has been made. This contract is closed; no further action is anticipated.</p>
Issues	None

Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

Description

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

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

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

Status

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

DART is working with FTA's Project Management Oversight Consultant (PMOC) to complete allocation of cost.

Issues

Orange/Green Line Junction Train Movement Coordination

Modifications to phase-in train movements between the Orange (Irving) and Green (NW/SE) lines have been performed through the Orange Line (I-1/I-2) design-build contractor.

Northwest Rail Operating Facility

LRT Buildout Phase IIA

Board Strategic Priority	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
Description	<p>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.</p>
Status	<p><u>Lot 1 – Base Contract (S&I Facility)</u> Contract is closed.</p> <p><u>Lot 2 – Trackwork</u> Contract is closed.</p> <p><u>Lot 3 – Systems</u> Contract is closed.</p> <p><u>Lot 4 – WSA Building & Parking Area</u> Contract is closed.</p> <p><u>Lot 9 – Car Hoist</u> Contract is closed.</p> <p>No further action is anticipated.</p>
Issues	None

Systems - Traction Power Substations

LRT Buildout Phase IIA

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	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.
Status	<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>
Issues	<p><u>“Hot Structure”, or Short Circuit, Faults in TPSSs</u></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 agreed to return to add more sealants at Northwest Highway TPSS. The work is tentatively scheduled for early November 2012.</p>

Systems – SCS/OCC Modifications

LRT Buildout Phase IIA

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	None (See Phase IIB for final acceptance testing and lack of Ethernet port for VBS and PA/VMB servers.)

Systems – Fare Collection Equipment

**LRT Buildout
Phase IIA**

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	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.
Status	<p>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 reliability requirements for Acceptance Testing.</p> <p>A new software version has been released that is intended to improve revenue reporting accuracy and ticket issuance detection. Issues with the software were identified during lab testing by DART Finance. The contractor is currently investigating these issues for immediate correction. Monitoring continues.</p>
Issues	None

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	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.
Status	<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>
Issues	None

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	<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>
Status	Manufacturing of the base order for 25 SLRVs is complete. All vehicles have been conditionally accepted and are in operation. All 25 SLRVs are in warranty.
Issues	<p><u>Additional Documentation Needed from Manufacturer Regarding the Reliability of Major SLRV Systems</u></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><u>10” Brake Actuator Replacement (4 per SLRV)</u></p> <p>Existing “MZT” type actuators need to be replaced with “PBAF” type actuators that are interchangeable with actuators on older cars. The subcontractor is having a problem with the supply of rough castings for the actuators. Scheduled start of the replacement program is delayed to mid-November 2012.</p> <p><u>Sagging Traction Motor</u></p> <p>Resilient mounts appear to be failing allowing traction motors to “sag down” out of alignment with the gear case. The traction motor suspension bracket has been verified to be incorrect. To correct this, new parts and the associated resilient mounts and hardware are being manufactured. Delivery of this material is scheduled for early December 2012. Modification program to install this new material will start shortly after this material is received.</p> <p><u>Fault Codes (42/90) Indicating Pneumatic Control Unit Cutting Out</u></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. A production version of software that mitigates the problem has been issued and installed on all cars.</p>

Issues (Continued) 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. A production version of software that mitigates the problem has been issued and installed on all cars.

Fault Code (THD2) Indicating Propulsion Inverter Over Temperature

The supplier has indicated that the THD2 fault is not an actual overheat condition. The THD2 fault is being used as a convenience to trip the detailed recording of operational parameters (trace data) to help in the identification of problems. Revised software has been issued and is being installed on a limited number of cars for testing.

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. All have received Substantial Completion and 47 stations have received Final Acceptance. Remaining contractor field effort consists of punch list corrections only and the contractor has estimated project completion by October 31, 2012, in order to complete punch lists at one station and OCC.

Issues

Contractor’s Change Request/Equitable Adjustment

The contractor (Calence) presented DART with a \$1.8M Change Request/Equitable Adjustment on March 15, 2012, that has been recently resubmitted at \$2.44M. DART is now reviewing this documentation and is preparing a fair and reasonable position to negotiate with the contractor.

Timely OCC Equipment Acceptance

Orange and Blue Line CCTV systems were operational and locally managed at the start of revenue service for the Orange Line in July 2012. The design-build contractor has added these stations to the backbone video network, and DART personnel will integrate these local station systems into the centralized video management system at the Operations Control Center (OCC) once Final Acceptance is granted. This issue is resolved.

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 complete; no further action is anticipated.

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 is working with the City of Dallas to resolve the issue.




Facilities - Six-Month Look Ahead

LRT Buildout Phase IIA

LRT Buildout Phase IIA Six Month Look Ahead

09/30/12

Project	2012 - 2013					
	October	November	December	January	February	March
SE-1	SE-1 Project Substantially Complete – Revenue Service began 12/6/10					
SE-2	SE-2 Project Substantially Complete – Revenue Service began 12/6/10					
NW-1B	NW-1B Project Substantially Complete – Revenue Service began 12/6/10					
NW-2	NW-2 Project Substantially Complete – Revenue Service began 12/6/10					
NW-3 & WALNUT HILL / DENTON PARKING LOT	NW-3 Project Substantially Complete – Revenue Service began 12/6/10 Walnut Hill / Denton Parking Lot (Project Substantially Complete 11/24/10)					
NW-4	NW-4 Project Substantially Complete – Revenue Service began 12/6/10					
NWROF	NWROF In-Service began 10/18/10					
TPSS	All TPSS Delivery was completed in December 2009 – Support during testing completed 12/4/10					
SCS / OCC MODS Integration with PA/VMB	CSCS Debug/Integrated Testing Completed 2/28/11 Integration for Green Line CCTV & PA/VMB					
FARE COLL.	Fare Collection Equipment installation completed 12/4/10					
SLRV Retrofit (115)	Acceptance Testing on 115 th Vehicle began on 10/22/10					
25 New SLRVs	Acceptance Testing on 25 th Vehicle completed on 02/08/11					
CCTV – SE-1A & Remaining Stations	Project Substantially Complete 05/23/12					
NW-2 Add'l Betterments	Lot #1 MS "B" Construction Completed August 05, 2010 (Substantial Completion issued August 05, 2010)					
NW-2 Love Field West Area Improvement	Lot #2 MS "A" Construction Completed June 11, 2010 (Substantial Completion issued August 05, 2010)					

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

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

Change Control Summary

LRT Buildout Phase IIA

Light Rail Transit Buildout Phase IIA - Change Control Summary

Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes (Note f)	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2012)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note c	
Professional Services	GEC C-1002450-01	\$230,975,944	\$247,831	\$231,223,775	\$0	\$230,975,944	\$247,831	0%	88%	
	SDC C-1002803-01	\$78,166,352	\$47,161	\$78,213,513	\$0	\$78,166,352	\$47,161	0%	98%	
	Systems Integration (SIC) C-1004187-03	\$82,393,459	\$285,726	\$82,679,185	\$0	\$82,393,459	\$285,726	0%	86%	
	Project Controls (PCC) C-1002450-02	\$13,176,787	\$113,409	\$13,290,196	\$0	\$13,176,787	\$113,409	0%	(Note a) 80%	
	LRV Engineering C-1008146-01	\$12,241,355	\$29,386	\$12,270,741	\$0	\$12,241,355	\$29,386	0%	86%	
Construction SE1, 2, NW1B	CMGC-1 C-1007571-01	\$372,865,538	\$18,219,058	\$391,084,596	\$16,328,009	\$389,193,547	\$1,891,049	90%	99%	construction Includes
Construction NW-2, 3, 4	CMGC-3 C-1009666-01	\$476,122,907	\$23,486,522	\$499,609,429	\$4,229,575	\$480,352,482	\$19,256,947	18%	99%	Lump Sum Conversion
		Increased CMGC-3 Contingency by \$101,522 per BR 080141, SA-24 paid via TxDot ILA \$1,125,936.24								
		Audited contract values through BR 090036 March 2010								
CBD Raise/Extend	CBD Level Boarding C-1012813-01	\$5,370,333	\$268,516	\$5,638,849	-\$259,025	\$5,111,308	\$527,541	-96%	100%	
NWROF Construction	Lot 1 C1012392-01	\$29,483,820	\$1,189,605	\$30,234,621	\$1,038,179	\$30,521,999	\$151,426	87%	100%	
	Lot 2 C1012392-02	\$3,338,381	\$141,859	\$3,480,240	\$45,077	\$3,383,458	\$96,782	32%	100%	
	Lot 3 C1012392-03	\$5,136,632	\$218,260	\$5,354,892	\$63,679	\$5,200,310	\$154,581	29%	100%	
	Lot 4 C-1012392-04	\$3,941,496	\$172,924	\$4,114,420	\$112,120	\$4,053,616	\$60,804	65%	100%	
	Lot 9 C-1012392-05	\$908,408	\$45,420	\$953,828	\$0	\$908,408	\$45,420	0%	100%	
		Increase contingency 2/10 by \$438,804 BR 100009								
Track Material Procurement	Lots 3 & 6 C-1009684-02	\$11,754,817	\$352,645	\$12,107,462	-\$111,287	\$11,643,530	\$463,932	-32%	100%	
	Lot 5 C-1009684-03	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%	
CMGC-1	Lot 4 C-1009684-04	\$3,202,960	\$96,089	\$3,299,049	\$64,195	\$3,267,155	\$31,894	67%	100%	
Track Material Procurement	Lots 1 & 3 C-1012000-01	\$9,459,512	\$472,976	\$9,932,488	-\$271,979	\$9,187,533	\$744,955	-58%	100%	
	Lot 2 C-1012000-02	\$5,982,978	\$299,149	\$6,282,127	\$13,715	\$5,996,693	\$285,434	5%	100%	
	Lot 4 C-1012000-04	\$3,361,624	\$168,081	\$3,529,705	\$70,715	\$3,432,339	\$97,366	42%	100%	
	Lot 5 C-1012000-03	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	100%	
		Advanced Track Products CMGC-3 Fasteners								
Systems	TPSS DFI C-1012105-01/02	\$30,804,827	\$2,375,482	\$33,180,309	\$628,782	\$31,433,610	\$1,746,699	26%	96%	
Fare II	Fare II C-1011621-01	\$8,625,907	\$231,205	\$8,857,112	\$207,937	\$8,833,844	\$23,268	90%	95%	
Vehicle Procurement	115 C-Unit Mods W/ATP C-1011711-01	\$80,603,658	\$2,522,906	\$83,126,564	\$631,652	\$81,235,310	\$1,891,254	25%	99%	
Vehicle	SLRV Procurement (25) C-1013706-01	\$164,374,396	\$4,931,232	\$169,305,628	-\$19,625	\$164,354,771	\$4,950,857	0%	97%	
NW-2 Little Denton Drive Bottomments & Improvements	LDDIB C-1016241-01	\$2,039,333	\$163,147	\$2,202,480	\$28,282	\$2,067,615	\$134,865	17%	100%	
NW-3 Walnut/Denton Parking	WHDSPC C-1018601-01	\$1,293,333	\$194,000	\$1,487,333	\$14,643	\$1,307,976	\$179,357	8%	99%	
Systems Modifications	SCS/OCC C-1009337-01	\$14,003,452	\$877,322	\$14,880,774	\$312,485	\$14,315,937	\$564,837	36%	96%	
CCTV	CCTV	\$2,317,417	\$246,885	\$2,564,302	\$303,879	\$2,621,296	-\$56,994	123%	33%	(Note g)
Equipment - Fixed	C-1016547-02									
Deep Ellum Gateway Art Project	DEGA C-1013454-02	\$1,365,000	\$45,045	\$1,410,045	\$39,846	\$1,404,846	\$5,199	88%	100%	
TOTALS:		\$1,664,032,476	\$57,877,947	\$1,721,471,619	\$23,471,745	\$1,687,504,221	\$34,406,202			

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.
- Approved contract value reflects board authorization including price adjustments.
- SCS-OCC Contract contingency was used to provide SCADA interfaces for PA/VMB Project.

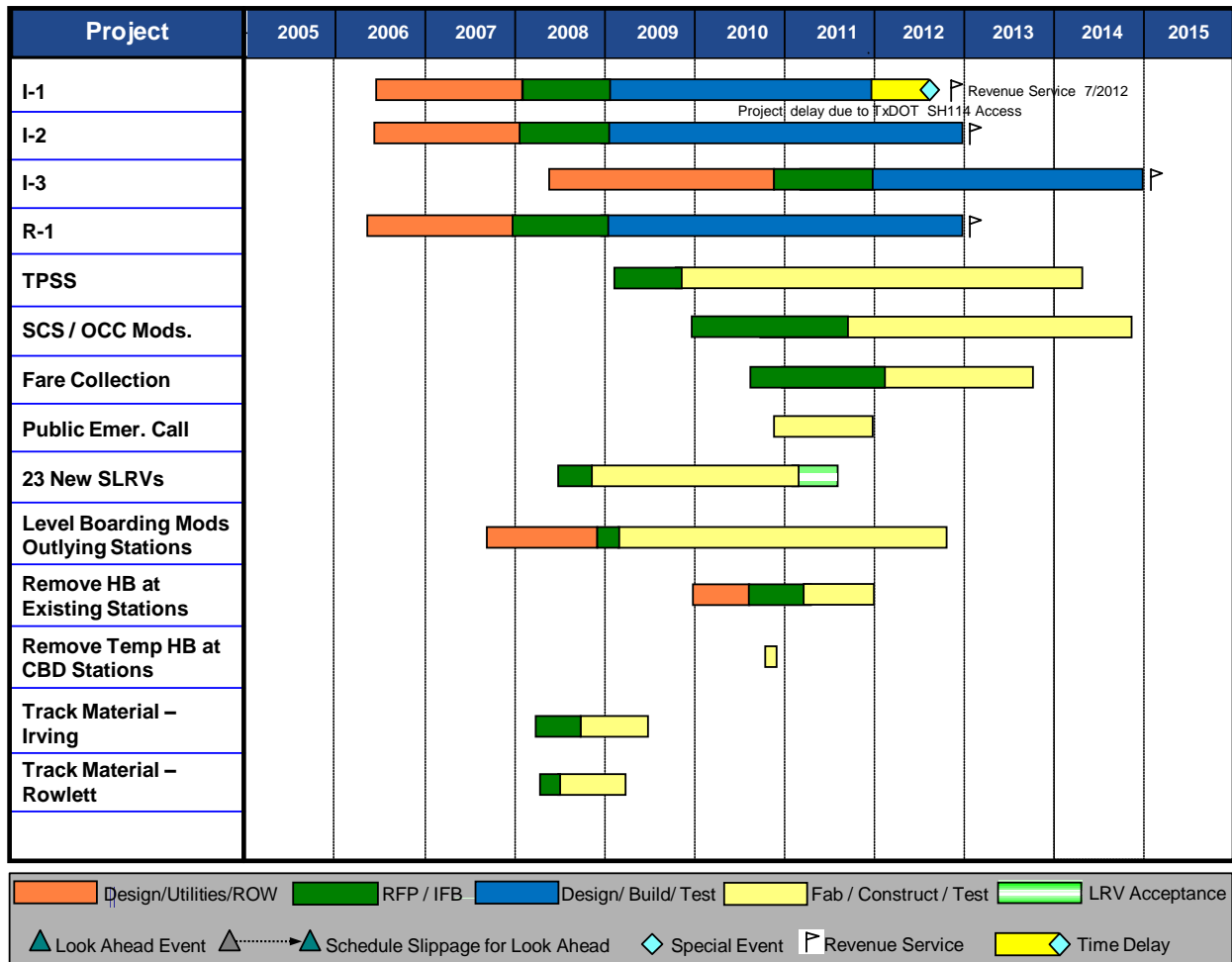
Phase IIB

Summary Control Schedule

LRT Buildout Phase IIB

LRT Buildout Phase IIB Summary Control Schedule

09/30/12



Cost/Schedule Summary

LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget ⁽³⁾	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIB	\$ 128.0	\$ 64.5	\$ 49.8
Irving-1	373.7	351.5	315.2
Irving-2	228.2	189.4	205.6
Irving-3	272.9	162.8	34.3
Rowlett-1	211.4	217.2	199.3
Level Boarding – Outlying Stations	11.8	8.5	8.3
NWROF	59.7	59.1	59.1
Systems	51.5	44.1	31.5
Vehicles	206.6	194.9	189.8
LRT Buildout Phase IIB Total	\$ 1,543.8	\$ 1,292.0	\$ 1,092.9

- 1) Committed values reflect activity through 08/31/12.
2) Expended to date values reflect activity through 08/31/12, 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

Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

Description

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

Status

The project is approximately 99% complete.

Line Section I-1 opened for revenue service on July 30, 2012.

The design-builder completed implementation of modifications to fully automate the Bachman Interlocking/Irving (Orange/Green Line) Junction to facilitate all the added operational train movements into and out of the Orange Line. Currently, DART is working with the design-build contractor to implement operational adjustments to Bachman Junction to increase efficiency of train movements through the junction.

On Line Section I-2, the design-builder completed work within 20 feet of the tracks and has turned the line section over for integrated testing, which began August 28, 2012. Work outside 20 feet of the tracks continues at the stations with sign installation, pedestrian walkway brick pavers, bus shelter installation, the Belt Line Station crew room, and landscaping.

Issues

Paint Peeling Corrective Action Plan

An issue had been identified regarding a lack of quality documentation on surface preparation, ambient conditions, and application for paint systems at four of the five stations. A corrective action plan was developed. The action plan was completed in May 2012 for I-1 and in July 2012 for I-2.

Equitable Adjustment Change to Contract

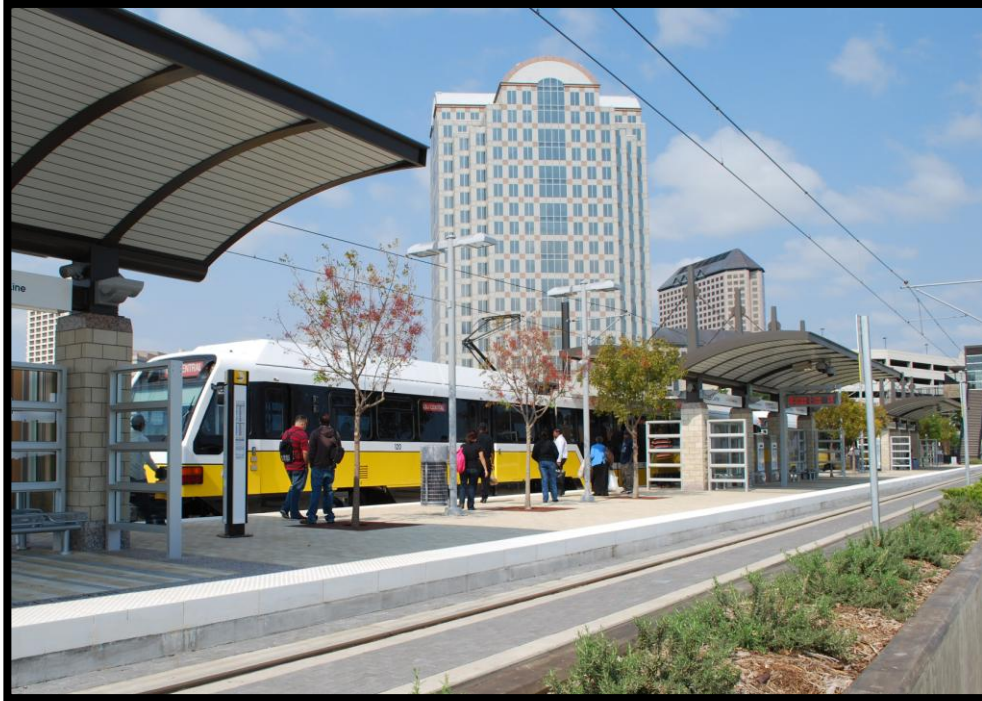
Design-builder has given notice that it considers certain work at Bachman Junction to be a change to the contract and may submit a request for equitable adjustment.



**Orange Line
Inaugural Train – July 2012**

Orange Line Super Saturday Festivities – July 2012





Las Colinas Urban Center Station

Landscaping at North Lake College Station



**Board Strategic
Priority**

II: Manage System Development & Maintain Infrastructure

Description

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. The contractor has divided the I-3 line section into five work segments.

Status

The project is 34.5% complete as of September 2012.

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.

Design is approximately 82.4% complete.

Clearing and earthwork activities are in progress. Moisture conditioning is ongoing. Work on Belt Line Bridge embankments is substantially complete. Final grading is near completion in Segment 1 (near Belt Line bridge). Placement of ballast has started.

Rail welding is in progress, with half the rail welded. Work has been suspended pending resolution of right-of-way issues.

Utility relocations for Segments 1-4 (Belt Line Road to approximately N. Airfield Drive) are in progress. Utility relocations are nearing completion in Segment 1.

Installation of the FAA communications and electrical lines are in progress.

Work continues at Belt Line Road and the Oncor Bridge. Substructure is complete; superstructure has started.

The box culverts at Tributary 3 of Hackberry Creek and Mud Springs were completely backfilled. At the Grapevine Creek box culvert, the bottom slab and eight walls were poured.

Work is in progress on Plaza Drive and Hackberry Creek bridges. Drilled shafts are installed, columns are under construction. MSE walls are in progress.

Demolition and traffic control is ongoing at N. Airfield Drive. Right of entry was granted and construction is in progress on the Fed Ex parking lot. The subgrade at Fed Ex truck parking lot was completed, the installation of the truck rail pads took place, and asphalt paving began.

Issues Delayed Access to Fed Ex Property

Right of entry has been granted for Fed Ex work. The updated schedule shows the project is trending 38 working days late. A recovery schedule has been requested. The design-builder asserted that the delay was related to gaining access to the Fed Ex property for a portion of the N. Airfield Drive work. DART, DFW Airport, and the design-builder are working together to resolve access issue and define recovery schedule.

Delayed Access to Aeroterm Building

Right of entry is still needed to start construction at the Aeroterm building. Efforts are ongoing to resolve this issue. DART is working with the contractor to define mitigation options for potential delays.



**Top View of
Belt Line Bridge**



**Side View of
Belt Line Bridge**



**N. Airfield Drive near
Fed Ex**



**I-3 Alignment with
Subballast**

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	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.
Status	<p>The project is approximately 98% complete.</p> <p>Track installation is complete. Tie-in to Downtown Garland Station is complete. Art wall panels and framing are complete. Work to address the items on Milestone #3 punch list continues, including landscaping, signals, and communications.</p> <p>The DART and design-build teams completed preparations for testing and closeout, and completed turnover to the systems integration consultant for integrated testing on August 28, 2012. Support of integrated testing continues.</p>
Issues	<p><u>Grade Crossing Rework Due to Tolerance Discrepancies</u></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. Two of the four crossings have been completed. Anticipated completion is October 26-29, 2012, for Rowlett Road and November 9-12, 2012, for Dexham Road. This activity has been coordinated with the City of Rowlett.</p>

Rowlett Extension Facilities

**LRT Buildout
Phase IIB**



KCS Bridge

**Looking East Toward the Rainbow
Estates Sound Wall**



**Dexham Road Crossing
Facing East**

Downtown Rowlett Station East Parking Lot

**LRT Buildout
Phase IIB**

Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

Description

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.

Status

The project is approximately 97% complete.

Placement of concrete paving, striping, and landscaping is complete. Installation of site lighting has been completed and burn-in period is under way. Punch list items are being addressed.

Issues

Schedule for Project Completion

Though the contractor's work effort was trending beyond the August 12, 2012, milestone date for Final Acceptance, the work was substantially completed by August 12, 2012, except for site lighting. The contractor was given the substantial completion document on September 10, 2012, when the lights were installed and burn-in period commenced. DART is working with the contractor to complete punch list items and closeout documents.

Systems - Traction Power Substations

LRT Buildout Phase IIB

Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

Description

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.

Status

Notice to Proceed (NTP) was issued to Siemens Transportation Systems, Inc., on November 4, 2009.

Ten (10) TPSSs have been delivered to sites for I-1, I-2 and R-1 on schedule.

For I-1: Closeout book is in process.

For I-2: Two (2) TPSSs have completed final field testing, SCADA indications, Emergency Tripping System/Transfer Trip (ETS/TT) testing, and fire alarm testing. The contractor continued to support integrated testing and is ready for revenue service in December 2012. Closeout book is in process.

For I-3: NTP was issued to Siemens Transportation Systems, Inc., on August 10, 2011 (4 TPSSs). Production of four (4) TPSSs is complete and they are ready to store/deliver on-site in June 2013.

For R-1: All four TPSSs have completed SCADA indications and ETS/TT testing. The contractor continued to support integrated testing and is ready for revenue service in December 2012. Closeout book is in process.

Issues

Modify Delivery Dates to Match Revenue Service Dates for I-3

I-3 delivery dates need to be realigned to support December 2014 revenue service, as the initial contract milestones were based on a different revenue service date. The contractor has identified costs associated with this extension, which are currently being reviewed by DART. DART is considering all options for storage and maintenance.

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 final end-to-end testing and resolution of any open items. SCS/OCC system development, submittals, and overall progress are in line with the baseline schedule, meeting all milestones as established in the contract.

The list of I-1 open items generated by the systems integration contractor was resolved and the SCS/OCC contractor submitted the “Systems Integration Test Report for Irving-1”. (See Issues.)

On I-2, all activities and testing were complete and the contractor was able to meet their milestone and turn over the system to DART for systems integration testing on August 24, 2012.

On R-1, all activities and testing were complete and the contractor was able to meet their milestone and turn over the system to DART for systems integration testing on August 20, 2012. (See issues.).

The contractor continues activities to support the modification to provide interface with the new station signs for an additional 33 stations (18 Red & Blue Line and 15 Green Line). 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. All hardware is installed. Interface software is installed for initial testing. The follow-up work will include software interface with the VBS contractor, Init, to receive data for the next four trains instead of the current two. This change will be required for the CBD and Mockingbird stations. (See Issues.)

Issues Limited Access to Rowlett

The SCS/OCC contractor had not been able to access some of the field equipment to complete their final end-to-end testing as of the end of July 2012. This included signals system & telephones. However, equipment access was received in August 2012 and the SCS/OCC contractor was able to complete their work and meet the SCS/OCC turnover milestone for systems integration testing on August 20, 2012. Issue is resolved.

Signal Equipment Performance at Rowlett

There are some inconsistencies between the Rowlett signal design and other line sections that were observed and recoded for further review by DART. These issues were further documented and tracked during the DART systems integration testing. The SCS/OCC contractor is working with DART and the Rowlett design-build contractor to support the troubleshooting activities and performance testing.

Wayside and Admin Phone Testing at Rowlett

The wayside phone end-to-end testing failed and the design-build contractor is expected to correct the problems in the field. The SCS/OCC contractor will follow and complete end-to-end testing of the wayside phones. Work is anticipated to be completed by October 2012.

Limited Access to Irving-2

The SCS/OCC contractor had not been able to access some equipment to run final end-to-end testing as of the end of July 2012, potentially risking schedule delays. However, the SCS/OCC contractor received timely access to Irving-2 in August 2012 and was able to successfully complete their work and meet the SCS/OCC turnover milestone for systems integration testing on August 24, 2012. Issue is resolved.

Irving-1 Open Items

During the systems integration testing, open issues were identified and resolved, except for one item identified as “stacking up” of Train Identification over the signals circuit number. This item was found only at one location (end of I-1) and it is due to incomplete Train Tracking Monitoring (TTM) system for Irving (Irving-1 and 2 interface). This will be resolved during the next TTM software installation, anticipated to be completed in October 2012.

Contract Modification to Provide Interface with New Station Signs

There have been issues with contractor coordination with the station signs systems contractor, Luminator. A work mitigation plan was generated and implemented. First phase of the arrival information was installed and tested September 28, 2012, for the following seven stations: West End, Pearl, St. Paul, Akard, Mockingbird, Fair Park and MLK. Once this testing is complete, the remaining 26 stations will be brought on-line to display the arrival information. Work is anticipated to be completed in October 2012.

Issues (Continued) Lack of Ethernet Port for VBS-PA/VMB Server

This contract requires two (2) independent Ethernet ports from the VBS server installed by Init (the VBS contractor). The second Ethernet connection was never turned over to the SCS/OCC contractor for the final acceptance. This temporary configuration of the system (running with one Ethernet connection) accommodates DART-ITS request to generate the “Yard SLRV” reports for the Operations department. Turnover of the second Ethernet connection is anticipated by October 2012.

Systems – Fare Collection Equipment

**LRT Buildout
Phase IIB**

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

Systems - Passenger Emergency Calls (PECs)

**LRT Buildout
Phase IIB**

Board Strategic Priority	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
Description	PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.
Status	All required units were delivered to DART on October 14, 2008. 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.
Issues	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. The subcontractor is having a problem with the supply of rough castings for the actuators. Scheduled start of the replacement program is delayed to mid-November 2012.

Sagging Traction Motor

Resilient mounts appear to be failing allowing traction motors to "sag down" out of alignment with the gear case. The traction motor suspension bracket has been verified to be incorrect. To correct this, new parts and the associated resilient mounts and hardware are being manufactured. Delivery of this material is scheduled for early December 2012. Modification program to install this new material will start shortly after this material is received.

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. A production version of software that mitigates the problem has been issued and installed on all cars.

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

Vehicles – 23 Option Vehicles (New SLRV Procurement)

**LRT Buildout
Phase IIB**

Issues (Continued) in service until the problem is cleared. A production version of software that mitigates the problem has been issued and installed on all cars.

Fault Code (THD2) Indicating Propulsion Inverter Over Temperature

The supplier has indicated that the THD2 fault is not an actual overheat condition. The THD2 fault is being used as a convenience to trip the detailed recording of operational parameters (trace data) to help in the identification of problems. Revised software has been issued and is being installed on a limited number of cars for testing.

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-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:

Systems Certification is at 98% complete for I-1.

- 518 certifiable items were identified for I-1.
- 508 certifiable items have been closed for I-1.
- DART submitted Safety and Security Certification Certificate of Compliance Addendum Letter #6908 for I-1 to TxDOT on July 31, 2012.
- DART submitted Safety and Security Certification Status Update to TxDOT on July 31, 2012.

Systems Certification is at 92% complete for I-2.

- 416 certifiable items were identified for I-2.
- 381 certifiable items have been closed for I-2.

Systems Certification is at 88% for R-1.

- 439 certifiable items were identified for R-1.
- 383 certifiable items have been closed for R-1.

The Systems Integration Testing status is as follows:

- Integrated testing for I-1 now stands at 100%. Of the 134 tests performed, 121 have passed and 13 have failed, awaiting resolution and retest.
- Integrated testing for I-2 now stands at 82%. Of the 85 tests performed, 55 have passed and 15 have failed, awaiting resolution and retest.
- Integrated testing for R-1 now stands at 91%. Of the 94 tests performed, 78 have passed and 8 have failed, awaiting resolution and retest.

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

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 28 stations. The contractor is working on the closeout documents.

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 and contract closeout documents.

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 accepted the project and paid the last invoice releasing retainage. The closeout book is complete and ready for auditing.

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 October 2012. The following

Level Boarding Modifications For Outlying Stations

**LRT Buildout
Phase IIB**

Issues (Continued) 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, Mockingbird, Convention Center, Cedars, 8th & Corinth, Dallas Zoo, and Tyler-Vernon, Hampton, and Westmoreland (28 of 29 complete). Work at Union Station is in progress, with anticipated completion in October 2012.







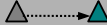


Facilities - Six-Month Look Ahead

LRT Buildout Phase IIB

LRT Buildout Phase IIB Six Month Look Ahead

09/30/12

Project	2012 - 2013					
	October	November	December	January	February	March
I-1	I-1 Revenue Service 7/30/12					
I-2	Integrated Testing/Pre-revenue Revenue Service					
I-3	Design / Build Continues – Station and Guideway DFW Submit Appl Packet to FAA for Land Conveyance DFW Board Approval – DFW Station MOA Complete System Design/Bit Map Data Guideway Access N of DFW Station Platform					
R-1	Integrated Testing/Pre-Revenue Revenue Service					
Rowlett Sta. E. Parking	Paving Continues Complete Parking					
TPSS	Manufacturing Continues					
FARE	Manufacturing Continues					
PEC	All Irving 1 & 2/ Rowlett PECs Received. Awaiting Irving 3 PECs					
SCS/OCC	Manufacturing Continues					
23 New SLRVs	Conditional Acceptance on 48 th Vehicle completed on 07/01/11					
Level Boarding Mods Outlying Stations	Station Finishes by On-call Contractor Complete Station Finishes Completed Replacement of Broken Warning Strips on 10/30/12					
Removal of High Blocks	Completed Removal on 01/09/12					

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

Change Control Summary

LRT Buildout Phase IIB

Light Rail Transit Buildout Phase IIB - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note c) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2012)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	
Design/CM	Track 3 C-1013219-01	Track 3 Joint Venture Various + 11&2+Rowlett	\$44,569,478	\$302,583	\$44,872,061	\$0	\$44,569,478	\$302,583	0	77%	(Note b)
Irving 1 & 2	Irving 1-2 DB C-1014614-01	KSWRP JV Irving 1 & 2	\$430,164,910	\$17,207,000	\$447,371,910	\$4,011,818	\$434,176,728	\$13,195,182	23%	99%	Design-Build
Irving 3	Irving 3 DB C1018691-01	KSWRP JV Irving 3	\$147,500,000	\$5,391,000	\$152,891,000	\$45,000	\$147,545,000	\$5,346,000	1%	18%	Design-Build
Rowlett	Rowlett DB C-1014614-02	Austin Road & Bridge Rowlett	\$187,699,904	\$7,514,000	\$195,213,904	\$3,541,146	\$191,241,050	\$3,972,854	47%	93%	Design-Build
Rowlett Station Additional Parking Lot	Rowlett DB C-1021269-01	Phillips May Corporation	\$537,333	\$26,867	\$564,200	\$0	\$537,333	\$26,867	0%	13%	Design-Build
Track Material Procurement CWR	Irving Rail Procurement C-1014938-02	L.B. Foster Irving 1, 2 & 3	\$8,920,527	\$89,205	\$9,009,732	\$22,133	\$8,942,660	\$67,073	25%	100%	
	Rowlett Rail Procurement C-1014938-01	Progress Rail Services Rowlett	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
NWROF Construction	Lot 1 C1012392-01	Archer Western	\$27,086,234	\$1,092,868	\$27,740,298	\$953,756	\$28,039,990	\$139,112	87%	100%	
	Lot 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%	
	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$17,963,948	\$238,388	\$18,202,336	\$37,156	\$18,001,104	\$201,232	16%	66%	
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%	10%	
Systems	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$5,264,885	\$421,191	\$5,686,076	\$174,047	\$5,438,932	\$247,144	41%	35%	
Vehicle Procurement	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Itochu	\$74,049,075	\$2,317,746	\$76,366,821	\$580,287	\$74,629,362	\$1,737,459	25%	95%	
Vehicle	SLRV Procurement (23) 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. C-1016053-01	Phillips May Corporation	\$4,043,333	\$471,476	\$4,514,809	\$323,017	\$4,366,350	\$148,459	69%	99%	
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	-\$130	\$261,260	\$23,655	-1%	100%	
TOTALS:			\$1,092,538,175	\$38,580,169	\$1,130,679,540	\$9,482,425	\$1,102,020,601	\$29,097,744			

Legend: % Contingency >= 70%

Notes:

- Percent contract complete based on work in place value.
- The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed.
- 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 41.8% of the total approved contract amount of \$190,395,824 - \$13,244,927 for Amendment 13.
- Approved contract value reflects board authorization including price adjustments.

Phase III and D2

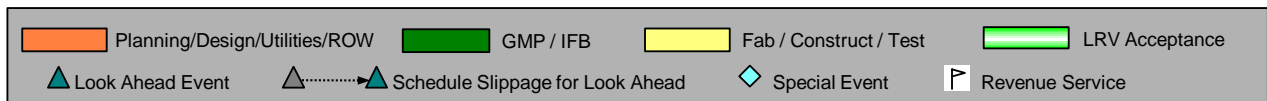
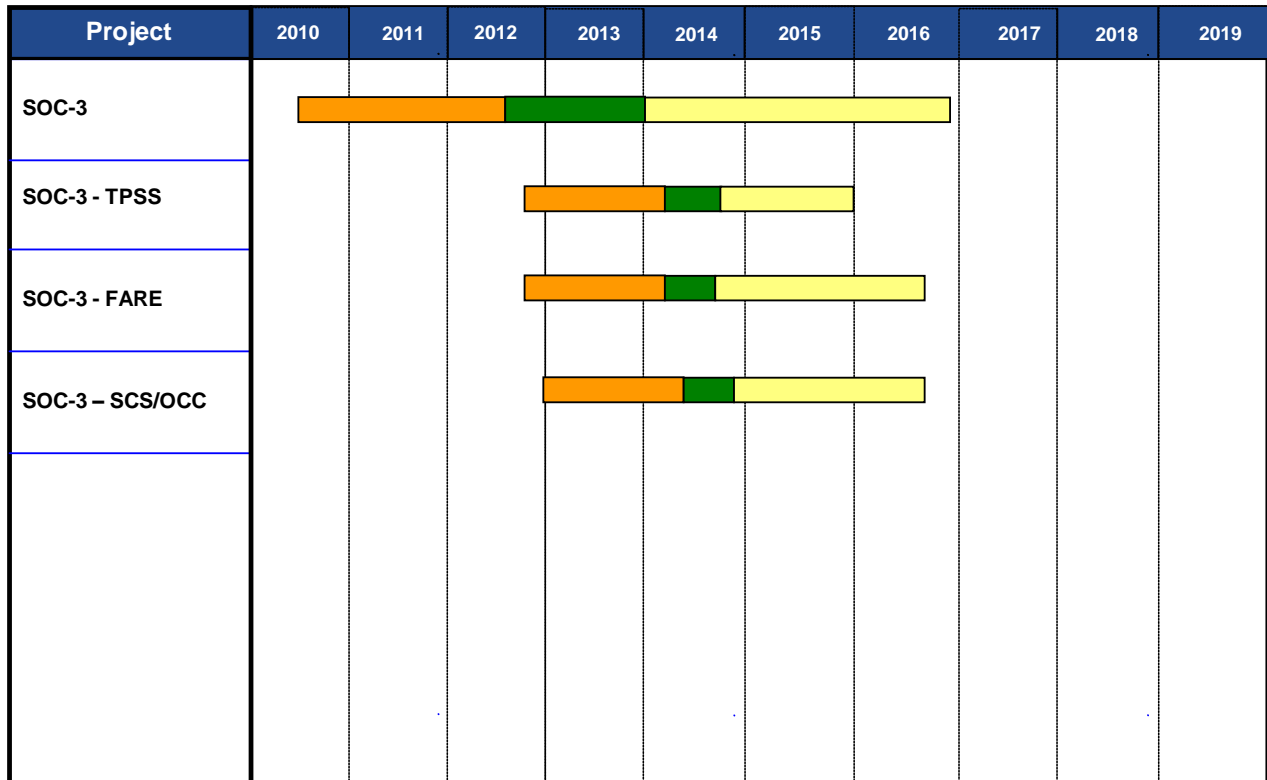


Summary Working Schedule

LRT Buildout
Phase III & D2

LRT Buildout Phase III Summary Working Schedule

09/30/12



Cost/Schedule Summary

LRT Buildout Phase III

LRT BUILDOUT PHASE III Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase III	\$ 40.0	\$ 1.8	\$ 2.3
SOC-3	188.4	0.0	0.0
NWROF	18.1	18.0	18.0
Systems	4.2	4.2	4.2
Vehicles	20.9	21.2	20.7
LRT Buildout Phase III Total	\$ 271.6	\$ 45.2	\$ 45.2

1) Committed values reflect activity through 08/31/12.

2) Expended to date values reflect activity through 08/31/12, as reported on DART's General Ledger.

3) Budget reflects FY12 financial plan approved on 09/27/11, Board Resolution 110114.

SCHEDULE SUMMARY

Revenue Service Date

Line Section SOC-3

12/2016

South Oak Cliff Extension (SOC-3)

LRT Buildout Phase III & D2

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	<p>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.</p>
Status	<p>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. A Call for Public Hearing for a Service Plan Amendment was approved by the DART Board Planning Committee on July 10, 2012, with the public hearing scheduled for October 23, 2012. A Value Engineering/Risk Assessment (VE/RA) exercise was conducted on June 18-22, 2012. The final 5% design incorporated comments from the VE/RA, the project's Technical and Community Work Groups, and internal DART review, and was submitted on August 3, 2012. A public meeting was held on September 13, 2012, to present the final 5% design and Draft EA for public comment. The draft EA is complete and scheduled to be circulated October 1-31, 2012, with the Final EA scheduled to be completed by the end of December 2012.</p> <p>Requests for Qualifications are being prepared for: 1) design, and 2) Construction Management/General Contractor (CM/GC) services.</p>
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 annual 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 has been updated. The Study Team has developed five (5) alternative options for addressing City of Dallas suggestions. A single option will be selected in October 2012 for comparison with existing alternatives. These results and related Downtown Dallas Streetcar Alternatives Analysis information will be presented at stakeholder, other advisory committee, and public meetings in the Fall 2012. The Study Team participated in the development of potential Downtown streetcar alignments that complement light rail alternatives, a task established in D2's federal planning grant.

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.

Dallas Central Business District (CBD) D2 Alignment

LRT Buildout Phase III & D2

Issues **Sound Ridership Forecast Approach**










An alternative to the regional travel demand forecasting approach is being developed, with NCTCOG's participation, to provide the DART Board with sound ridership forecasts. The model, originally expected to be available for use in September 2012, is now expected to be available by December 2012.









Six-Month Look Ahead

LRT Buildout Phase III & D2

LRT Buildout Phase III Six Month Look Ahead

09/30/12

Project	2012 - 2013					
	October	November	December	January	February	March
SOC-3	Continue EA Process					
	 Design Issue RFQ  Complete DRAFT EA  Construction Issue RFQ	 Design RFQ Due  Construction RFQ Due	 Design Issue RFP	 Construction Issue RFP	 Design RFP Due	 Construction RFP Due

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

Commuter Rail

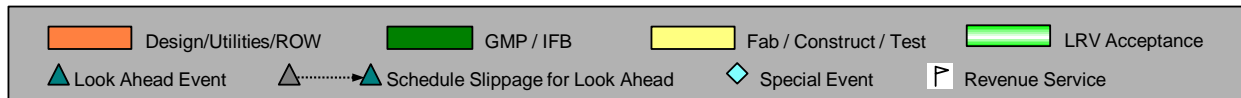
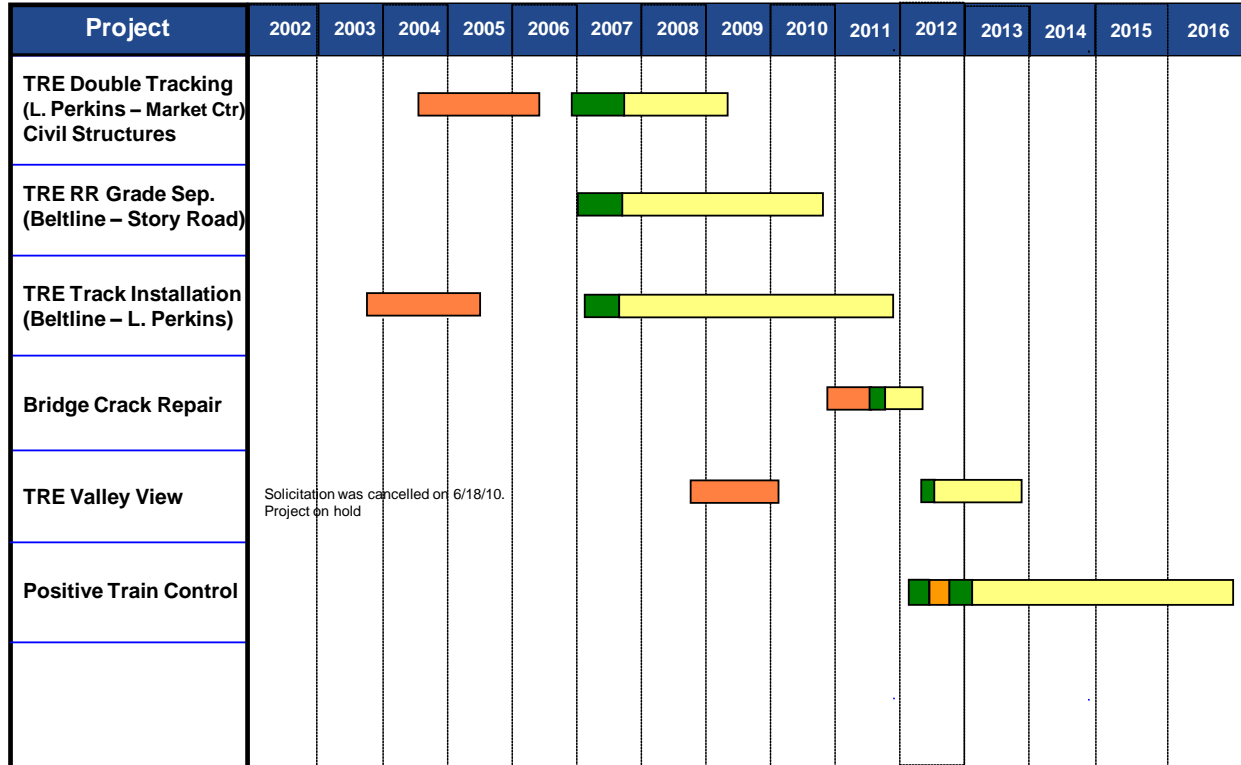


Summary Working Schedule

Commuter Rail

Commuter Rail Summary Working Schedule

09/30/12



Cost Summary

Commuter Rail

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Belt Line Road Grade Separation	\$ 70.5	\$ 69.5	\$ 69.3
Lisa-Perkins Double Tracking	6.4	6.5	6.5
Valley View ⁽³⁾	14.4	3.2	2.9
Positive Train Control	16.3	5.9	0.3

1) Expended to date values reflect activity through 08/31/12, as reported on DART's General Ledger.

2) Control Budget and Current Commitment reflect activity through 08/31/12.

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

Belt Line Road Grade Separation

Commuter
Rail

Board Strategic Priority

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

Description

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

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

Status

Construction contract (Contract 1) closeout is pending resolution of outstanding issues. DART is proceeding with closeout activities.

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 November 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.

Contractor 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 property owner's allegations that contaminated soil was placed on the third party's property. DART has reviewed the contractor's notice and determined that resolution of this issue resides with the third party and the contractor.

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 November 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 FY 2018 or FY 2020, respectively, for mandatory implementation. The proposed extensions result from industry concerns, which are supported by a report to Congress from the FRA, regarding lack of equipment availability and industry readiness, technical integration risk and a general lack of 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.

Project management and technical oversight activities are underway which are currently focused on radio frequency spectrum lease/purchase analysis and specification development for design and integration of the PTC system. Spectrum analysis is expected to complete in November 2012. There is interest from DCTA and the T to implement PTC as a regional solution for the TRE, the DCTA A-Train, and TEX Rail. This will affect the specification development process. Efforts are underway to establish a framework for developing regional requirements, roles and responsibilities. The specification is scheduled to be completed by the first quarter of 2013 and the systems integration contract award is projected to be completed by November 2013.

Issues

Radio Availability and Reliability

The 220 MHz radios continue to be a primary concern with limited production units manufactured and available. DART is monitoring the progress and will work with the manufacturer to have production units available when needed. The need date for radio equipment will be determined by the systems integrator's project schedule, which will be developed upon award of that contract.

The 220 MHz Spectrum Availability

A limited number of licenses are available in North Texas for purchase of spectrum that is considered optimal for PTC use. DART has identified available spectrum and is conducting spectrum analysis and frequency

Issues (Continued) interference test to determine the requirements and waivers that will be required as part of the license application to the FCC. Because there is limited 220 MHz spectrum available in the region and there is currently spectrum available for sale, staff is recommending purchase of spectrum and will bring a contract to the DART Board of Directors for consideration in October and November of 2012.

Incomplete Interoperability Train Control (ITC) Standards

The ITC standards are required for all PTC components to utilize a common communications protocol and for components to work together as a system. With ITC standards in place, PTC systems implemented by different public and private operators work seamlessly regardless of type of PTC system, track, vehicle and dispatch ownership.

The standards are being developed by an industry group of experts comprised of manufacturers, software developers, railroad operators, and other interested parties. The standards group has made significant progress, but work still remains to finalize software development and testing.

The ITC standards are critical but cannot delay progress of the project. DART is monitoring the ITC standards development and, when finalized, standards will be incorporated into the DART PTC system specifications. The best estimate, provided by the ITC working group, for completion of the first draft of a full set of standards is mid-2013.









Six-Month Look Ahead

**Commuter
Rail**

Commuter Rail Six Month Look Ahead

09/30/12

Project	2012 - 2013					
	October	November	December	January	February	March
TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures	All Construction Completed 4/9/09					
TRE RR Grade Sep. (Beltline – Story Road)	All Construction Completed 11/10/10					
TRE Track Installation (Beltline – L. Perkins)	All Construction Completed 11/30/11					
Bridge Crack Repairs	All Bridge Crack Repairs Completed 04/29/12					
TRE Valley View	Solicitation was cancelled on 6/18/10. Project on Hold Rail Manufacturing/Delivery Completed 3/31/10					
Positive Train Control						
Project Management	Management, Scope, Clarification					
Develop DB Criteria	Develop Criteria and Specs for DB Contract					
Design Build	Procurement					

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

Change Control Summary

Commuter Rail

Commuter Rail - Change Control Summary

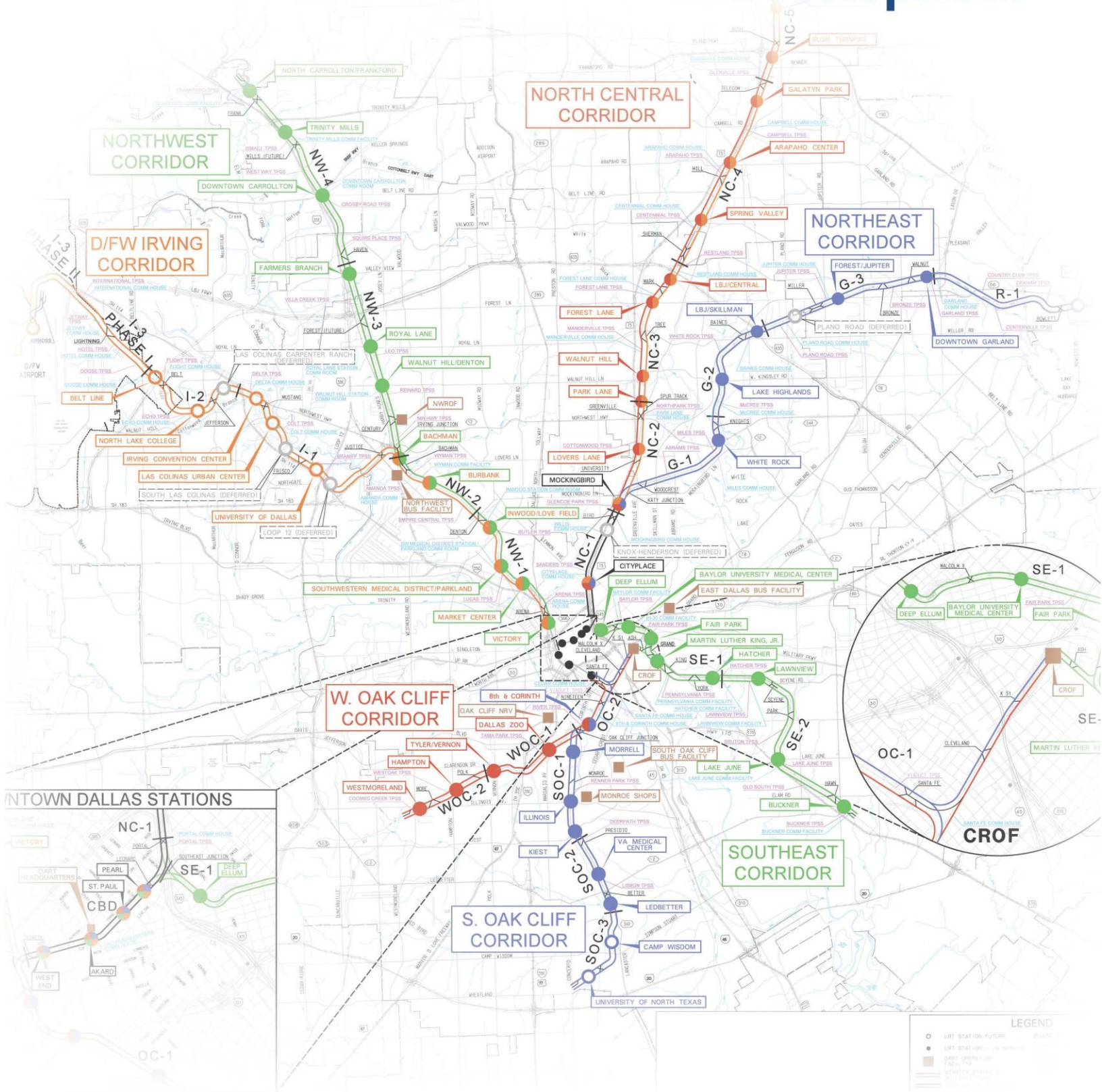
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	(note b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note a	Summary of Activity This Period & Comments (September 2012)
TRE	Belt Line-Story Grade Separation C-1012696-01	McCarthy Building Companies	\$43,006,362	\$3,685,753	\$46,692,115	\$3,134,799	\$46,141,161	\$550,954	85%	100%	
TRE	TRE LP/BL-S Trk Mtl Procure/Install C-1012577-01	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$310,164	\$11,804,334	\$34,658	90%	99%	
TRE	TRE 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%	
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%	98%	
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

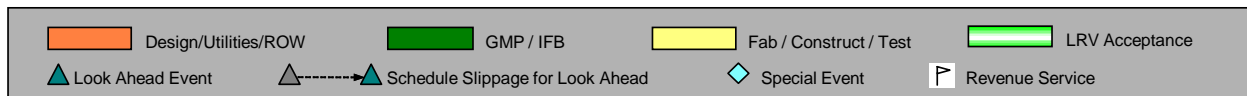
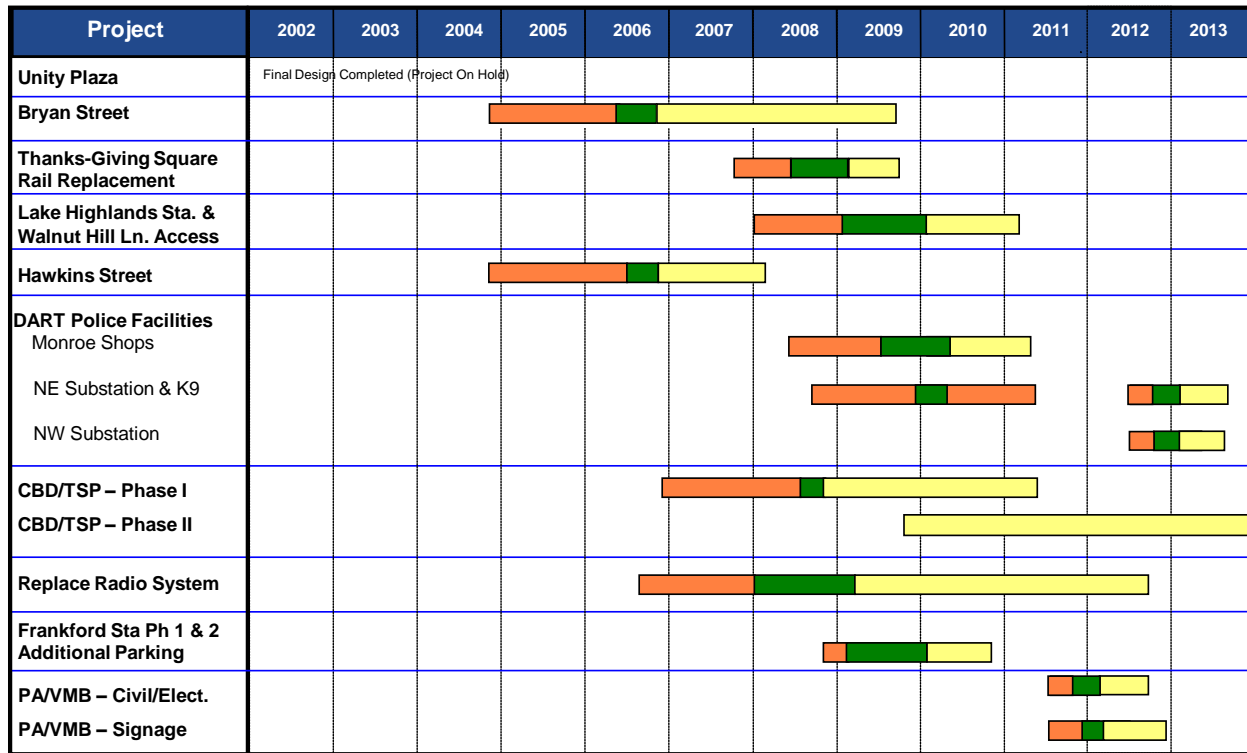


Summary Working Schedule

Additional Capital Development

Additional Capital Development Summary Working Schedule

09/30/12



Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget ⁽³⁾	Current Commitment ⁽³⁾	Expended to Date ⁽¹⁾
Unity Plaza	\$ 0.0	\$ 0.9	\$ 0.9
Bryan Street ⁽²⁾	30.8	28.0	23.1
Hawkins Street	23.2	23.8	22.1
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	26.8
Monroe Shops – Pre-Development	2.3	2.3	2.3
Frankford Road Additional Parking	7.1	5.6	5.6
CCTV – 48 Vehicles	5.0	0.0	0.0
PA/VMB – Red and Blue Line Stations	4.4	4.5	1.7

1) Expended to Date values reflect activity through 08/31/12, 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 08/31/12.

**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.

Punch list inspections have been completed. No further action is anticipated.

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	DART is working with FTA's Project Management Oversight Consultant (PMOC) to complete allocation of cost.
Issues	None

**Board Strategic
Priority**

II: Manage System Development & Maintain Infrastructure

Description

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.

Status

The Lake Highlands project has been designed and constructed in two parts.

Contract 1 – Station Construction

DART is working with the contractor to complete contract closeout documents. CCTV test was completed. As-built documents were re-submitted, but corrections are required. UL certification of Lightning Protection System has been completed and CCTV training has been completed.

Contract 2 – Walnut Hill Lane Access

Contract is closed.

Issues

None

Board Strategic Priority	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
Description	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.
Status	<p><u>Monroe Shops</u> The DART Police Headquarters at Monroe Shops was constructed in three parts.</p> <p><u>Contract 1 – Demolition and Major Structures (Phillips May)</u> Contract closeout is complete.</p> <p><u>Contract 2 – General Construction (Phillips May)</u> DART is working with the contractor on contract closeout. As-built drawings have been accepted by DART. Final paperwork for closeout is being completed. Final payment and closeout is anticipated in December 2012.</p> <p><u>Contract 3 – Finish-Out (Journeyman)</u> Contract closeout is complete.</p> <p><u>Northeast Police Substation and K-9 Facility</u> Design of a smaller and lower cost facility will begin in FY 2013.</p> <p><u>Northwest Police Substation</u> 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>
Issues	<p><u>Monroe Shops – HVAC Warranty Issues</u> Warranty work related to performance of the heating, ventilation, and air conditioning system (HVAC) has been completed. Final submittals have been received. Final acceptance is pending.</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 November 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

**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 training. City of Dallas completed the software negotiations with Intelight and is working on the contract documents to go to Council in the January-March 2013 time frame for approval.

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 and Automatic Passenger Counter apparatus on 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 complete.

Performance evaluation and operational adjustments of the OpenSky digital radio system and the TransitMaster CAD/AVL system are complete. The OpenSky digital radio and TransitMaster CAD/AVL systems meet contractual performance requirements. Mitigation of radio coverage issues encountered in certain limited locations is underway and should be complete by December 1, 2012.

Replacement of the LRT tunnel radio system bidirectional amplifiers (BDAs) and power system upgrade is underway with completion expected in November 2012.

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 continuing 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.

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. RTC made a Board presentation on August 28, 2012, that indicated that the existing iFi group has dissolved. RTC has received an unsolicited proposal regarding project funding that they will share with the Board at a future date. The presentation also addressed, to the extent possible at this time, the response to seven questions posed by the Board. Discussions with NCTCOG are ongoing.

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

Issues (Continued) 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.

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. The DART Board has requested that staff not hold public meetings until the funding scenario is further defined.

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.

Physical installation of signs is complete at all 33 stations. Installation of software and testing at all stations are in progress. Civil work at all stations is complete. A VMB sign was successfully tested at St. Paul Station in August 2012.

VMB signs for the first phase of the project at CBD, Fair Park, MLK, and Mockingbird stations were completed on September 28, 2012, for the State Fair of Texas. The remaining project is expected to be completed in October 2012.

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 (SCS/OCC contractor) to determine appropriate milestone revisions. DART and Luminator have resolved schedule revisions. This issue is now closed.

Issues (Continued)

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. Baseline schedules are "Approved as Noted". This issue is now closed.

Delay in VMB Sign Completion

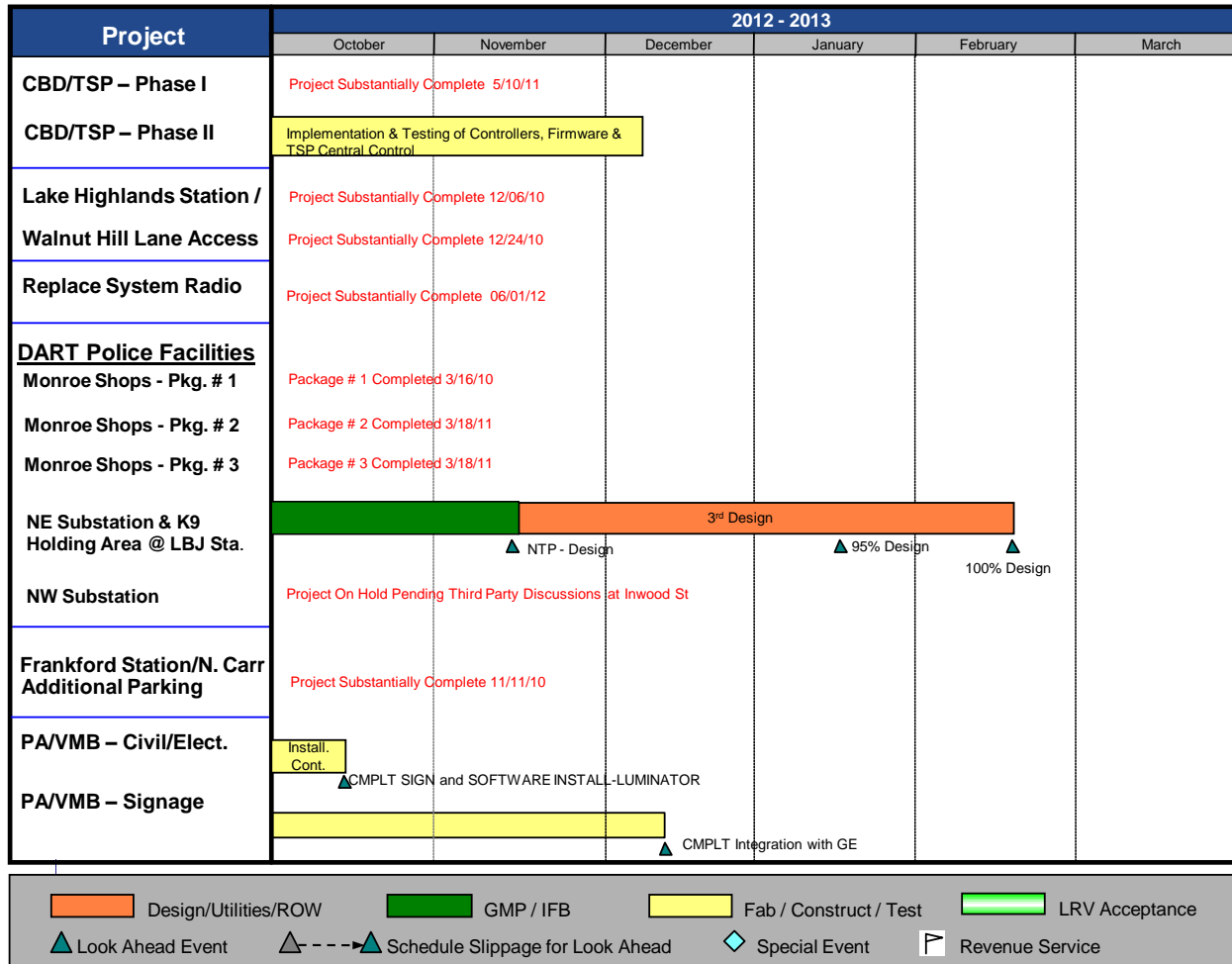
Due to setbacks experienced in software development and availability of certain electronic components, the PA/VMB signs will be completed in stages. The first batch was completed and fully functional at all CBD, Fair Park, MLK, and Mockingbird stations for the State Fair of Texas opening. The remaining will come on-line during October 2012.

Six-Month Look Ahead

**Additional Capital
Development**

Additional Capital Development Six Month Look Ahead

09/30/12



Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2012)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note b	
Misc Facilities	NC-1 Tunnel Delamination C-1017790-01	Gibson & Associates	\$728,850	\$109,328	\$838,178	\$101,545	\$830,395	\$7,783	93%	100%	
Unity Plaza	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	Construction TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	IFB deferred
Thanksgiving Square Rail Mtl.	Rail Procurement C-1015411-01	Progress Rail Services	\$289,254	\$14,463	\$303,717	\$8,800	\$298,054	\$5,663	61%	100%	
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$72,818	\$1,147,700	\$13,173	85%	100%	
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,331,204	\$37,224,700	\$492,546	73%	99%	Note a
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progress Rail	\$2,761,480	\$110,460	\$2,871,940	-\$78,164	\$2,683,316	\$188,624	-71%	100%	
CCTV Equipment - Fixed	CCTV 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 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 Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$1,163,622	\$14,237,955	\$536,041	68%	99%	
DART Police Facilities Package 3	C-1018394-01	Journeyman	\$1,264,950	\$101,196	\$1,366,146	\$66,342	\$1,331,292	\$34,854	66%	100%	
DART Police Facilities NE Facility	NE Facility Construction Pending	TBD	\$2,061,012	\$103,051	\$2,164,063	\$0	\$2,061,012	\$103,051	0%	0%	
Lake Highlands Station	Construction C-1016649-01	Journeyman	\$6,926,292	\$554,103	\$7,480,395	\$100,051	\$7,026,343	\$454,052	18%	99%	
Lake Highlands Station SCS/OCC	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$0 (note d)	\$49,931	\$49,931	\$49,931	\$49,931	\$0	100%	100%	
Walnut Hill Lane Access to Lake Highlands	Construction C-1018841-01	CPS Civil LLC	\$382,050	\$38,205	\$420,255	-\$2,582	\$379,468	\$40,787	-7%	99%	
Frankford Sta Addl Parking	C-1016965-01	Omega Contracting Base plus Option 2	\$2,884,803	\$230,776	\$3,115,579	\$107,491	\$2,992,294	\$123,286	47%	99%	
VMC Systems	C-1021358-01	Luminator Holding, LP	\$3,247,612	\$97,429	\$3,345,041	-\$146,177	\$3,101,435	\$243,606	-150%	16%	
VMC Civil & Electrical	C-1021359-01	Robinson Industries, Inc.	\$2,607,383	\$130,369	\$2,737,752	\$48,767	\$2,656,150	\$81,602	37%	49%	
VMC SCS/OCC	C-1009337-01	GE Advanced Comm. Systems	\$0	\$193,003 (note e)	\$193,003	\$193,003	\$193,003	\$0	100%	0%	
TOTALS:			\$81,489,186	\$6,286,387	\$87,784,031	\$3,769,060	\$85,258,246	\$2,517,328			

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.
 - e) SCS-OCC Contract contingency was used to provide SCADA interfaces for PA/VMC Project.

Streetcar Programs

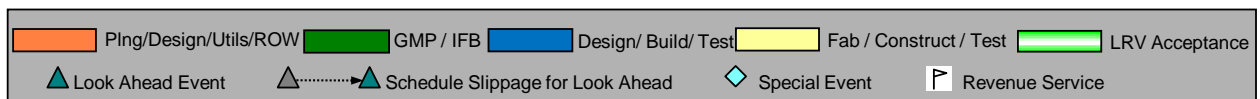
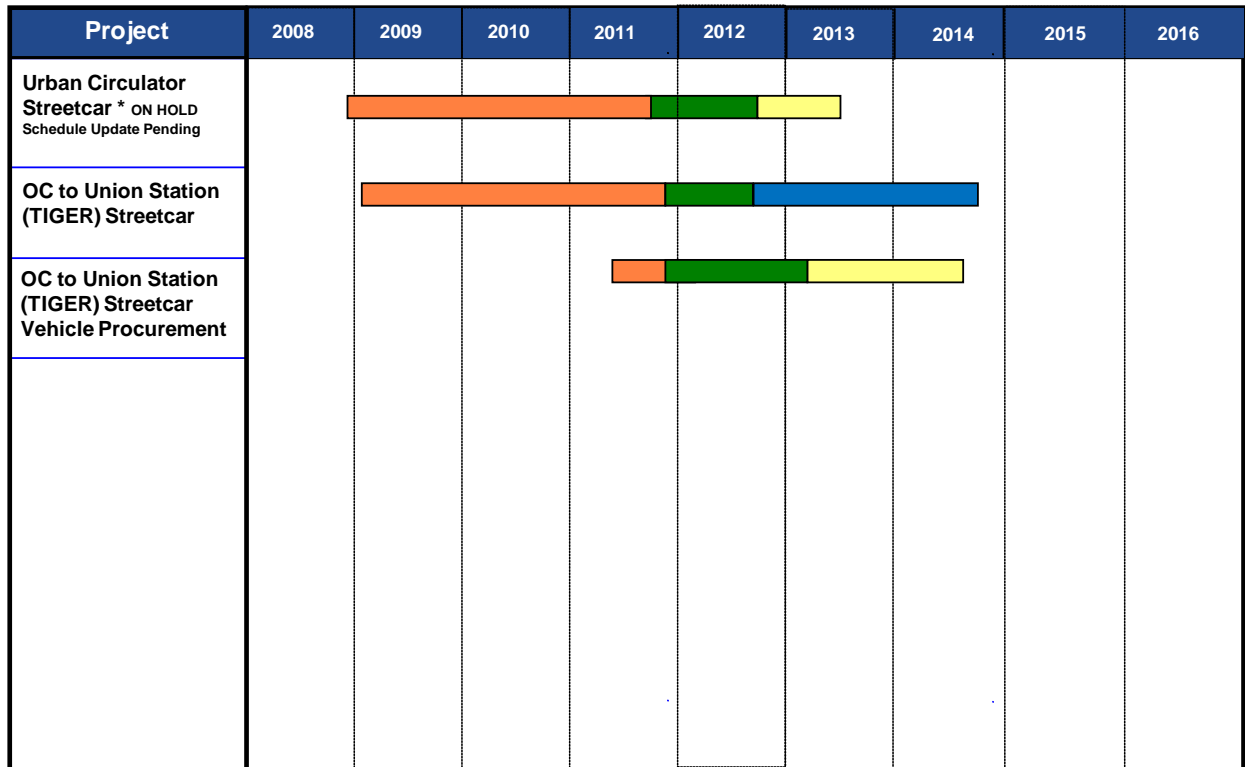


Summary Working Schedule

Streetcar Programs

Dallas Streetcar Summary Working Schedule

09/30/12



Cost/Schedule Summary

Streetcar Programs

STREETCAR PROGRAMS Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ^(2,6)
Dallas to Oak Cliff Streetcar Construction ⁽⁴⁾⁽⁵⁾	\$ 38.0	\$ 28.2	\$ 0.2
Dallas to OC Environmental Assessment ⁽³⁾	1.7	1.7	0.0
Streetcar Vehicles ⁽⁴⁾	9.0	9.4	0.0
Dallas Streetcar System Plan ⁽³⁾	0.4	0.1	(0.3)
Study Street Car Access to MATA Track	0.1	0.1	0.1
Olive Street-St. Paul Streetcar Loop ⁽³⁾	1.5	1.1	0.4
Streetcar Financial Consultant ⁽³⁾	1.0	0.0	0.0
Streetcar Programs Total	\$ 51.7	\$ 40.6	\$ 0.4

- 1) Committed values reflect activity through 08/31/12.
- 2) Expended to date values reflect activity through 08/31/12, as reported on DART's General Ledger.
- 3) Budget reflects COD ILA approved on 10/12/10, Board Resolution 100134.
- 4) Budget reflects FY11 Financial Plan amendment approved on 04/26/11, Board Resolution 110041, which includes the ILA for implementation of Oak Cliff Streetcar Project.
- 5) Budget reflects ILA related to Procurement and Financial Matters for Implementation of Oak Cliff Streetcar Project approved on 03/20/12, Board Resolution 120038.
- 6) Expended to Date includes City of Dallas reimbursements totaling (\$2.9M).

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. The DART Board authorized a contract award to the design-build team of Stacy and Witbeck, Inc. / CARCON Industries, a Joint Venture, on September 25, 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 design-build team has performed their analysis of the condition of the bridge. Their assessment of the bridge and the associated risks are accounted for in their pricing.

Resolution of Procurement Schedule

Resolution of the vehicle procurement and protest is critical to meeting the aggressive project schedule. To the extent possible in advance of contract award, project team members are working directly with the vehicle manufacturer to understand and address critical issues related to schedule adherence.

Union Station to Oak Cliff TIGER-funded Streetcar Project

**Streetcar
Programs**

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 coordinate and 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 coordinating with the City of Dallas and MATA on how to proceed with the SSO requirement since MATA and not DART will be the operator of the line. The DART project team is working directly with the City of Dallas, TxDOT and MATA to develop an approach to meeting the SSO requirements. The resulting recommendation will address what the requirements will be, which agency will address the required roles and responsibilities, and how the efforts could be funded. The project team has asked FTA Regional staff for clarification of the extent to which any DART or City federal funding could be jeopardized due to the potential failure of MATA to meet SSO requirements. The resolution of this issue is necessary in order to finalize the project implementation ILA with the City of Dallas.

Coordination with FBC-Dallas

The project team continues to work on coordination with the project management team on the First Baptist Church-Dallas (FBC-Dallas) project. Both projects will be under way during the same time frame, and very close coordination will be required throughout the project schedule

Issues (Continued) to avoid cost or schedule impacts to both projects. With the delay in the Urban Circulator project, coordination between the two projects has been complicated. Project staff has developed a scope of work for DART's Miscellaneous Construction contractor to install three OCS pole foundations in the sidewalk adjacent to the FBC. This effort will allow the FBC's contractor to proceed with their scheduled installation of a decorative concrete finish on the church's new plaza. The IFB for the Urban Circulator project will include provisions that require staging the work so that the impacts to the church project and their opening on Easter 2013 will be minimized.

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. The City has informed the project team that they have verified that they currently have the authority to move forward with the project as designed even without the agreements in hand, but the current Federal Street tunnel area OCS attachment method may require modification subject to further discussions between City and property owners. The design team has offered a preliminary design for the modified OCS attachment in the Federal Street tunnel, and will proceed quickly with revisions upon direction from the City.

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.

Special Trackwork Procurement

Current market conditions indicate an issue with the timely procurement of special trackwork nationwide that would impact the planned project duration. The project team is modifying the design documents for the Urban Circulator IFB to include the special trackwork as an option.

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 issued an RFP for the purchase of two vehicles. DART vehicle specifications were developed and provided to interested manufacturers in advance of the RFP. Three proposals were received on June 22, 2012. Staff recommendation for award of a contract to Brookville Equipment Corporation, BEC, was considered as an action item at the August 28, 2012, Rail Program Committee and was forwarded to the September 11, 2012, Committee-of-the-Whole meeting without recommendation. On September 26, 2012, the City of Dallas provided DART with a letter stating their concurrence with the decision to award to BEC.

Inekon Corporation filed a protest of the procurement on September 6, 2012, questioning the evaluation process and the recommendation of BEC. DART responded on September 25, 2012, with a letter from DART Vice President of Procurement to Inekon denying the protest. Within five days of receiving the response, Inekon may file a Request for Reconsideration of the decision.

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 design-build contractor is essential. The RFP included the program schedule requirements for delivery of the vehicles. Vehicle delivery schedule was a critical element of the technical evaluation of the proposers. The protest by Inekon will impact the project schedule, and the resolution of the protest has become a critical issue. To the extent possible in advance of the contract award, the DART project team will begin coordination with the selected bidder to reconsider their delivery schedule consistent with DART requirements and in coordination with the recommended design-build team - subject to the vehicle manufacturer's willingness to proceed on that task at their own risk.

Issues (Continued) Potential Budget Overrun

Due to the limited funding available for the project, the potential for exceeding the project budget for the streetcar vehicles was a concern throughout the procurement process. However, the recommended manufacturer, Brookville Equipment Corporation, proposed a vehicle that meets all of DART's requirements at a price that is within the project budget.

There is a concern that a continuation of the protest could result in additional costs related to impacts on the design-builder's schedule.

Another concern is that Brookville's proposed price is valid through December 31, 2012. If the protest continues past that date, we will have to negotiate the vehicle price.










Six-Month Look Ahead

Streetcar Programs

Dallas Streetcar Working Schedule Six Month Look Ahead

09/30/12

Project	2012 - 2013					
	October	November	December	January	February	March
Urban Circulator Streetcar * ON HOLD Schedule Update Pending	Contractor Procurement Continues		Construction Begins			
OC to Union Station (TIGER) Streetcar Design-Build	D-B Contractor Procurement					
	Design/Build Begins					
	▲ D-B NTP	▲ PMP Complete	▲ Financial ILA Amendment Completed	▲ Streetcar Construction Starts	▲ O&M ILA Completed	
OC to Union Station (TIGER) Streetcar Vehicle Procurement	Vehicle Procurement Continues					
			▲ RPD Committee 2 nd Approval	▲ DART COTW Action	▲ DART Board Action	▲ NTP - Vehicle Manufacturer

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

Executive Summary - 4th Quarter FY 2012

Light Rail Transit Buildout Phase I

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note e) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2012)	Contract Issues (Page numbers reference the Project 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 C-97000131	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	100%	Through SA #14, AWP05 Accounting Closeout is Pending		
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation	Contractor REA for Relief from LDs & Additional Costs - DART Counterclaim for Administrative Costs (p. RPD13)	Hearing on quantum issues - October 29, 2012; DART to present costs incurred
North Central Corridor	Parker Rd. Parking Expansion C-1015568-01	Omega Contracting, Inc.	\$1,778,830	\$88,941	\$1,867,771	\$88,931	\$1,867,761	\$10	99.99%	100%	Closed		
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation	Contractor REA Seeking Additional Payment - Federal Court Appeal for Additional Payment & Interest (p. RPD12)	On 9/7/12, Federal Court granted DART's Motion for Summary Judgment and denied GLF's Motion. GLF has 30 days to appeal.
LRV Procurement	20 Additional	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)	New parts being manufactured; delivery anticipated early December 2012 with installation to follow shortly thereafter
	C-98000071-02											Fault Codes (42/90) Indicating Pneumatic Control Unit Cutting Out (p. RPD14)	Production software version issued and installed
												Fault Codes (35/80) Indicating Mismatch between the Power Signal and Brake Signal (p. RPD14)	Production software version issued and installed
												Fault Code (THD2) Indicating Propulsion Inverter Over Temperature (p. RPD14)	Revised software issued and being installed on limited number of cars for testing
TOTALS:			\$151,909,958	\$10,462,198	\$162,372,156	\$2,522,008	\$154,431,966	\$7,940,190					
Legend:													

- 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/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note d) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 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 13)	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Itochu	\$13,244,927 (Note e)	\$414,568	\$13,659,495	\$103,794	\$13,348,721	\$310,774	25%	95%			
TOTALS:			\$13,244,927	\$414,568	\$13,659,495	\$103,794	\$13,348,721	\$310,774					
Legend:													

- 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 - 4th Quarter FY 2012

Light Rail Transit Buildout Phase IIA

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes (Note f)	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 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 C-1002450-01	ACT-21	\$230,975,944	\$247,831	\$231,223,775	\$0	\$230,975,944	\$247,831	0%	88%			
	SDC C-1002803-01	Dallas System Consultants	\$78,166,352	\$47,161	\$78,213,513	\$0	\$78,166,352	\$47,161	0%	98%			
	Systems Integration (SIC) C-1004187-03	AECOM Technical Services	\$82,393,459	\$285,726	\$82,679,185	\$0	\$82,393,459	\$285,726	0%	86%			
	Project Controls (PCC) C-1002450-02	Sunland Engineering	\$13,176,787	\$113,409	\$13,290,196	\$0	\$13,176,787	\$113,409	0%	(Note a) 80%			
	LRV Engineering C-1008146-01	LTK	\$12,241,355	\$29,386	\$12,270,741	\$0	\$12,241,355	\$29,386	0%	86%			
Construction SE1, 2, NW1B	CMGC-1 C-1007571-01	Archer Western/Brunson Caron	\$372,865,538	\$18,219,058	\$38,700,108	\$16,328,009	\$389,193,547	\$1,891,049	90%	99%	Includes Pre construction & construction Includes Lump Sum Conversion		
			SA's 82,83 & 84 executed 4/09 funded from existing contract funds for provisional overhead payments							(Note b)			
Construction NW-2, 3, 4	CMGC-3	Archer Western/Herzog	\$476,122,907	\$23,486,522	\$499,609,429	\$4,229,575	\$480,352,482	\$19,256,947	18%	99%		Orange/Green-Line Junction-Train- Movement-Coordination (p. RPD29)	Work completed by Orange DB contractor in July 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)			
CBD Raise/Extend	CBD Level Boarding C-1012813-01	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$259,025	\$5,111,308	\$527,541	-96%	100%			
NWROF Construction	Lot 1 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 C1012392-02	Herzog	\$3,338,381	\$141,859	\$3,480,240	\$45,077	\$3,383,458	\$96,782	32%	100%			
	Lot 3 C1012392-03	Mass Electric	\$5,136,632	\$218,260	\$5,354,892	\$63,679	\$5,200,310	\$154,581	29%	100%			
	Lot 4 C-1012392-04	Journeyman	\$3,941,496	\$172,924	\$4,114,420	\$112,120	\$4,053,616	\$60,804	65%	100%			
	Lot 9 C-1012392-05	Macton	\$908,408	\$45,420	\$953,828	\$0	\$908,408	\$45,420	0%	100%			
Track Material Procurement CMGC-1	Lots 3 & 6 C-1009684-02	Progress Rail Services Spl Trkwrk/CWR	\$11,754,817	\$352,645	\$12,107,462	-\$111,287	\$11,643,530	\$463,932	-32%	100%			
	Lot 5 C-1009684-03	L.B. Foster Fasteners	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%			
	Lot 4 C-1009684-04	Rocla Concrete Tie Concrete Ties	\$3,202,960	\$96,089	\$3,299,049	\$64,195	\$3,267,155	\$31,894	67%	100%			
Track Material Procurement CMGC-3	Lots 1 & 3 C-1012000-01	VAE Nortrak NW2/3/4 & NWROF/Spl Trkwrk	\$9,459,512	\$472,976	\$9,932,488	-\$271,979	\$9,187,533	\$744,955	-58%	100%			
	Lot 2 C-1012000-02	L.B. Foster NW-2/3/4 CWR	\$5,982,978	\$299,149	\$6,282,127	\$13,715	\$5,996,693	\$285,434	5%	100%			
	Lot 4 C-1012000-04	Rocla Concrete Tie Concrete Ties	\$3,361,624	\$168,081	\$3,529,705	\$70,715	\$3,432,339	\$97,366	42%	100%			
	Lot 5 C-101200-03	Advanced Track Products CMGC-3 Fasteners	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	100%			
Systems	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$30,804,827 (Note h)	\$2,375,482	\$33,180,309	\$628,782	\$31,433,610	\$1,746,699	26%	96%		“Hot Structure”, or Short Circuit, Faults in TPSSs (p. RPD31)	CMGC-III contractor to add more sealants at NW Hwy TPSS, tentatively scheduled for early November 2012
Fare II	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$8,625,907	\$231,205	\$8,857,112	\$207,937	\$8,833,844	\$23,268	90%	95%			
Vehicle Procurement	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Itochu	\$80,603,658 (Note e)	\$2,522,906	\$83,126,564	\$631,652	\$81,235,310	\$1,891,254	25%	99%			

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Vehicle	SLRV Procurement (25) C-1013706-01	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. RPD35)	Identified modifications completed; monitoring continues for compliance
												10" Brake Actuator Replacement (p. RPD35)	Replacement to start in mid-November 2012
												Sagging Traction Motor (p. RPD35)	New parts being manufactured; delivery anticipated early December 2012 with installation to follow shortly thereafter
												Fault Codes (42/90) Indicating Pneumatic Control Unit Cutting Out (p. RPD35)	Production software version issued and installed
												Fault Codes (35/80) Indicating Mismatch between the Power Signal and Brake Signal (p. RPD36)	Production software version issued and installed
												Fault Code (THD2) Indicating Propulsion Inverter Over Temperature (p. RPD36)	Revised software issued and being installed on limited number of cars for testing
NW-2 Little Denton Drive Betterments & Improvements	LDDIB C-1016241-01	Phillips/May Corporation	\$2,039,333	\$163,147	\$2,202,480	\$28,282	\$2,067,615	\$134,865	17%	100%		City of Dallas Responsibility for Landscape Maintenance (p. RPD38)	DART working with City to resolve
NW-3Walnut/Denton Parking	WHDSPC C-1018601-01	Phillips/May Corporation	\$1,293,333	\$194,000	\$1,487,333	\$14,643	\$1,307,976	\$179,357	8%	99%			
Systems Modifications	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$14,003,452	\$877,322 (note i)	\$14,880,774	\$312,485	\$14,315,937	\$564,837	36%	96%			
CCTV	CCTV	Calence, LLC	\$2,317,417	\$246,885	\$2,564,302	\$303,879	\$2,621,296	-\$56,994	123%	33%	(Note g)	Contractor's Change Request/Equitable Adjustment (p. RPD37)	DART reviewing and preparing fair and reasonable position to negotiate
Equipment - Fixed	C-1016547-02											Timely OCC Equipment Acceptance (p- RPD38)	In July 2012, DB contractor added stations to backbone video network. Issue resolved.
Deep Ellum Gateway Art Project	DEGA C-1013454-02	Brad Oldham	\$1,365,000	\$45,045	\$1,410,045	\$39,846	\$1,404,846	\$5,199	88%	100%			
TOTALS:			\$1,664,032,476	\$57,877,947	\$1,369,087,131	\$23,471,745	\$1,687,504,221	\$34,406,202					
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.

h) Approved contract value reflects board authorization including price adjustments.

i) SCS-OCC Contract contingency was used to provide SCADA interfaces for PA/VMB Project.

Light Rail Transit Buildout Phase IIB

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note c) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 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 C-1013219-01	Track 3 Joint Venture Various + I1&2+Rowlett	\$44,569,478 Deob \$1,502,678 from base and \$180,666 from contingency from FY08 AWP	\$302,583	\$44,872,061	\$0	\$44,569,478	\$302,583	0	77%	(Note b)		
Irving 1 & 2	Irving 1-2 DB	KSWRP JV	\$430,164,910	\$17,207,000	\$447,371,910	\$4,011,818	\$434,176,728	\$13,195,182	23%	99%	Design-Build	Paint Peeling Corrective Action Plan (p. RPD45)	I-1 completed in May 2012; I-2 completed in July 2012. Issued resolved.
	C-1014614-01	Irving 1 & 2										Equitable Adjustment Change to Contract (p. RPD45)	Design-builder considers that certain work at Bachman Junction to be change to contract.

Executive Summary - 4th Quarter FY 2012

Irving 3	Irving 3 DB	KSWRP JV	\$147,500,000	\$5,391,000	\$152,891,000	\$45,000	\$147,545,000	\$5,346,000	1%	18%	Design-Build	Delayed Access to Fed Ex Property (p. RPD49)	DART/DFW/design-builder working to resolve access issue and define recovery schedule.
	C1018691-01	Irving 3										Delayed Access to Aeroterm Property (p. RPD49)	Efforts to resolve ongoing; DART working with contractor on mitigation options for delays.
Rowlett	Rowlett DB C-1014614-02	Austin Road & Bridge Rowlett	\$187,699,904	\$7,514,000	\$195,213,904	\$3,541,146	\$191,241,050	\$3,972,854	47%	93%	Design-Build	Grade Crossing Rework Due to Tolerance Discrepancies (p. RPD52)	Rail gouges being welded out and ground down; 2 of 4 crossings completed; rework completion anticipated mid-November 2012
Rowlett Station Additional Parking Lot	Rowlett DB C-1021269-01	Phillips May Corporation	\$537,333	\$26,867	\$564,200	\$0	\$537,333	\$26,867	0%	13%	Design-Build	Schedule for Project Completion (p. RPD54)	Substantial completion document given 9/10/12; DART working with contractor to complete punch list and closeout.
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	\$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 C-1012105-01/02	Siemens Transportation Systems, Inc.	\$17,963,948 (Note e)	\$238,388	\$18,202,336	\$37,156	\$18,001,104	\$201,232	16%	66%		Modify Delivery Dates to Match Revenue Service Dates for I-3 (p. RPD55)	Contractor costs being reviewed by DART; DART considering options for storage & maintenance.
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%	10%			
Systems	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$5,264,885	\$421,191	\$5,686,076	\$174,047	\$5,438,932	\$247,144	41%	35%		Limited Access to Rowlett (p. RPD57)	Equipment access received in August 2012; contractor met SCS/OCC turnover milestone for system integration testing on 8/20/12. Issue resolved.
												Signal Equipment Performance at Rowlett (p. RPD57)	SCS/OCC contractor working with DART and design-builder to support troubleshooting & testing.
												Wayside and Admin Phone Testing at Rowlett (p. RPD57)	Design-builder to correct field problems; SCS/OCC contractor to complete testing; anticipated completion October 2012.
												Limited Access to Irving-2 (p. RPD57)	Timely access received in August 2012; contractor met SCS/OCC turnover milestone for system integration testing on 8/24/12. Issue resolved.
												Irving-1 Open Items (p. RPD57)	Anticipate completion in October 2012, with next TTM software installation.
												Contract Modification to Provide Interface with New Station Signs (p. RPD57)	Work mitigation plan generated and implemented; anticipated completion in October 2012.
												Lack of Ethernet Port for VBS-PA/VMB Server (p. RPD58)	Turnover of second Ethernet connection anticipated by October 2012.
Vehicle Procurement	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Itochu	\$74,049,075 (Note d)	\$2,317,746	\$76,366,821	\$580,287	\$74,629,362	\$1,737,459	25%	95%			

Executive Summary - 4th Quarter FY 2012

Vehicle	SLRV Procurement (23) C-1013706-01	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)	Identified modifications completed; monitoring continues for compliance
												10" Brake Actuator Replacement (p. RPD61)	Replacement to start in mid-November 2012
												Sagging Traction Motor (p. RPD61)	New parts being manufactured; delivery anticipated early December 2012 with installation to follow shortly thereafter
												Fault Codes (42/90) Indicating Pneumatic Control Unit Cutting Out (p. RPD61)	Production software version issued and installed
												Fault Codes (35/80) Indicating Mismatch between the Power Signal and Brake Signal (p. RPD61)	Production software version issued and installed
												Fault Code (THD2) Indicating Propulsion Inverter Over Temperature (p. RPD62)	Revised software issued and being installed on limited number of cars for testing
Level Boarding Outlying Stations	Level Boarding Outlying Sta. C-1016053-01	Phillips May Corporation	\$4,043,333	\$471,476	\$4,514,809	\$323,017	\$4,366,350	\$148,459	69%	99%		OSLB – Replacement of Red & Blue Line Station Warning Strips Due to Poor Quality (p. RPD65)	Replacement completed at 28 of 29 stations; anticipated completion in October 2012
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	-\$130	\$261,260	\$23,655	-1%	100%			
TOTALS:			\$1,092,538,175	\$38,580,169	\$1,130,679,540	\$9,482,425	\$1,102,020,601	\$29,097,744					
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.
 - e) Approved contract value reflects board authorization including price adjustments.

LRT Buildout Phase III & D2

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 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 (CBD) D2 Alignment												Sound Ridership Forecast Approach (p. RPD75)	Alternative being developed to provide Board with sound ridership forecasts; model anticipated by December 2012
TOTALS:													
Legend:			% Contingency >= 70%										

Commuter Rail

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 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 C-1012696-01	McCarthy Building Companies	\$43,006,362	\$3,685,753	\$46,692,115	\$3,134,799	\$46,141,161	\$550,954	85%	100%		Bridge Crack Repairs (p. RPD81)	Repair work completed in May 2012 under separate contract. Discussions ongoing re: repair cost responsibility
			Increased contingency by \$245,244 per Board Resolution 080164									Contractor Soil Placed on Third Party Property (p. RPD81)	DART has reviewed contractor's notice and determined that resolution resides with third party and contractor.
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%			

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TRE	TRE Valley View Bridge & Double Tracking Construction Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%		Lessons Learned Incorporation (p. RPD83)	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%	98%			
TRE	Positive Train Control											Radio Availability & Reliability (p. RPD84)	DART to continues to monitor manufacturing process to ensure timely availability
												The 220 MHz Spectrum Availability (p. RPD84)	DART staff to bring contract for purchase of spectrum to Board for consideration in October/November 2012.
												Incomplete Interoperability Train Control (ITC) Standards (p. RPD85)	DART closely monitoring standards development. Completion of first draft of standards anticipated mid-2013. Finalized standards to be incorporated into DART PTC system specs.
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/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 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		
Thanksgiving Square Rail Mtl.	Rail Procurement C-1015411-01	Progress Rail Services	\$289,254	\$14,463	\$303,717	\$8,800	\$298,054	\$5,663	61%	100%			
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$72,818	\$1,147,700	\$13,173	85%	100%			
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,331,204	\$37,224,700	\$492,546	73%	99%			
Bryan/Hawkins Track Material	Lots 1 & 2 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 C-1016547-02	Calence, LLC	\$3,441,691	\$345,640	\$3,795,788	\$266,574	\$3,708,265	\$79,066	77%	58%		See Phase IIB	
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. RPD96)	Warranty work completed in August 2012. Final submittals received. Final acceptance pending.
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$1,163,622	\$14,237,955	\$536,041	68%	99%		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 Pending	TBD	\$2,061,012	\$103,051	\$2,164,063	\$0	\$2,061,012	\$103,051	0%	0%			
Lake Highlands Station	Construction C-1016649-01	Journeyman	\$6,926,292	\$554,103	\$7,480,395	\$100,051	\$7,026,343	\$454,052	18%	99%			
Lake Highlands Station SCS/OCC	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$0	\$49,931	\$49,931	\$49,931	\$49,931	\$0	100%	100%			

Executive Summary - 4th Quarter FY 2012

Walnut Hill Lane Access to Lake Highlands	Construction	CPS Civil LLC	\$382,050	\$38,205	\$420,255	-\$2,582	\$379,468	\$40,787	-7%	99%			
	C-1018841-01												
Frankford Sta Addl Parking	C-1016965-01	Omega Contracting Base plus Option 2	\$2,884,803	\$230,776	\$3,115,579	\$107,491	\$2,992,294	\$123,286	47%	99%		Insufficient Parking Lot Light Level (p. RPD97)	Task order completed under On Call Construction contract - May 2012; illumination level test to be scheduled for November 2012
VMBSystems	C-1021358-01	Luminator Holding, LP	\$3,247,612	\$97,429	\$3,345,041	-\$146,177	\$3,101,435	\$243,606	-150%	16%		Contractor Request for Time Extension (p. RPD103) Timely Baseline Schedule Submittal (p. RPD104) Delay in VMB Sign Completion (p. RPD104)	DART and contractor resolved schedule revisions in July 2012. Issue resolved. Baseline schedules "Approved as Noted" in July 2012. Issue resolved. PA/VMB signs to be completed in stages; first stage complete; anticipate total completion in October 2012
VMBCivil & Electrical	C-1021359-01	Robinson Industries, Inc.	\$2,607,383	\$130,369	\$2,737,752	\$48,767	\$2,656,150	\$81,602	37%	49%		Timely Baseline Schedule Submittal (p. RPD104)	Baseline schedules "Approved as Noted" in July 2012. Issue resolved.
VMBSCS/OCC	C-1009337-01	GE Advanced Comm. Systems	\$0	\$193,003 (note e)	\$193,003	\$193,003	\$193,003	\$0	100%	0%			
TSP System													
RRP												System User Group Operational Issues (p. RPD100)	Coordination meetings being conducted to identify and address issues
Cotton Belt												Funding Identification (p. RPD101) New Vehicle Development (p. RPD101) Community Concerns (p. RPD102) Design Options (p. RPD102)	RTC presented update to Board in August 2012: existing iFi group dissolved. RTC to brief Board at later date on unsolicited proposal for funding. Discussions with NCTCOG ongoing. DART & COG seeking opportunities to manufacture in North Texas DART has developed a tunnel option; public meetings on hold per Board request DART proposes to environmentally clear each design option
TOTALS:			\$81,489,186	\$6,286,387	\$87,784,031	\$3,769,060	\$85,258,246	\$2,517,328					

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.

e) SCS-OCC Contract contingency was used to provide SCADA interfaces for PA/VMB Project.

Executive Summary - 4th Quarter FY 2012

Streetcar Programs

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 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. RPD111)	Design-builder's assessment of bridge is accounted for in their pricing.
												Resolution of Procurement Schedule (p. RPD111)	To the extent possible, project team members working directly with vehicle manufacturer in advance of contract award to understand and address critical issues related to schedule adherence.
												Timely Utility Relocations (p. RPD112)	City of Dallas working with utility companies to complete relocations.
Urban Circulator Streetcar Project												SSO Requirement (p. RPD113)	Project currently on hold while DART project team works with City, TxDOT & MATA to develop approach to meeting requirements.
												Coordination with FBC-Dallas (p. RPD113)	Project team continues to closely coordinate with FBC project team to avoid cost or shedule impacts to both projects.
												Finalize Agreements between City & Federal Street Property Owners (p. RPD114)	Project team has been informed they can move forward on project without agreements. OCS attachment method to Federal St. property may need to be modified; design team offered prelim design; awaiting direction from City.
												Timely Utility Relocations (p. RPD114)	City of Dallas working with utility companies to complete relocations.
												Special Trackwork Procurement (p. RPD114)	IFB being modified to include special trackwork as option.
Streetcar Vehicle Procurement												Timely Vehicle Delivery (p. RPD115)	To extent possible in advance of contract award, DART to coordinate with selected bidder for delivery schedule consistent with DART requirements and coordinated with design-build team.
												Potential Budget Overrun (p. RPD116)	Continuation of the protest by Inekon could result in additional costs related to impacts on design-builder's schedule, as well as having to negotiate vehicle price. DART denied protest; Inekon could file Request for Reconsideration.

GRAND TOTALS:

\$3,062,653,644	\$117,846,015	\$2,827,246,021	\$42,798,982	\$3,105,452,626	\$75,047,033
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DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

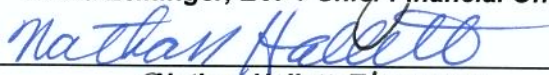
As Of

September 30, 2012


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



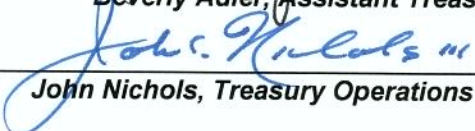
David Leininger, EVP / Chief Financial Officer



Nathan Hallett, Treasurer



Beverly Adler, Assistant Treasurer



John Nichols, Treasury Operations Manager

*Prepared by Treasury Reporting
October 26, 2012*

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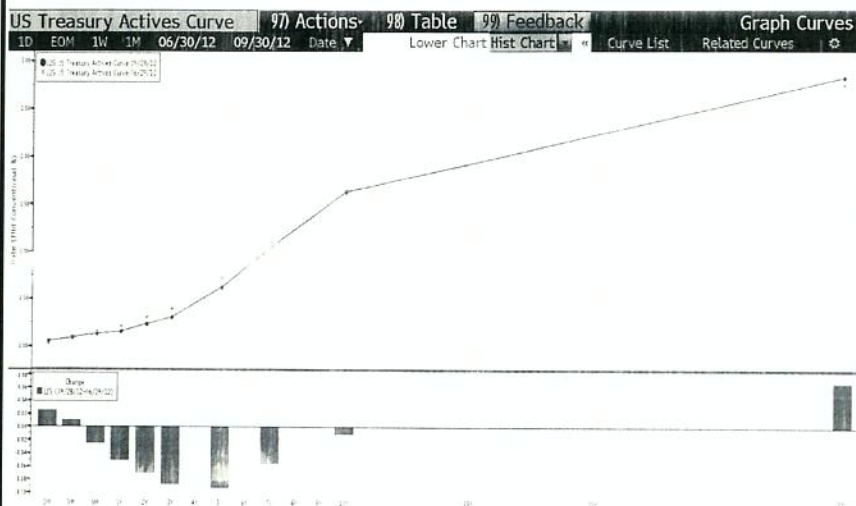
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Quarterly Investment Report



4th Qtr FY12

Prepared by Treasury Reporting



Rate Tracker

Short-Term	↓	2 bp
Intermediate	↓	8 bp
Long-Term	↑	3 bp

Portfolio Performance

Aggregate Yield	↓	0.04% at 0.42%
Benchmark	↓	0.02% at 0.12%

DART Commercial Paper

Change During Quarter	↓	\$60 M
Current Outstanding		\$70 M
Change During Quarter	↓	0.09 %
Average Rate at Qtr End		0.24 %
Avg. Days to Mat. Qtr End		28

Market Overview

The Fed made clear it's intention to keep interest rates "exceptionally low" through mid 2015. That announcement, combined with the announcement of an additional "quantitative easing" program with an indefinite end date sometime after the recovery has stabilized caused interest rates to remain essentially unchanged during the quarter.

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

Investment Strategies

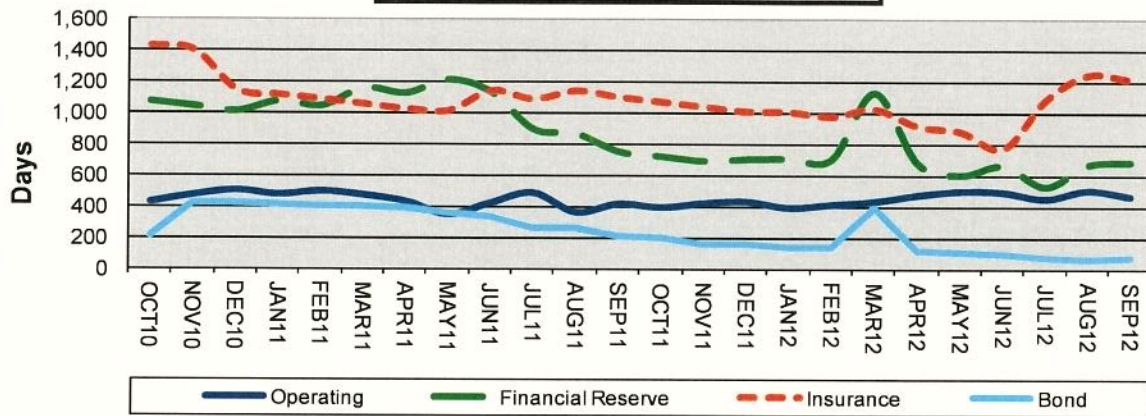
Financial Reserve Fund:	laddered maturities; manage so as to replace called/matured investments
Insurance Fund:	laddered maturities; manage so as to replace called/matured investments
Debt Service Fund:	investment maturities tied to required semi-annual payments
CP SEAF:	100% money market investment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

DART Commercial Paper & Bond Programs

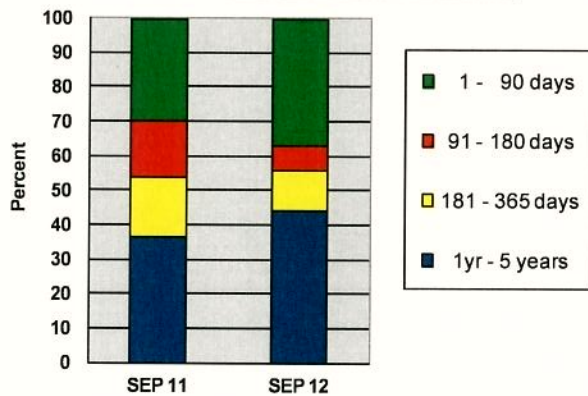
Outstanding CP decreased during the period but was returned to the "normal" \$150 million level by mid-October.

Investment Portfolios		(Ending Amortized Values)						
Portfolio	Agencies	T-Bills & Notes	CP	MMF's	Fund Totals	%	Compliance	
General Operating	\$ 466,772,016	\$ -	\$ 96,804,813	\$ 105,652,155	\$ 669,228,984	72%	Yes	
Financial Reserve	\$ 31,758,966	\$ -	\$ -	\$ 9,311	\$ 31,768,277	3%	Yes	
Insurance	\$ 13,728,345	\$ -	\$ -	\$ -	\$ 13,728,345	1%	Yes	
Debt Service	\$ 18,976,918	\$ 49,546,021	\$ -	\$ 34,530	\$ 68,557,469	7%	Yes	
CP SEAF	\$ -	\$ -	\$ -	\$ 14,651,369	\$ 14,651,369	2%	Yes	
Bond Fund	\$ 28,498,729	\$ -	\$ 73,886,666	\$ 24,512,868	\$ 126,898,263	14%	Yes	
	\$ 559,734,974	\$ 49,546,021	\$ 170,691,478	\$ 144,860,233	\$ 924,832,706	99%		
State Funds	\$ -	\$ -	\$ -	\$ 7,987,734	\$ 7,987,734	1%	NA	
Street Car	\$ -	\$ -	\$ -	\$ 822,999	\$ 822,999	0%	NA	
TOTALS	\$ 559,734,974	\$ 49,546,021	\$ 170,691,478	\$ 153,670,966	\$ 933,643,439	100%		

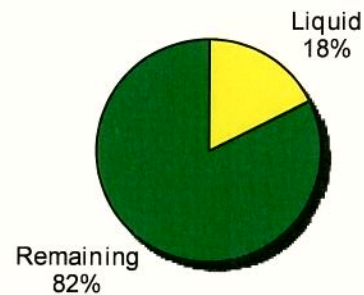
Weighted Average Maturities



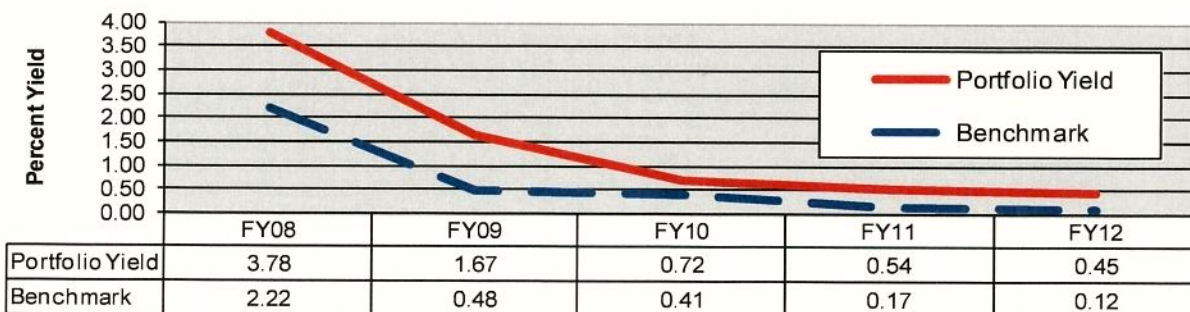
Distribution by Maturity Sector



Operating Fund



Historical Portfolio Performance



Security Transactions - Purchases by Fund

4th Qtr FY12

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Call Date	Yield to Worst	Purchase Cost	Invest Number
OPERATING FUND								
9/6/12	4497W0SX7	ING Funding 0 5/31/2013	\$ 15,000,000	05/31/13	---	0.7430	\$ 14,918,788	12-0173
8/28/12	3133EAH68	FFCB 0.3 8/13/2014-13	\$ 10,000,000	08/13/14	08/13/13	0.3260	\$ 9,996,250	12-0168
8/23/12	313380C88	FHLB 0.4 8/14/2014-12	\$ 10,000,000	08/14/14	09/14/12	0.4010	\$ 10,000,800	12-0167
8/21/12	313380DX2	FHLB 0.4 8/21/2014-12	\$ 10,000,000	08/21/14	09/21/12	0.4000	\$ 10,000,000	12-0164
8/27/12	313380F44	FHLB 0.4 2/27/2015-13	\$ 10,000,000	02/27/15	02/27/13	0.4060	\$ 9,998,500	12-0175
9/25/12	3135G0PJ6	FNMA 0.4 3/25/2015-13	\$ 15,000,000	03/25/15	09/25/13	0.4000	\$ 15,000,000	12-0178
8/29/12	3133EAH27	FFCB 0.43 8/13/2015-12	\$ 10,000,000	08/13/15	11/13/12	0.4320	\$ 10,001,411	12-0170
8/13/12	3135G0ND1	FNMA 0.52 8/13/2015-13	\$ 10,000,000	08/13/15	02/13/13	0.5370	\$ 9,995,000	12-0159
8/20/12	3133EAK31	FFCB 0.47 8/20/2015-13	\$ 10,000,000	08/20/15	08/20/13	0.4700	\$ 10,000,000	12-0162
8/20/12	3135G0NE9	FNMA 0.55 8/20/2015-13	\$ 10,000,000	08/20/15	02/20/13	0.5500	\$ 10,000,000	12-0163
8/22/12	3135G0NJ8	FNMA 0.6 2/22/2016-13	\$ 5,000,000	02/22/16	02/22/13	0.6140	\$ 4,997,500	12-0165
8/31/12	3136G0VS7	FNMA Step 2/22/2016-13	\$ 5,000,000	02/22/16	02/22/13	0.4090	\$ 4,999,669	12-0171
TOTAL			\$ 120,000,000			0.4790	\$ 119,907,917	
INSURANCE FUND								
8/22/12	3135G0NJ8	FNMA 0.6 2/22/2016-13	\$ 3,000,000	02/22/16	02/22/13	0.6200	\$ 2,997,900	12-0166
7/26/12	3135G0MX8	FNMA 0.75 7/26/2016-13	\$ 5,900,000	07/26/16	07/26/13	0.7500	\$ 5,900,000	12-0157
8/29/12	3133804U8	FHLB 0.74 8/9/2016-12	\$ 1,330,000	08/09/16	11/09/12	0.7400	\$ 1,330,547	12-0169
TOTAL			\$ 10,230,000			0.7106	\$ 10,228,447	
FINANCIAL RESERVE FUND								
8/6/12	3133EAF60	FFCB 0.43 8/6/2015-13	\$ 4,870,000	08/06/15	08/06/13	0.4380	\$ 4,868,783	12-0158
9/17/12	3133EAV39	FFCB 0.48 9/17/2015-13	\$ 2,700,000	09/17/15	09/17/13	0.4800	\$ 2,700,000	12-0175
TOTAL			\$ 7,570,000			0.4530	\$ 7,568,783	
BOND FUND								
9/5/12	4497W0QB7	ING Funding 0 3/11/2013	\$ 15,000,000	03/11/13	---	0.6100	\$ 14,953,250	12-0172
9/6/12	3495P2QL4	Fortis Funding 0 3/20/2013	\$ 10,000,000	03/20/13	---	0.7630	\$ 9,959,375	12-0174
TOTAL			\$ 25,000,000			0.6712	\$ 24,912,625	
DEBT SERVICE FUND								
9/17/12	313384P78	FHLB 0 11/16/2012	\$ 740,000	11/16/12	---	0.1350	\$ 739,836	12-0176
9/17/12	313384P78	FHLB 0 11/16/2012	\$ 15,900,000	11/16/12	---	0.1350	\$ 15,896,476	12-0177
7/16/12	912828PV6	T-Note 0.5 11/30/2012	\$ 700,000	11/30/12	---	0.1550	\$ 701,342	12-0155
8/13/12	912828PV6	T-Note 0.5 11/30/2012	\$ 767,500	11/30/12	---	0.1460	\$ 769,085	12-0160
7/16/12	912828PV6	T-Note 0.5 11/30/2012	\$ 15,800,000	11/30/12	---	0.1550	\$ 15,830,296	12-0156
8/13/12	912828PV6	T-Note 0.5 11/30/2012	\$ 15,912,500	11/30/12	---	0.1460	\$ 15,945,369	12-0161
TOTAL			\$ 49,820,000			0.1453	\$ 49,882,404	
GRAND TOTAL			\$ 212,620,000			0.4336	\$ 212,500,176	

Security Transactions - Maturities & Calls

4th Qtr FY12

Sale Date	Action	Maturity Date	Security Description	Par Value	Annualized Rate of Return	Purchase Cost	Invest Number
OPERATING FUND							
7/27/12	Matured	07/27/12	FHLMC 1.125 7/27/2012	\$ 10,000,000	0.5000	\$ 10,053,987	11-0120
8/10/12	Matured	08/10/12	Reckitt Benckiser 0 8/10/2012	\$ 10,000,000	0.5200	\$ 9,996,306	12-0041
8/13/12	Matured	08/13/12	ABN AMRO Funding 0 8/13/2012	\$ 6,000,000	0.8500	\$ 5,996,105	12-0058
8/15/12	Matured	08/15/12	UBS Finance 0 8/15/2012	\$ 10,000,000	0.9700	\$ 9,992,193	12-0063
8/24/12	Matured	08/24/12	Prudential 0 8/24/2012	\$ 10,000,000	1.0400	\$ 9,989,889	12-0075
9/12/12	Matured	09/12/12	Reckitt Benckiser 0 9/12/2012	\$ 10,000,000	0.6000	\$ 9,992,111	12-0042
9/26/12	Matured	09/26/12	Prudential 0 9/26/2012	\$ 14,000,000	1.0900	\$ 13,975,869	12-0085
7/5/12	Called	07/05/13	FFCB 0.57 7/5/2013-12	\$ 5,000,000	0.8500	\$ 5,014,092	11-0188
8/1/12	Called	08/22/13	FFCB 0.43 8/22/2013-11	\$ 10,000,000	0.6200	\$ 10,015,647	11-0225
9/6/12	Called	09/06/13	FHLMC 0.45 9/6/2013-12	\$ 10,000,000	0.6500	\$ 10,014,625	11-0241
8/23/12	Called	11/18/13	FFCB 0.5 11/18/2013-11	\$ 10,000,000	0.7300	\$ 10,006,250	11-0219
7/22/12	Called	11/22/13	FHLB 0.35 11/22/2013-12	\$ 10,000,000	0.5200	\$ 10,003,986	12-0136
7/22/12	Called	11/22/13	FHLB 0.35 11/22/2013-12	\$ 10,000,000	0.5200	\$ 10,003,986	12-0139
7/5/12	Called	12/05/13	FHLB 0.46 12/5/2013-12	\$ 10,000,000	0.6800	\$ 10,003,578	12-0146
7/27/12	Called	12/16/13	FFCB 0.51 12/16/2013-11	\$ 10,000,000	0.7600	\$ 10,002,408	11-0252
9/10/12	Called	03/05/14	FHLB 0.38 3/5/2014-12	\$ 10,000,000	0.5500	\$ 10,012,456	12-0100
7/15/12	Called	05/15/14	FHLB 0.5 5/15/2014-12	\$ 10,000,000	0.4900	\$ 10,006,667	12-0127
7/25/12	Called	05/23/14	FHLB 0.42 5/23/2014-12	\$ 10,000,000	0.6200	\$ 10,004,433	12-0140
7/5/12	Called	06/05/14	FHLB 0.5 6/5/2014-12	\$ 10,000,000	0.7400	\$ 10,003,889	12-0145
9/14/12	Called	08/14/14	FHLB 0.4 8/14/2014-12	\$ 10,000,000	0.6200	\$ 10,000,800	12-0167
9/21/12	Called	08/21/14	FHLB 0.4 8/21/2014-12	\$ 10,000,000	0.5800	\$ 10,000,000	12-0164
8/22/12	Called	08/22/14	FHLB 0.65 8/22/2014-12	\$ 5,000,000	1.0200	\$ 5,011,485	11-0223
8/27/12	Called	02/27/15	FNMA 0.625 2/27/2015-12	\$ 10,000,000	0.9100	\$ 10,021,875	12-0107
9/13/12	Called	03/13/15	FNMA Step 3/13/2015-12	\$ 10,000,000	0.5400	\$ 10,002,083	12-0087
7/9/12	Called	04/09/15	FHLB 0.75 4/9/2015-12	\$ 5,000,000	1.2700	\$ 5,008,668	12-0098
7/30/12	Called	10/30/15	FHLB Step 10/30/2015-12	\$ 10,000,000	0.5600	\$ 10,006,563	12-0117
TOTAL \$				245,000,000	0.7068	\$ 245,139,951	
FINANCIAL RESERVE FUND							
9/10/12	Called	03/05/14	FHLB 0.38 3/5/2014-12	\$ 2,700,000	0.6100	\$ 2,703,146	12-0093
7/25/12	Called	05/23/14	FHLB 0.42 5/23/2014-12	\$ 4,800,000	0.6200	\$ 4,802,128	12-0150
TOTAL \$				7,500,000	0.6160	\$ 7,505,274	
BOND FUND							
7/5/12	Matured	07/05/12	UBS Finance 0 7/5/2012	\$ 10,000,000	1.1200	\$ 9,999,583	12-0036
7/19/12	Matured	07/19/12	ABN AMRO Funding 0 7/19/2012	\$ 10,000,000	1.0400	\$ 9,996,889	12-0040
7/25/12	Matured	07/25/12	ABN AMRO Funding 0 7/25/2012	\$ 4,000,000	0.9500	\$ 3,998,436	12-0044
8/2/12	Matured	08/02/12	Reckitt Benckiser 0 8/2/2012	\$ 10,000,000	0.5200	\$ 9,997,083	12-0037
8/6/12	Matured	08/06/12	FHLMC 0 8/6/2012	\$ 10,000,000	0.1900	\$ 9,998,819	12-0068
8/10/12	Matured	08/10/12	Reckitt Benckiser 0 8/10/2012	\$ 5,000,000	0.5200	\$ 4,998,153	12-0045
8/29/12	Matured	08/29/12	ABN AMRO Funding 0 8/29/2012	\$ 9,000,000	0.8600	\$ 8,991,735	12-0071
9/4/12	Matured	09/04/12	ABN AMRO Funding 0 9/4/2012	\$ 14,000,000	0.8600	\$ 13,985,790	12-0077
9/14/12	Matured	09/14/12	Abbey National 0 9/14/2012	\$ 14,000,000	1.2300	\$ 13,976,721	12-0084
TOTAL \$				86,000,000	0.8389	\$ 85,943,209	
INSURANCE FUND							
7/22/12	Called	05/22/14	FHLB 0.4 5/22/2014-12	\$ 5,900,000	0.5900	\$ 5,902,688	12-0154
8/22/12	Called	08/22/14	FHLB 0.65 8/22/2014-12	\$ 3,000,000	0.9500	\$ 3,007,096	11-0221
8/28/12	Called	08/28/14	FNMA 0.65 8/28/2014-12	\$ 1,330,000	0.9900	\$ 1,332,951	11-0237
TOTAL \$				10,230,000	0.7466	\$ 10,242,734	
GRAND TOTAL \$				348,730,000	0.7386	\$ 348,831,168	

Current Portfolio - Total

4th Qtr FY12

Security Description	CUSIP	Face Value	Coupon Rate	Mat Date	Yield Matur	Yield Worst	Ending Book Value	Ending Market Val	Purchase Date	Invest Number
Black - Fin Res MM	MM0006	\$ 9,311	0.143	N/A	0.1430	0.1430	\$ 9,311	\$ 9,311	9/30/11	MM-0006
Fidelity Bond MM	MM0014	\$ 9,575,678	0.165	N/A	0.1650	0.1650	\$ 9,575,678	\$ 9,575,678	9/30/11	MM-0014
Wells Fargo Bond MM	MM0013	\$ 2,850,616	0.151	N/A	0.1510	0.1510	\$ 2,850,616	\$ 2,850,616	9/30/11	MM-0013
Fidelity CP MM	MM0011	\$ 14,651,369	0.163	N/A	0.1630	0.1630	\$ 14,651,369	\$ 14,651,369	8/16/11	MM-0011
Black - Op MM	MM0008	\$ 34,848,145	0.143	N/A	0.1430	0.1430	\$ 34,848,145	\$ 34,848,145	9/30/11	MM-0008
Western Asset MM	MM0015	\$ 12,086,573	0.171	N/A	0.1710	0.1710	\$ 12,086,573	\$ 12,086,573	9/30/11	MM-0015
Fidelity - Op MM	MM0016	\$ 38,065,816	0.165	N/A	0.1650	0.1650	\$ 38,065,816	\$ 38,065,816	9/30/11	MM-0016
RTR Plano P&R MM	MM0019	\$ 5,672,549	0.000	N/A	0.0000	0.0000	\$ 5,672,549	\$ 5,672,549	9/30/11	MM-0019
RTR North Carrollton MM	MM0021	\$ 2,315,185	0.143	N/A	0.1430	0.1430	\$ 2,315,185	\$ 2,315,185	9/30/11	MM-0021
Invesco MM	MM0001	\$ 32,738,194	0.143	N/A	0.1430	0.1430	\$ 32,738,194	\$ 32,738,194	9/30/11	MM-0001
Street Car Fund MM	MM0022	\$ 822,999	0.000	N/A	0.0000	0.0000	\$ 822,999	\$ 822,999	9/30/11	MM-0022
Amegy Bank MM	MM0002	\$ 34,530	0.000	N/A	0.0000	0.0000	\$ 34,530	\$ 34,530	9/30/11	MM-0002
Alliance Bernstein 0 10/2/2012	01854VK21	\$ 10,000,000	0.000	10/2/12	0.4070	0.4070	\$ 9,999,778	\$ 9,999,000	6/20/12	12-0152
Reckitt Benckiser 0 10/9/2012	7562E0K96	\$ 3,000,000	0.000	10/9/12	0.4080	0.4080	\$ 2,999,700	\$ 2,999,700	2/8/12	12-0056
Reckitt Benckiser 0 10/9/2012	7562E0K96	\$ 5,000,000	0.000	10/9/12	0.4130	0.4130	\$ 4,999,494	\$ 4,999,500	2/13/12	12-0057
Prudential 0 10/18/2012	7443M2KJ4	\$ 12,000,000	0.000	10/18/12	0.6710	0.6710	\$ 11,996,040	\$ 11,997,600	4/18/12	12-0103
Abbey National 0 10/25/2012	0027A0KR1	\$ 8,000,000	0.000	10/25/12	1.0640	1.0640	\$ 7,994,222	\$ 7,999,200	2/1/12	12-0051
UBS Finance 0 10/26/2012	90262CKS5	\$ 3,000,000	0.000	10/26/12	0.7660	0.7660	\$ 2,998,375	\$ 2,999,400	2/1/12	12-0052
T-Bill 0 11/8/2012	9127956S5	\$ 550,000	0.000	11/8/12	0.1450	0.1450	\$ 549,915	\$ 549,655	5/14/12	12-0129
Alliance Bernstein 0 11/9/2012	01854VL95	\$ 10,000,000	0.000	11/9/12	0.3870	0.3870	\$ 9,995,778	\$ 9,998,000	5/15/12	12-0126
ABN AMRO 0 11/15/2012	00084BLF9	\$ 10,000,000	0.000	11/15/12	0.6100	0.6100	\$ 9,992,333	\$ 9,996,000	5/8/12	12-0122
T-Bill 0 11/15/2012	9127955L1	\$ 550,000	0.000	11/15/12	0.1420	0.1420	\$ 549,902	\$ 549,527	3/12/12	12-0088
T-Bill 0 11/15/2012	9127955L1	\$ 32,000	0.000	11/15/12	0.1420	0.1420	\$ 31,994	\$ 31,972	5/15/12	12-0134
FHLB 0 11/16/2012	313384P78	\$ 15,900,000	0.000	11/16/12	0.1350	0.1350	\$ 15,897,239	\$ 15,897,080	9/17/12	12-0177
FHLB 0 11/16/2012	313384P78	\$ 740,000	0.000	11/16/12	0.1350	0.1350	\$ 739,872	\$ 739,864	9/17/12	12-0176
Alliance Bernstein 0 11/20/2012	01854VLL8	\$ 10,000,000	0.000	11/20/12	0.3860	0.3860	\$ 9,994,617	\$ 9,997,000	5/14/12	12-0125
FHLB 1.625 11/21/2012	3133XVEM9	\$ 545,000	1.625	11/21/12	0.1940	0.1940	\$ 546,105	\$ 546,134	4/16/12	12-0104
Prudential 0 11/23/2012	7443M2LP9	\$ 18,000,000	0.000	11/23/12	0.8890	0.8890	\$ 17,976,510	\$ 17,991,000	2/27/12	12-0076
FHLMC 0.515 11/26/2012	3134G1WT7	\$ 698,000	0.515	11/26/12	0.1930	0.1930	\$ 698,349	\$ 698,412	12/12/11	12-0033
FHLMC 0.515 11/26/2012	3134G1WT7	\$ 550,000	0.515	11/26/12	0.1520	0.1520	\$ 550,311	\$ 550,325	2/13/12	12-0064
FHLB 0.19 11/28/2012	313376HV0	\$ 545,000	0.190	11/28/12	0.1420	0.1420	\$ 545,042	\$ 545,055	1/17/12	12-0038
T-Bill 0 11/29/2012	9127956U0	\$ 570,000	0.000	11/29/12	0.1230	0.1230	\$ 569,885	\$ 569,731	6/11/12	12-0148
T-Bill 0 11/29/2012	9127956U0	\$ 14,648,000	0.000	11/29/12	0.1240	0.1240	\$ 14,645,009	\$ 14,641,074	6/11/12	12-0149
T-Note 0.5 11/30/2012	912828PV6	\$ 700,000	0.500	11/30/12	0.1550	0.1550	\$ 700,402	\$ 700,379	7/16/12	12-0155
T-Note 0.5 11/30/2012	912828PV6	\$ 15,912,500	0.500	11/30/12	0.1460	0.1460	\$ 15,921,892	\$ 15,921,111	8/13/12	12-0161
T-Note 0.5 11/30/2012	912828PV6	\$ 15,800,000	0.500	11/30/12	0.1550	0.1550	\$ 15,809,069	\$ 15,808,550	7/16/12	12-0156
T-Note 0.5 11/30/2012	912828PV6	\$ 767,500	0.500	11/30/12	0.1460	0.1460	\$ 767,953	\$ 767,915	8/13/12	12-0160
FHLB 0.33 11/30/2012	3133744N7	\$ 8,500,000	0.330	11/30/12	0.3300	0.3300	\$ 8,500,000	\$ 8,502,380	6/10/11	11-0153
FHLMC 0 11/30/2012	313396R54	\$ 5,000,000	0.000	11/30/12	0.1530	0.1530	\$ 4,998,729	\$ 4,999,000	5/17/12	12-0132
Alliance Bernstein 0 12/10/2012	01854VMA1	\$ 10,000,000	0.000	12/10/12	0.4570	0.4570	\$ 9,991,125	\$ 9,995,000	6/6/12	12-0147
Abbey National 0 12/19/2012	0027A0MK4	\$ 10,000,000	0.000	12/19/12	0.9680	0.9680	\$ 9,978,889	\$ 9,990,000	4/27/12	12-0115
Abbey National 0 1/23/2013	0027A0NP2	\$ 10,000,000	0.000	1/23/13	1.0200	1.0200	\$ 9,968,056	\$ 9,982,000	5/3/12	12-0120
Abbey National 0 2/1/2013	0027A0P13	\$ 12,000,000	0.000	2/1/13	1.0710	1.0710	\$ 11,956,600	\$ 11,976,000	5/8/12	12-0123
FFCB 0.15 2/15/2013	3133EADF2	\$ 10,000,000	0.150	2/15/13	0.1730	0.1730	\$ 9,999,144	\$ 10,002,700	2/15/12	12-0060
FHLB 0.19 2/22/2013	313378F71	\$ 10,000,000	0.190	2/22/13	0.1990	0.1990	\$ 9,999,640	\$ 10,002,200	5/4/12	12-0121
ING Funding 0 3/11/2013	4497W0QB7	\$ 15,000,000	0.000	3/11/13	0.6100	0.6100	\$ 14,959,500	\$ 14,965,500	9/5/12	12-0172
Fortis Funding 0 3/20/2013	3495P2QL4	\$ 10,000,000	0.000	3/20/13	0.7630	0.7630	\$ 9,964,375	\$ 9,988,000	9/6/12	12-0174
FHLB 0.37 4/26/2013	3133766Q3	\$ 5,000,000	0.370	4/26/13	0.3700	0.3700	\$ 5,000,000	\$ 5,006,900	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	\$ 5,008,400	6/29/11	11-0181
FFCB 0.4 4/29/2013	31331KQF0	\$ 5,000,000	0.400	4/29/13	0.4000	0.4000	\$ 5,000,000	\$ 5,008,400	6/29/11	11-0183

Current Portfolio - Total

4th Qtr FY12

Security Description	CUSIP	Face Value	Coupon Rate	Mat Date	Yield Matur	Yield Worst	Ending Book Value	Ending Market Val	Purchase Date	Invest Number
FHLB 0.2 4/30/2013	313376XG5	\$ 10,000,000	0.200	4/30/13	0.2170	0.2170	\$ 9,999,036	\$ 10,003,100	2/15/12	12-0062
FHLB 0.4 5/1/2013-12	3133765Y7	\$ 10,000,000	0.400	5/1/13	0.4000	0.4000	\$ 10,000,000	\$ 10,001,500	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	\$ 15,035,550	11/9/10	11-0051
ING Funding 0 5/31/2013	4497W0SX7	\$ 15,000,000	0.000	5/31/13	0.7430	0.7430	\$ 14,926,088	\$ 14,933,646	9/6/12	12-0173
FHLB 0.36 6/12/2013	313376JB2	\$ 10,000,000	0.360	6/12/13	0.3600	0.3600	\$ 10,000,000	\$ 10,013,000	12/12/11	12-0029
FFCB 0.28 6/20/2013-12	31331K3X6	\$ 5,000,000	0.280	6/20/13	0.3000	0.3000	\$ 5,000,000	\$ 4,997,750	12/20/11	12-0031
FFCB 0.22 7/26/2013-12	3133EAA4	\$ 10,000,000	0.220	7/26/13	0.2430	0.2430	\$ 10,000,000	\$ 9,991,100	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	\$ 10,003,700	2/15/12	12-0061
FHLB 0.28 9/16/2013	313378LH2	\$ 10,000,000	0.280	9/16/13	0.2900	0.2900	\$ 9,999,046	\$ 10,008,200	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	\$ 10,006,800	4/30/12	12-0118
FFCB 0.25 11/1/2013-12	3133EABX5	\$ 5,000,000	0.250	11/1/13	0.3500	0.3500	\$ 5,000,000	\$ 4,994,250	4/3/12	12-0095
FFCB 0.625 11/20/2013	31331KPD6	\$ 5,000,000	0.625	11/20/13	0.6250	0.6250	\$ 5,000,000	\$ 5,021,400	6/20/11	11-0163
FFCB 0.27 11/21/2013-12	3133EAAQ8	\$ 10,000,000	0.270	11/21/13	0.2930	0.2930	\$ 10,000,000	\$ 9,994,000	5/16/12	12-0131
FHLB 0.29 12/3/2013	3133796L8	\$ 10,000,000	0.290	12/3/13	0.2900	0.2900	\$ 10,000,000	\$ 10,009,600	5/3/12	12-0119
FHLB 0.33 1/3/2014	313379Y60	\$ 5,500,000	0.330	1/3/14	0.3300	0.3300	\$ 5,500,000	\$ 5,508,470	6/28/12	12-0153
FHLMC 2.5 1/7/2014	3137EABX6	\$ 200,000	2.500	1/7/14	2.5850	2.5850	\$ 199,797	\$ 205,758	3/6/09	09-0060
FFCB 0.33 1/30/2014-13	3133EAA3	\$ 7,275,000	0.330	1/30/14	0.3330	0.3330	\$ 7,274,878	\$ 7,272,963	1/31/12	12-0050
FFCB 0.29 2/3/2014-12	3133EAPH5	\$ 10,000,000	0.290	2/3/14	0.3190	0.3190	\$ 10,000,000	\$ 9,994,700	5/15/12	12-0128
FFCB 0.33 2/21/2014-13	3133EADY1	\$ 10,000,000	0.330	2/21/14	0.3700	0.3700	\$ 9,996,852	\$ 9,995,900	2/21/12	12-0070
FHLB 0.375 2/24/2014-12	3133785V9	\$ 10,000,000	0.375	2/24/14	0.3750	0.3750	\$ 10,000,000	\$ 9,997,600	2/24/12	12-0072
FHLB 0.375 2/24/2014-12	3133785V9	\$ 5,000,000	0.375	2/24/14	0.3750	0.3750	\$ 5,000,000	\$ 4,998,800	2/24/12	12-0073
FHLMC 0.625 3/27/2014-12	3134G3GB0	\$ 8,600,000	0.625	3/27/14	0.6250	0.6250	\$ 8,600,000	\$ 8,608,428	12/27/11	12-0032
FFCB 0.41 4/16/2014-13	3133EALD8	\$ 10,000,000	0.410	4/16/14	0.4100	0.4100	\$ 10,000,000	\$ 9,999,000	4/16/12	12-0102
FFCB (5) 0.35 4/23/2014-13	3133EALX4	\$ 10,000,000	0.350	4/23/14	0.3500	0.3500	\$ 10,000,000	\$ 9,990,500	4/23/12	12-0108
FNMA 0.7 4/25/2014-12	3136FTGL7	\$ 10,000,000	0.700	4/25/14	0.7000	0.7000	\$ 10,000,000	\$ 10,003,200	10/25/11	12-0007
FNMA 0.5 4/30/2014-13	3135G0KL6	\$ 10,000,000	0.500	4/30/14	0.5000	0.5000	\$ 10,000,000	\$ 10,009,100	4/30/12	12-0116
FFCB 0.38 5/1/2014-12	3133EABW7	\$ 1,050,000	0.380	5/1/14	0.4260	0.4260	\$ 1,050,000	\$ 1,050,095	2/16/12	12-0067
FFCB 0.38 5/1/2014-12	3133EABW7	\$ 3,500,000	0.380	5/1/14	0.4150	0.4150	\$ 3,500,000	\$ 3,500,315	3/6/12	12-0082
FFCB 0.38 5/1/2014-12	3133EABW7	\$ 10,000,000	0.380	5/1/14	0.4650	0.4650	\$ 10,000,000	\$ 10,000,900	4/9/12	12-0099
FFCB 0.38 5/29/2014-13	3133EARS9	\$ 1,540,000	0.380	5/29/14	0.3800	0.3800	\$ 1,540,000	\$ 1,540,416	5/29/12	12-0144
FFCB 0.4 8/7/2014-12	3133EACK2	\$ 10,000,000	0.400	8/7/14	0.4160	0.4160	\$ 10,000,000	\$ 9,999,900	2/7/12	12-0054
FFCB 0.4 8/7/2014-12	3133EACK2	\$ 5,000,000	0.400	8/7/14	0.4000	0.4000	\$ 5,000,000	\$ 4,999,950	2/7/12	12-0053
FFCB 0.3 8/13/2014-13	3133EAH68	\$ 10,000,000	0.300	8/13/14	0.3260	0.3260	\$ 9,995,471	\$ 9,991,000	8/28/12	12-0168
FNMA 0.5 9/19/2014-13	3135G0JD6	\$ 5,000,000	0.500	9/19/14	0.5060	0.5060	\$ 4,999,640	\$ 5,006,450	3/30/12	12-0094
FNMA 0.5 9/19/2014-13	3135G0JD6	\$ 10,000,000	0.500	9/19/14	0.5080	0.5080	\$ 9,999,068	\$ 10,012,900	3/19/12	12-0090
FNMA 0.75 10/1/2014-12	3136FTBT5	\$ 1,500,000	0.750	10/1/14	0.7500	0.7500	\$ 1,500,000	\$ 1,500,000	9/30/11	11-0257
FFCB 0.46 10/24/2014-12	3133EAMS4	\$ 10,000,000	0.460	10/24/14	0.4880	0.4880	\$ 10,000,000	\$ 9,999,800	4/24/12	12-0113
FFCB 0.54 10/27/2014-12	3133EAA8	\$ 4,000,000	0.540	10/27/14	0.5580	0.5580	\$ 4,000,000	\$ 4,000,080	1/27/12	12-0047
FFCB 0.42 11/7/2014-12	3133EACR7	\$ 10,000,000	0.420	11/7/14	0.4610	0.4610	\$ 10,000,000	\$ 9,998,700	2/14/12	12-0059
FFCB 0.43 11/17/2014-12	3133EAAQ4	\$ 9,325,000	0.430	11/17/14	0.4600	0.4600	\$ 9,325,000	\$ 9,323,415	5/24/12	12-0138
FHLMC Step 12/19/2014-12	3134G3BY5	\$ 5,000,000	0.750	12/19/14	1.1010	0.7500	\$ 5,000,000	\$ 5,004,550	12/19/11	12-0030
FNMA 0.625 1/30/2015-13	3135G0HC0	\$ 2,000,000	0.625	1/30/15	0.6250	0.6250	\$ 2,000,000	\$ 2,002,480	1/30/12	12-0049
FNMA 0.56 2/10/2015-13	3135G0KS1	\$ 10,000,000	0.560	2/10/15	0.5750	0.5750	\$ 9,997,369	\$ 10,009,100	5/29/12	12-0142
FHLB 0.4 2/27/2015-13	313380F44	\$ 10,000,000	0.400	2/27/15	0.4060	0.4060	\$ 9,998,777	\$ 9,997,700	8/27/12	12-0175
FNMA Step 3/6/2015-13	3136FT2A6	\$ 10,000,000	0.450	3/6/15	0.8350	0.4500	\$ 10,000,000	\$ 10,003,500	3/6/12	12-0083
FNMA 0.4 3/25/2015-13	3135G0PJ6	\$ 15,000,000	0.400	3/25/15	0.4000	0.4000	\$ 15,000,000	\$ 14,997,300	9/25/12	12-0178
FFCB 0.64 4/9/2015-13	3133EAKR8	\$ 5,000,000	0.640	4/9/15	0.6400	0.6400	\$ 5,000,000	\$ 5,008,150	4/9/12	12-0097
FNMA 0.7 4/23/2015-13	3135G0JY0	\$ 10,000,000	0.700	4/23/15	0.7030	0.7030	\$ 9,999,438	\$ 10,027,800	4/23/12	12-0110
FFCB 0.62 5/21/2015-12	3133EADT2	\$ 10,000,000	0.620	5/21/15	0.6200	0.6200	\$ 10,000,000	\$ 10,001,000	2/21/12	12-0069
FFCB 0.6 5/22/2015-13	3133EARL4	\$ 10,000,000	0.600	5/22/15	0.6240	0.6240	\$ 9,995,475	\$ 10,015,500	5/25/12	12-0141

Current Portfolio - Total

4th Qtr FY12

Security Description	CUSIP	Face Value	Coupon Rate	Mat Date	Yield Matur	Yield Worst	Ending Book Value	Ending Market Val	Purchase Date	Invest Number
FNMA 0.65 5/29/2015-13	3135G0LG6	\$ 10,000,000	0.650	5/29/15	0.6500	0.6500	\$ 10,000,000	\$ 10,021,700	5/29/12	12-0143
FNMA Step 6/18/2015-12	3136G0MF5	\$ 10,000,000	0.500	6/18/15	0.9990	0.5000	\$ 10,000,000	\$ 10,004,400	6/18/12	12-0151
FFCB 0.43 8/6/2015-13	3133EAF60	\$ 4,870,000	0.430	8/6/15	0.4380	0.4380	\$ 4,868,966	\$ 4,871,753	8/6/12	12-0158
FFCB 0.43 8/13/2015-12	3133EAH27	\$ 10,000,000	0.430	8/13/15	0.4320	0.4320	\$ 9,999,711	\$ 9,994,600	8/29/12	12-0170
FNMA 0.52 8/13/2015-13	3135G0ND1	\$ 10,000,000	0.520	8/13/15	0.5370	0.5370	\$ 9,996,304	\$ 9,987,400	8/13/12	12-0159
FFCB 0.47 8/20/2015-13	3133EAK31	\$ 10,000,000	0.470	8/20/15	0.4700	0.4700	\$ 10,000,000	\$ 10,007,000	8/20/12	12-0162
FANNIE MAE 0.55 8/20/2015-13	3135G0NE9	\$ 10,000,000	0.550	8/20/15	0.5500	0.5500	\$ 10,000,000	\$ 9,992,400	8/20/12	12-0163
FFCB 0.48 9/17/2015-13	3133EAV39	\$ 2,700,000	0.480	9/17/15	0.4800	0.4800	\$ 2,700,000	\$ 2,699,676	9/17/12	12-0175
FNMA Step 10/26/2015-12	3136G0DK4	\$ 10,000,000	0.500	10/26/15	1.0660	0.5000	\$ 10,000,000	\$ 10,002,000	4/26/12	12-0114
FNMA 0.6 2/22/2016-13	3135G0NJ8	\$ 3,000,000	0.600	2/22/16	0.6200	0.6200	\$ 2,998,345	\$ 2,999,850	8/22/12	12-0166
FNMA 0.6 2/22/2016-13	3135G0NJ8	\$ 5,000,000	0.600	2/22/16	0.6140	0.6140	\$ 4,998,030	\$ 4,999,750	8/22/12	12-0165
FNMA Step 2/22/2016-13	3136G0VS7	\$ 5,000,000	0.375	2/22/16	0.7020	0.4090	\$ 4,999,337	\$ 4,999,650	8/31/12	12-0171
FNMA 0.75 7/26/2016-13	3135G0MX8	\$ 5,900,000	0.750	7/26/16	0.7500	0.7500	\$ 5,900,000	\$ 5,905,192	7/26/12	12-0157
FHLB 0.74 8/9/2016-12	3133804U8	\$ 1,330,000	0.740	8/9/16	0.7400	0.7400	\$ 1,330,000	\$ 1,329,960	8/29/12	12-0169
GRAND TOTALS		\$ 933,968,966	0.293		0.4400	0.4210	\$ 933,643,439	\$ 933,994,974		

Portfolio Analysis by Fund

4th Qtr FY12

(\$ = 000's)	Gen Oper	Fin Res	Insurance	State / Other	CP	Debt Srv	Bond	TOTAL
Par Value	\$669,452	\$31,769	\$13,730	\$8,811	\$14,651	\$68,543	\$127,013	\$933,969
Market Value	\$669,469	\$31,789	\$13,737	\$8,811	\$14,651	\$68,551	\$126,986	\$933,995
Unrealized Gain (Loss)	<u>\$240</u>	<u>\$20</u>	<u>\$9</u>	<u>\$0</u>	<u>\$0</u>	<u>-\$6</u>	<u>\$88</u>	<u>\$352</u>
Ending Amortized Book Value	\$669,229	\$31,768	\$13,728	\$8,811	\$14,651	\$68,557	\$126,898	\$933,643
Accrued Interest	<u>\$522</u>	<u>\$40</u>	<u>\$19</u>	<u>\$0</u>	<u>\$0</u>	<u>\$61</u>	<u>\$48</u>	<u>\$690</u>
Total Book Value	\$669,751	\$31,809	\$13,747	\$8,811	\$14,651	\$68,619	\$126,946	\$934,334
Cash Balance	<u>\$608</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$608</u>
TOTAL FUND VALUE	<u>\$670,360</u>	<u>\$31,809</u>	<u>\$13,747</u>	<u>\$8,811</u>	<u>\$14,651</u>	<u>\$68,619</u>	<u>\$126,946</u>	<u>\$934,942</u>
Liquid Securities (Mkt. value)	\$117,649							\$117,649
Yield to Worst	0.43%	0.48%	0.70%	0.04%	0.16%	0.14%	0.54%	0.42%
Wgt. Average Maturity (days)	466	685	1,211	1	1	57	78	390
KEY COMPLIANCE TARGETS								
Minimum Requirement	\$84,447	\$22,000	\$13,045 ¹					
Maximum Average Maturity	24 Months	30 Months	48 Months	1 Day	3 months	12 Months	30 Months	
Max. Average Maturity (days)	730	912	1,460	1	90	365	912	
Is Fund in Compliance ?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
INVESTMENT COMPARISON								
6-Month T-Bill	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%
Wgt Average Fund Variance	0.30%	0.35%	0.57%	-0.09%	0.03%	0.01%	0.40%	0.29%

Notes:

¹ 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

4th Qtr FY12

Fund	Security Description	Rate	Maturity	Call Date	Par Value	6/30/12 Market Value	9/30/12 Market Value	Change from Prior Quarter
2010 Bond	Alliance Bernstein 0 10/2/2012	0.000	10/02/12	---	\$ 10,000,000	\$ 9,987,000	\$ 9,999,000	\$ 12,000
2010 Bond	Reckitt Benckiser 0 10/9/2012	0.000	10/09/12	---	\$ 3,000,000	\$ 2,999,700	\$ 2,999,700	\$ -
2010 Bond	Reckitt Benckiser 0 10/9/2012	0.000	10/09/12	---	\$ 5,000,000	\$ 4,999,500	\$ 4,999,500	\$ -
Operating	Prudential 0 10/18/2012	0.000	10/18/12	---	\$ 12,000,000	\$ 11,980,800	\$ 11,997,600	\$ 16,800
2010 Bond	Abbey National 0 10/25/2012	0.000	10/25/12	---	\$ 8,000,000	\$ 7,994,400	\$ 7,999,200	\$ 4,800
2010 Bond	UBS Finance 0 10/26/2012	0.000	10/26/12	---	\$ 3,000,000	\$ 2,994,000	\$ 2,999,400	\$ 5,400
Debt Service	T-Bill 0 11/8/2012	0.000	11/08/12	---	\$ 550,000	\$ 549,768	\$ 549,655	\$ (114)
Operating	Alliance Bernstein 0 11/9/2012	0.000	11/09/12	---	\$ 10,000,000	\$ 9,988,000	\$ 9,998,000	\$ 10,000
Debt Service	T-Bill 0 11/15/2012	0.000	11/15/12	---	\$ 550,000	\$ 549,766	\$ 549,527	\$ (239)
2010 Bond	ABN AMRO 0 11/15/2012	0.000	11/15/12	---	\$ 10,000,000	\$ 9,976,000	\$ 9,996,000	\$ 20,000
Debt Service	T-Bill 0 11/15/2012	0.000	11/15/12	---	\$ 32,000	\$ 31,986	\$ 31,972	\$ (14)
Operating	Alliance Bernstein 0 11/20/2012	0.000	11/20/12	---	\$ 10,000,000	\$ 9,986,000	\$ 9,997,000	\$ 11,000
Debt Service	FHLB 1.625 11/21/2012	1.625	11/21/12	---	\$ 545,000	\$ 548,047	\$ 546,134	\$ (1,913)
Operating	Prudential 0 11/23/2012	0.000	11/23/12	---	\$ 18,000,000	\$ 17,951,400	\$ 17,991,000	\$ 39,600
Debt Service	FHLMC 0.515 11/26/2012	0.515	11/26/12	---	\$ 698,000	\$ 698,928	\$ 698,412	\$ (517)
Debt Service	FHLMC 0.515 11/26/2012	0.515	11/26/12	---	\$ 550,000	\$ 550,732	\$ 550,325	\$ (407)
Debt Service	FHLB 0.19 11/28/2012	0.190	11/28/12	---	\$ 545,000	\$ 545,027	\$ 545,055	\$ 27
Debt Service	T-Bill 0 11/29/2012	0.000	11/29/12	---	\$ 570,000	\$ 569,692	\$ 569,731	\$ 39
Debt Service	T-Bill 0 11/29/2012	0.000	11/29/12	---	\$ 14,648,000	\$ 14,640,075	\$ 14,641,074	\$ 999
2010 Bond	FHLB 0.33 11/30/2012	0.330	11/30/12	---	\$ 8,500,000	\$ 8,504,335	\$ 8,502,380	\$ (1,955)
2010 Bond	FHLMC 0 11/30/2012	0.000	11/30/12	---	\$ 5,000,000	\$ 4,997,005	\$ 4,999,000	\$ 1,995
Operating	Alliance Bernstein 0 12/10/2012	0.000	12/10/12	---	\$ 10,000,000	\$ 9,982,000	\$ 9,995,000	\$ 13,000
2010 Bond	Abbey National 0 12/19/2012	0.000	12/19/12	---	\$ 10,000,000	\$ 9,964,000	\$ 9,990,000	\$ 26,000
Operating	Abbey National 0 1/23/2013	0.000	01/23/13	---	\$ 10,000,000	\$ 9,949,000	\$ 9,982,000	\$ 33,000
Operating	Abbey National 0 2/1/2013	0.000	02/01/13	---	\$ 12,000,000	\$ 11,934,000	\$ 11,976,000	\$ 42,000
Operating	FFCB 0.15 2/15/2013	0.150	02/15/13	---	\$ 10,000,000	\$ 9,999,900	\$ 10,002,700	\$ 2,800
Operating	FHLB 0.19 2/22/2013	0.190	02/22/13	---	\$ 10,000,000	\$ 9,999,000	\$ 10,002,200	\$ 3,200
Operating	FHLB 0.37 4/26/2013	0.370	04/26/13	---	\$ 5,000,000	\$ 5,004,500	\$ 5,006,900	\$ 2,400
Operating	FFCB 0.4 4/29/2013	0.400	04/29/13	---	\$ 5,000,000	\$ 5,008,750	\$ 5,008,400	\$ (350)
Operating	FFCB 0.4 4/29/2013	0.400	04/29/13	---	\$ 5,000,000	\$ 5,008,750	\$ 5,008,400	\$ (350)
Operating	FHLB 0.2 4/30/2013	0.200	04/30/13	---	\$ 10,000,000	\$ 9,998,000	\$ 10,003,100	\$ 5,100
Operating	FHLB 0.4 5/1/2013-12	0.400	05/01/13	11/01/12	\$ 10,000,000	\$ 10,002,100	\$ 10,001,500	\$ (600)
2010 Bond	FNMA 0.65 5/9/2013	0.650	05/09/13	---	\$ 15,000,000	\$ 15,037,950	\$ 15,035,550	\$ (2,400)
Operating	FHLB 0.36 6/12/2013	0.360	06/12/13	---	\$ 10,000,000	\$ 10,009,200	\$ 10,013,000	\$ 3,800
Operating	FFCB 0.28 6/20/2013-12	0.280	06/20/13	anytime	\$ 5,000,000	\$ 4,994,550	\$ 4,997,750	\$ 3,200
Operating	FFCB 0.22 7/26/2013-12	0.220	07/26/13	anytime	\$ 10,000,000	\$ 9,982,800	\$ 9,991,100	\$ 8,300
Operating	FHLB 0.26 8/15/2013	0.260	08/15/13	---	\$ 10,000,000	\$ 9,995,100	\$ 10,003,700	\$ 8,600
Operating	FHLB 0.28 9/16/2013	0.280	09/16/13	---	\$ 10,000,000	\$ 10,004,400	\$ 10,008,200	\$ 3,800
Operating	FFCB 0.26 10/30/2013	0.260	10/30/13	---	\$ 10,000,000	\$ 9,996,000	\$ 10,006,800	\$ 10,800
Operating	FFCB 0.25 11/1/2013-12	0.250	11/01/13	anytime	\$ 5,000,000	\$ 4,988,250	\$ 4,994,250	\$ 6,000
Operating	FFCB 0.625 11/20/2013	0.625	11/20/13	---	\$ 5,000,000	\$ 5,020,400	\$ 5,021,400	\$ 1,000
Operating	FFCB 0.27 11/21/2013-12	0.270	11/21/13	anytime	\$ 10,000,000	\$ 9,987,000	\$ 9,994,000	\$ 7,000
Operating	FHLB 0.29 12/3/2013	0.290	12/03/13	---	\$ 10,000,000	\$ 10,000,300	\$ 10,009,600	\$ 9,300
Fin Reserve	FHLB 0.33 1/3/2014	0.330	01/03/14	---	\$ 5,500,000	\$ 5,498,955	\$ 5,508,470	\$ 9,515
Operating	FHLMC 2.5 1/7/2014	2.500	01/07/14	---	\$ 200,000	\$ 206,586	\$ 205,758	\$ (828)

Change in Market Value of Investments

4th Qtr FY12

Fund	Security Description	Rate	Maturity	Call Date	Par Value	6/30/12 Market Value	9/30/12 Market Value	Change from Prior Quarter
Operating	FFCB 0.33 1/30/2014-13	0.330	01/30/14	01/30/13	\$ 7,275,000	\$ 7,267,725	\$ 7,272,963	\$ 5,238
Operating	FFCB 0.29 2/3/2014-12	0.290	02/03/14	anytime	\$ 10,000,000	\$ 10,000,200	\$ 9,994,700	\$ (5,500)
Operating	FFCB 0.33 2/21/2014-13	0.330	02/21/14	02/21/13	\$ 10,000,000	\$ 9,980,800	\$ 9,995,900	\$ 15,100
Operating	FHLB 0.375 2/24/2014-12	0.375	02/24/14	11/24/12	\$ 10,000,000	\$ 9,995,100	\$ 9,997,600	\$ 2,500
Operating	FHLB 0.375 2/24/2014-12	0.375	02/24/14	11/24/12	\$ 5,000,000	\$ 4,997,550	\$ 4,998,800	\$ 1,250
Fin Reserve	FHLMC 0.625 3/27/2014-12	0.625	03/27/14	12/27/12	\$ 8,600,000	\$ 8,609,632	\$ 8,608,428	\$ (1,204)
Operating	FFCB 0.41 4/16/2014-13	0.410	04/16/14	04/16/13	\$ 10,000,000	\$ 9,984,800	\$ 9,999,000	\$ 14,200
Operating	FFCB (5) 0.35 4/23/2014-13	0.350	04/23/14	04/23/13	\$ 10,000,000	\$ 9,977,600	\$ 9,990,500	\$ 12,900
Operating	FNMA 0.7 4/25/2014-12	0.700	04/25/14	10/25/12	\$ 10,000,000	\$ 10,010,500	\$ 10,003,200	\$ (7,300)
Operating	FNMA 0.5 4/30/2014-13	0.500	04/30/14	04/30/13	\$ 10,000,000	\$ 10,001,200	\$ 10,009,100	\$ 7,900
Fin Reserve	FFCB 0.38 5/1/2014-12	0.380	05/01/14	anytime	\$ 1,050,000	\$ 1,049,748	\$ 1,050,095	\$ 347
Fin Reserve	FFCB 0.38 5/1/2014-12	0.380	05/01/14	anytime	\$ 3,500,000	\$ 3,499,160	\$ 3,500,315	\$ 1,155
Operating	FFCB 0.38 5/1/2014-12	0.380	05/01/14	anytime	\$ 10,000,000	\$ 9,997,600	\$ 10,000,900	\$ 3,300
Fin Reserve	FFCB 0.38 5/29/2014-13	0.380	05/29/14	05/29/13	\$ 1,540,000	\$ 1,539,307	\$ 1,540,416	\$ 1,109
Operating	FFCB 0.4 8/7/2014-12	0.400	08/07/14	anytime	\$ 5,000,000	\$ 4,993,400	\$ 4,999,950	\$ 6,550
Operating	FFCB 0.4 8/7/2014-12	0.400	08/07/14	anytime	\$ 10,000,000	\$ 9,986,800	\$ 9,999,900	\$ 13,100
Operating	FNMA 0.5 9/19/2014-13	0.500	09/19/14	03/19/13	\$ 10,000,000	\$ 9,997,100	\$ 10,012,900	\$ 15,800
Operating	FNMA 0.5 9/19/2014-13	0.500	09/19/14	03/19/13	\$ 5,000,000	\$ 4,998,550	\$ 5,006,450	\$ 7,900
Insurance	FNMA 0.75 10/1/2014-12	0.750	10/01/14	10/01/12	\$ 1,500,000	\$ 1,501,170	\$ 1,500,000	\$ (1,170)
Operating	FFCB 0.46 10/24/2014-12	0.460	10/24/14	anytime	\$ 10,000,000	\$ 9,986,400	\$ 9,999,800	\$ 13,400
Fin Reserve	FFCB 0.54 10/27/2014-12	0.540	10/27/14	anytime	\$ 4,000,000	\$ 3,998,200	\$ 4,000,080	\$ 1,880
Operating	FFCB 0.42 11/7/2014-12	0.420	11/07/14	anytime	\$ 10,000,000	\$ 9,982,000	\$ 9,998,700	\$ 16,700
Operating	FFCB 0.43 11/17/2014-12	0.430	11/17/14	anytime	\$ 9,325,000	\$ 9,307,003	\$ 9,323,415	\$ 16,412
Operating	FHLMC Step 12/19/2014-12	0.750	12/19/14	12/19/12	\$ 5,000,000	\$ 5,006,550	\$ 5,004,550	\$ (2,000)
Insurance	FNMA 0.625 1/30/2015-13	0.625	01/30/15	01/30/13	\$ 2,000,000	\$ 2,004,620	\$ 2,002,480	\$ (2,140)
Operating	FNMA 0.56 2/10/2015-13	0.560	02/10/15	05/10/13	\$ 10,000,000	\$ 9,999,500	\$ 10,009,100	\$ 9,600
Operating	FNMA Step 3/6/2015-13	0.450	03/06/15	03/06/13	\$ 10,000,000	\$ 9,996,400	\$ 10,003,500	\$ 7,100
Operating	FFCB 0.64 4/9/2015-13	0.640	04/09/15	04/09/13	\$ 5,000,000	\$ 5,001,000	\$ 5,008,150	\$ 7,150
Operating	FNMA 0.7 4/23/2015-13	0.700	04/23/15	04/23/13	\$ 10,000,000	\$ 10,012,300	\$ 10,027,800	\$ 15,500
Operating	FFCB 0.62 5/21/2015-12	0.620	05/21/15	anytime	\$ 10,000,000	\$ 9,975,200	\$ 10,001,000	\$ 25,800
Operating	FFCB 0.6 5/22/2015-13	0.600	05/22/15	05/22/13	\$ 10,000,000	\$ 9,990,200	\$ 10,015,500	\$ 25,300
Operating	FNMA 0.65 5/29/2015-13	0.650	05/29/15	05/29/13	\$ 10,000,000	\$ 10,010,700	\$ 10,021,700	\$ 11,000
Operating	FNMA Step 6/18/2015-12	0.500	06/18/15	12/18/12	\$ 10,000,000	\$ 9,995,100	\$ 10,004,400	\$ 9,300
Operating	FNMA Step 10/26/2015-12	0.500	10/26/15	10/26/12	\$ 10,000,000	\$ 9,993,800	\$ 10,002,000	\$ 8,200
Sub-total for Securities held at the end of both periods						\$ 587,260,568	\$ 587,828,733	\$ 568,165
% Change as a result of market movement								0.10%
Holdings at 6/30/12 maturing during Q4, FY12						\$ 131,960,240		\$ (131,960,240)
Holdings at 6/30/12 called during Q4, FY12						\$ 196,657,718		\$ (196,657,718)
Holdings at 6/30/12 sold during Q4, FY12						\$ -		\$ -
Values of Money Market Mutual Funds (All)						\$ 92,663,793	\$ 153,670,966	\$ 61,007,173
Holdings purchased during Q4, FY12							\$ 192,495,276	\$ 192,495,276
TOTAL PORTFOLIO VALUE						\$ 1,008,542,318	\$ 933,994,974	\$ (74,547,344)

Callable Securities Analysis

4th 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	0.120	Extreme
12-0031	Operating	06/20/13	FFCB 0.28 6/20/2013-12	31331K3X6	anytime	\$ 5,000,000	0.280	0.120	High
12-0046	Operating	07/26/13	FFCB 0.22 7/26/2013-12	3133EAA4	anytime	\$ 10,000,000	0.220	0.130	Low
12-0095	Operating	11/01/13	FFCB 0.25 11/1/2013-12	3133EABX5	anytime	\$ 5,000,000	0.250	0.160	Low
12-0131	Operating	11/21/13	FFCB 0.33 11/21/2013-12	3133EAQT8	anytime	\$ 10,000,000	0.270	0.160	Low
12-0050	Operating	01/30/14	FFCB 0.33 1/30/2014-13	3133EAG3	1/30/13	\$ 7,275,000	0.330	0.170	Moderate
12-0128	Operating	02/03/14	FFCB 0.29 2/3/2014-12	3133EAPH5	anytime	\$ 10,000,000	0.290	0.170	Low
12-0070	Operating	02/21/14	FFCB 0.33 2/21/2014-13	3133EADY1	2/21/13	\$ 10,000,000	0.330	0.170	Moderate
12-0072	Operating	02/24/14	FHLB 0.375 2/24/2014-12	3133785V9	11/24/12	\$ 10,000,000	0.375	0.170	High
12-0073	Operating	02/24/14	FHLB 0.375 2/24/2014-12	3133785V9	11/24/12	\$ 5,000,000	0.375	0.170	High
12-0032	Fin Res	03/27/14	FHLMC 0.625 3/27/2014-12	3134G3GB0	12/27/12	\$ 8,600,000	0.625	0.180	Extreme
12-0102	Operating	04/16/14	FFCB 0.41 4/16/2014-13	3133EALD8	4/16/13	\$ 10,000,000	0.410	0.180	High
12-0108	Operating	04/23/14	FFCB (5) 0.35 4/23/2014-13	3133EALX4	4/23/13	\$ 10,000,000	0.350	0.180	Moderate
12-0007	Operating	04/25/14	FNMA 0.7 4/25/2014-12	3136FTGL7	10/25/12	\$ 10,000,000	0.700	0.180	Extreme
12-0116	Operating	04/30/14	FNMA 0.5 4/30/2014-13	3135G0KL6	4/30/13	\$ 10,000,000	0.500	0.180	Extreme
12-0067	Fin Res	05/01/14	FFCB 0.38 5/1/2014-12	3133EABW7	anytime	\$ 1,050,000	0.380	0.180	High
12-0082	Fin Res	05/01/14	FFCB 0.38 5/1/2014-12	3133EABW7	anytime	\$ 3,500,000	0.380	0.180	High
12-0099	Operating	05/01/14	FFCB 0.38 5/1/2014-12	3133EABW7	anytime	\$ 10,000,000	0.380	0.180	High
12-0144	Fin Res	05/29/14	FFCB 0.38 5/29/2014-13	3133EARS9	5/29/13	\$ 1,540,000	0.380	0.190	High
12-0053	Operating	08/07/14	FFCB 0.4 8/7/2014-12	3133EACK2	anytime	\$ 5,000,000	0.400	0.220	Moderate
12-0054	Operating	08/07/14	FFCB 0.4 8/7/2014-12	3133EACK2	anytime	\$ 10,000,000	0.400	0.220	Moderate
12-0168	Operating	08/13/14	FFCB 0.3 8/13/2014-13	3133EAH68	8/13/13	\$ 10,000,000	0.300	0.230	Low
12-0090	Operating	09/19/14	FNMA 0.5 9/19/2014-13	3135G0JD6	3/19/13	\$ 10,000,000	0.500	0.230	High
12-0094	Operating	09/19/14	FNMA 0.5 9/19/2014-13	3135G0JD6	3/19/13	\$ 5,000,000	0.500	0.230	High
11-0257	Insurance	10/01/14	FNMA 0.75 10/1/2014-12	3136FTBT5	10/1/12	\$ 1,500,000	0.750	0.230	Extreme
12-0113	Operating	10/24/14	FFCB 0.46 10/24/2014-12	3133EAMS4	anytime	\$ 10,000,000	0.460	0.240	High
12-0047	Fin Res	10/27/14	FFCB 0.54 10/27/2014-12	3133EAA8	anytime	\$ 4,000,000	0.540	0.240	High
12-0059	Operating	11/07/14	FFCB 0.42 11/7/2014-12	3133EACR7	anytime	\$ 10,000,000	0.420	0.240	Moderate
12-0138	Operating	11/17/14	FFCB 0.43 11/17/2014-12	3133EAAQ4	anytime	\$ 9,325,000	0.430	0.250	Moderate
12-0030	Operating	12/19/14	FHLMC Step 12/19/2014-12	3134G3BY5	12/19/12	\$ 5,000,000	0.750	0.250	Extreme
12-0049	Insurance	01/30/15	FNMA 0.625 1/30/2015-13	3135G0HC0	1/30/13	\$ 2,000,000	0.625	0.260	High
12-0142	Operating	02/10/15	FNMA 0.56 2/10/2015-13	3135G0KS1	5/10/13	\$ 10,000,000	0.560	0.260	High
12-0175	Operating	02/27/15	FHLB 0.4 2/27/2015-13	313380F44	2/27/13	\$ 10,000,000	0.400	0.270	Low
12-0083	Operating	03/06/15	FNMA Step 3/6/2015-13	3136FT2A6	3/6/13	\$ 10,000,000	0.450	0.270	Extreme
12-0177	Operating	03/25/15	FNMA 0.4 3/25/2015-13	3135G0PJ6	9/25/13	\$ 15,000,000	0.400	0.270	Low
12-0097	Operating	04/09/15	FFCB 0.64 4/9/2015-13	3133EAKR8	4/9/13	\$ 5,000,000	0.640	0.270	High
12-0110	Operating	04/23/15	FNMA 0.7 4/23/2015-13	3135G0JY0	4/23/13	\$ 10,000,000	0.700	0.280	High
12-0069	Operating	05/21/15	FFCB 0.62 5/21/2015-12	3133EADT2	anytime	\$ 10,000,000	0.620	0.280	High
12-0141	Operating	05/22/15	FFCB 0.6 5/22/2015-13	3133EARL4	5/22/13	\$ 10,000,000	0.600	0.280	High
12-0143	Operating	05/29/15	FNMA 0.65 5/29/2015-13	3135G0LG6	5/29/13	\$ 10,000,000	0.650	0.280	High
12-0151	Operating	06/18/15	FNMA Step 6/18/2015-12	3136G0MF5	12/18/12	\$ 10,000,000	0.500	0.290	High
12-0158	Fin Res	08/06/15	FFCB 0.43 8/6/2015-13	3133EAF60	8/6/13	\$ 4,870,000	0.430	0.300	Low
12-0170	Operating	08/13/15	FFCB 0.43 8/13/2015-12	3133EAH27	11/13/12	\$ 10,000,000	0.430	0.300	Low
12-0159	Operating	08/13/15	FNMA 0.52 8/13/2015-13	3135G0ND1	2/13/13	\$ 10,000,000	0.520	0.300	High
12-0162	Operating	08/20/15	FFCB 0.47 8/20/2015-13	3133EAK31	8/20/13	\$ 10,000,000	0.470	0.300	Moderate
12-0163	Operating	08/20/15	FANNIE MAE 0.55 8/20/2015-13	3135G0NE9	2/20/13	\$ 10,000,000	0.550	0.300	High
12-0175	Fin Res	09/17/15	FFCB 0.48 9/17/2015-13	3133EAV39	9/17/13	\$ 2,700,000	0.480	0.310	Moderate
12-0114	Operating	10/26/15	FNMA Step 10/26/2015-12	3136G0DK4	10/26/12	\$ 10,000,000	0.500	0.310	Moderate
12-0171	Operating	02/22/16	FNMA Step 2/22/2016-13	3136G0VS7	2/22/13	\$ 5,000,000	0.375	0.400	Low

Callable Securities Analysis

4th Qtr FY12

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Par Value	Coupon Rate	Treasury Curve	Call Probability
12-0165	Operating	02/22/16	FNMA 0.6 2/22/2016-13	3135G0NJ8	2/22/13	\$ 5,000,000	0.600	0.400	Moderate
12-0166	Insurance	02/22/16	FNMA 0.6 2/22/2016-13	3135G0NJ8	2/22/13	\$ 3,000,000	0.600	0.400	Moderate
12-0157	Insurance	07/26/16	FNMA 0.75 7/26/2016-13	3135G0MX8	7/26/13	\$ 5,900,000	0.750	0.450	High
12-0169	Insurance	08/09/16	FHLB 0.74 8/9/2016-12	3133804U8	11/9/12	\$ 1,330,000	0.740	0.500	High

Defined Benefit Plan Summary

4th Qtr FY12

	Market				Realized	Unrealized				Market
	Value		Benefit		Gain/	Gain/	Contributions			Value
	30-Jun-12	Income	Payments	Transfers	(loss)	(loss)	Employer	Employee	Other	30-Sep-12
Equity Managers										
Large Cap:										
Seizert Capital	13,401,513	49,337	0	0	93,650	761,200	0	0	1	\$14,305,701
SSGA Wilshire 5000	29,418,847	(10,129)	0	(1,986,035)	232,876	1,511,384	0	0	(1)	\$29,166,942
Small Cap:										
Earnest Partners	10,972,474	10,788	0	0	195,502	367,040	0	0	0	\$11,545,804
International:										
First Eagle	6,228,655	0	0	0	0	350,217	0	0	(1)	\$6,578,871
WHV Investment	4,107,963	15,682	0	0	93,385	148,752	0	0	0	\$4,365,782
Fixed Income Managers										
CS Mckee	17,085,239	105,011	0	0	32,176	167,306	0	0	1	\$17,389,733
Garcia Hamilton	17,161,528	159,547	0	0	28,819	473,118	0	0	0	\$17,823,012
Ryan Labs	17,061,524	47,674	0	0	65,231	99,184	0	0	1	\$17,273,614
Real Estate										
UBS	12,865,164	451,163	0	(92,540)	0	0	0	0	0	\$13,223,787
Gold	304,172	0	0	(324,008)	74,610	(54,774)	0	0	0	\$0
Cash	1,230,103	(48,564)	(2,707,174)	2,402,583	0	0	2,044,769	471	(1)	\$2,922,187
Total	\$129,837,182	\$780,509	(\$2,707,174)	\$0	\$816,249	\$3,823,427	\$2,044,769	\$471	\$0	\$134,595,433



Obligations

4th Qtr FY12

Commercial Paper

Issue Date	Maturity Date	Par Value	Coupon %	Issue Term (Days)	Dealer
9/6/2012	10/4/2012	\$ 50,000,000	0.24%	28	Loop
9/5/2012	10/5/2012	\$ 10,000,000	0.24%	30	JPMorgan
9/20/2012	10/15/2012	\$ 10,000,000	0.25%	25	JPMorgan
		Total:	\$ 70,000,000	0.24%	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

4th 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.
01020075	CH2M Hill	Environmental Compliance
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

Major Contracts Funded by CP / Bonds

4th Qtr FY12

01017779	Gilbert May Inc.	DART Police Facility
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
01021358	Luminator	PA / VMB
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	Niifisk-Advance	NRV's
01008230	North Star Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network

Major Contracts Funded by CP / Bonds

4th Qtr FY12

01015627	Omega Contracting	LRT parking expansion
01015568	Omega Contracting	LRT parking expansion
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

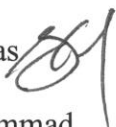
Major Contracts Funded by CP / Bonds

4th Qtr FY12

N/A	TxDOT	HOV Projects
01017751	URS Corp	General Planning
01012000	VAE Nortrak	NW SE LRT Build-out
01011941	Vestal Builders	Misc Construction
01010179	Willis of Texas	LRT Build-Out
01012443	Windham Motors	NRV's



INTEROFFICE MEMORANDUM

DATE: October 29, 2012
TO: Board of Directors
THROUGH: Gary C. Thomas 
FROM: Michael Muhammad
SUBJECT: Fourth Quarter DMWBE Participation

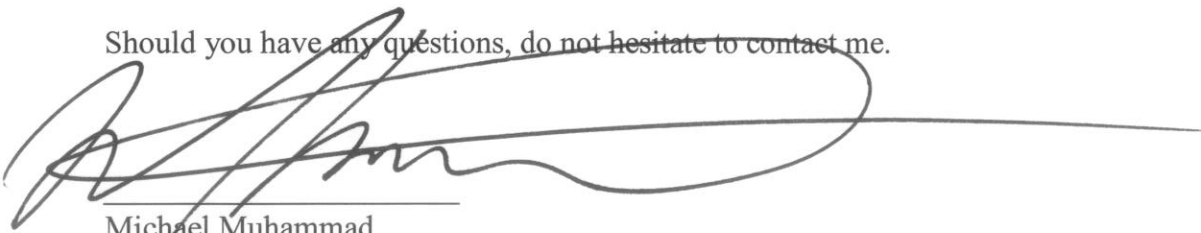
This memorandum provides a summary of contracts, contract modifications, small purchases and blanket purchase orders awarded during the fourth quarter of fiscal year 2012. Accompanying this data are dollars committed and paid to Disadvantaged, Minority and Woman owned business enterprises (DMWBE's).

A combined 20 new contracts were awarded in the fourth quarter FY 2012. The contracts have a total dollar value of \$17,337,936 which represents 58% 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 fourth quarter FY 2012. Attachment 3 reflects those categories, as a whole, against total procurement dollars expended during the fourth quarter 2012. The total amount expended was \$29,790,171. Of the foregoing amount, \$6,814,749 was committed to DMWBE's during the fourth quarter (31%) (Attachment 2).

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

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

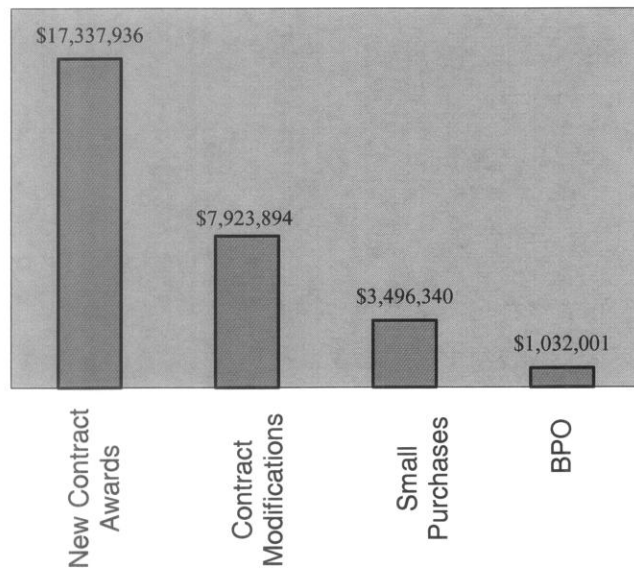
A large, stylized handwritten signature in dark ink, likely belonging to Michael Muhammad, is written over a horizontal line.

Michael Muhammad
Vice President, Diversity and Innovative Services

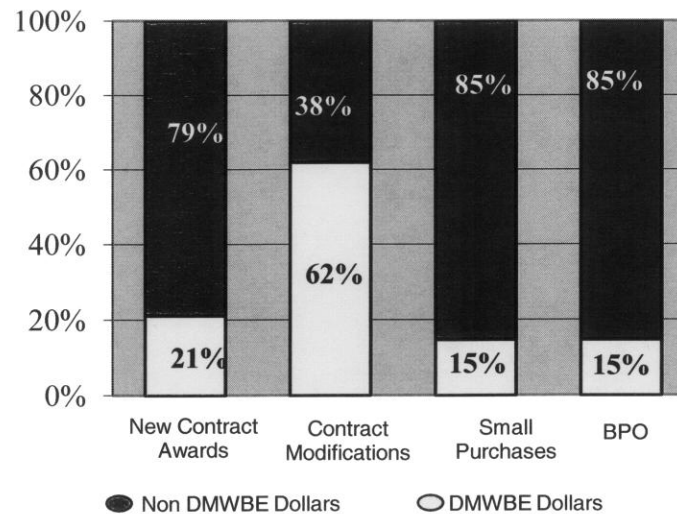
**PROCUREMENT DOLLARS BY AGREEMENT TYPE
FOURTH QUARTER FOR FISCAL YEAR 2012**

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	\$17,337,936	20	58%	\$3,653,359	21%
Contract Mods/Options	\$7,923,894	51	27%	\$4,914,040	62%
Small Purchases	\$3,496,340	1618	12%	\$515,534	15%
Blanket Purchase Order	\$1,032,001	36	3.5%	\$152,636	15%
Total Awards	\$29,790,171	1725	100%	\$9,235,569	31%

**All Procurement Dollars
By Agreement Type**



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

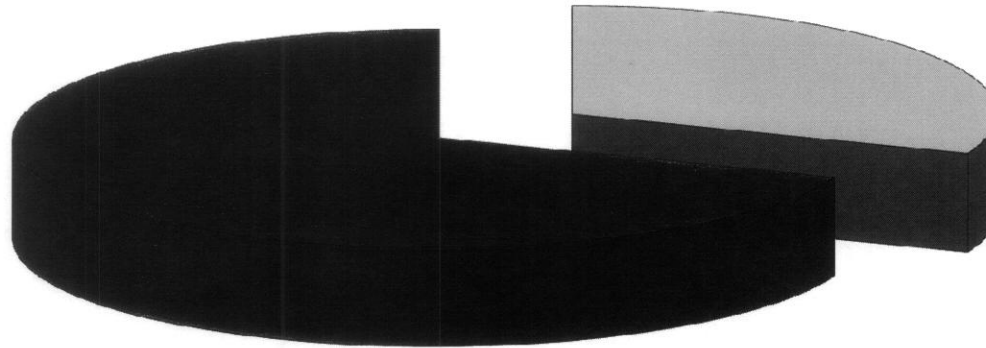


PROCUREMENT DOLLARS BY DMWBE AND NON DMWBE PROCUREMENT DOLLARS
FOURTH QUARTER FOR FISCAL YEAR 2012

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$9,235,569	31%
Non D/M/WBE Procurement Dollars	\$20,554,602	69%
TOTAL PROCUREMENT DOLLARS AWARDED	\$29,790,171	100%

Non D/M/WBE
Procurement Dollars
Awarded
69%

D/M/WBE Procurement
Dollars Awarded
31%





CONTRACTS AWARDED
4th QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
COMMODITIES								
1,020,886.00-1.00								
FAIVELEY TRANSPORT USA INC	7/16/2012	\$331,544	\$ 0	0.00 / 0.00 / 0.90	\$ 3,315	\$ 0	\$ 0	\$ 0
REBUILD FAIVELEY SLRV COMPONENTS FOR FLEETS 50 TH								
1,021,012.00-1.00								
PENN MACHINE CO	9/4/2012	\$114,960	\$ 0	0.00 / 0.00 / 3.00	\$ 3,449	\$ 0	\$ 0	\$ 0
REBUILD SLRV TRACTION GEAR UNIT ASSEMBLIES								
1,021,216.00-1.00								
CUMMINS SOUTHERN PLAINS LLC	8/16/2012	\$135,403	\$ 0	0.00 / 3.00 / 0.00	\$ 4,063	\$ 0	\$ 0	\$ 0
EMISSIONS CRITICAL CUMMINS ENGINE PARTS								



CONTRACTS AWARDED
4th QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
* 1,021,542.00-1.00								
J MANUFACTURING INC RUBBER BLOCK	7/30/2012	\$136,095	\$ 0	100.00 / 0.00 / 100.00	\$ 136,095	\$ 0	\$ 0	\$ 0
1,021,842.00-1.00								
APPLIED ENERGY COMPANY LLC AUTOMATIC RAIL LUBRICATION SYSTEM	8/6/2012	\$155,700	\$ 155,700	2.50 / 0.00 / 0.00	\$ 4,000	\$ 4,000	\$ 0	\$ 0
1,021,926.00-1.00								
NABI INC BUS & LIGHT RAIL VEHICLE UPHOLSTERY MATERIAL	8/28/2012	\$216,371	\$ 0	0.00 / 0.00 / 54.20	\$ 117,309	\$ 0	\$ 0	\$ 0
1,022,007.00-1.00								
NORTH AMERICAN BUS INDUSTRIES ANTI-LOCK BRAKE MODULATOR VALVE ASSEMBLY BUS FLEE	7/31/2012	\$84,756	\$ 0	0.00 / 0.00 / 2.50	\$ 2,200	\$ 0	\$ 0	\$ 0



CONTRACTS AWARDED

4th QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
1,022,094.00-1.00								
SPRINT SOLUTIONS DBA SPRINT NE NEW CONTRACT FOR SPRINT DIRECT CONNECT SERVICES	8/30/2012	\$124,812	\$ 0	0.00 / 16.90 / 15.90	\$ 41,187	\$ 0	\$ 0	\$ 0
* 1,022,159.00-1.00								
PANNIER CORP GRAPHICS DIV FIBERGLASS BUS STOP SIGNAGE	9/26/2012	\$168,000	\$ 0	100.00 / 100.00 / 4.00	\$ 168,000	\$ 0	\$ 0	\$ 0
1,022,467.00-1.00								
TRAPEZE SOFTWARE GROUP PURCHASE EXTRA SOFTWARE LICENSES FOR TRAPEZE MON	8/29/2012	\$81,000	\$ 80,938	0.00 / 0.00 / 0.00	\$ 0	\$ 0	\$ 0	\$ 0
1,022,487.00-1.00								
IBM CORP COGNOS ADDITIONAL LICENSES	9/30/2012	\$238,975	\$ 238,975	0.00 / 23.90 / 0.00	\$ 57,353	\$ 0	\$ 57,354	\$ 0



CONTRACTS AWARDED
4th QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
		\$ 1,787,616			\$ 536,971			
PROFESSIONAL SERVICES								
1,019,272.00-1.00								
STANTEC CONSULTING	7/23/2012	\$4,386,248	\$ 0	3.20 / 10.00 / 4.90	\$ 802,520	\$ 0	\$ 0	\$ 0
POSITIVE TRAIN CONTROL CONSULTANT SERVICES								
		\$ 4,386,248			\$ 802,520			
SERVICES								
1,021,030.00-1.00								
TITAN OUTDOOR LLC	8/1/2012	\$635,061	\$ 0	0.00 / 5.70 / 9.90	\$ 99,759	\$ 0	\$ 0	\$ 0
INTERIOR AND EXTERIOR RAIL ADVERTISING								
1,021,467.00-1.00								
FITCO FITNESS CENTER OUTFITTE HQ FITNESS CENTER	7/17/2012	\$87,661	\$ 0	0.00 / 15.50 / 0.00	\$ 13,662	\$ 0	\$ 0	\$ 0



CONTRACTS AWARDED
4th QUARTER FY 2012

Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
* 1,021,541.00-1.00								
INNOVATIVE EMERGENCY MGT INC PLANNING AND CONSULTING SERVICES FOR COOP	7/25/2012	\$101,415	\$ 0	100.00 / 100.00 / 100.00	\$ 101,415	\$ 0	\$ 0	\$ 0
1,021,785.00-1.00								
PROGRESSIVE WASTE SOLUTIONS TRASH PICK-UP AND DISPOSAL SERVICES	8/1/2012	\$118,220	\$ 0	0.00 / 0.00 / 30.00	\$ 35,475	\$ 0	\$ 0	\$ 0
1,021,823.00-1.00								
CANTEEN PURCHASE COFFEE AND COFFEE SUPPLIES	7/9/2012	\$222,240	\$ 0	0.00 / 25.00 / 0.00	\$ 55,560	\$ 0	\$ 0	\$ 0
1,021,874.00-1.00								
VALERO MARKETING & SUPPLY NRV FUEL AND FUEL MANAGEMENT SYSTEM	9/24/2012	\$7,321,327	\$ 0	0.00 / 11.80 / 0.00	\$ 866,066	\$ 0	\$ 0	\$ 0



CONTRACTS AWARDED
4th QUARTER FY 2012


Prime Contractor/ Contract Description	Award Date	Award Amount	Invoice To Date	Goals D / M / W	Amount Committed	DBE	Attained MBE	WBE
1,022,108.00-1.00								
ESIS	9/1/2012	\$2,560,362	\$ 0	40.00 / 0.00 / 0.00	\$ 1,024,145	\$ 0	\$ 0	\$ 0
SERVICES, WORKERS COMPENSATION THIRD PARTY ADMINI								
* 1,022,598.00-1.00								
SHI GOVERNMENT SOLUTIONS	9/1/2012	\$117,786	\$ 0	0.00 / 100.00 / 0.00	\$ 117,786	\$ 0	\$ 0	\$ 0
NOVELL MAINTENANCE FOR 2011-2012								
		\$ 11,164,072			\$ 2,313,868			
TOTAL COMMITMENTS			\$ 17,337,936	\$ 3,653,359		21.07%		



INTEROFFICE MEMORANDUM

DATE: October 15, 2012

TO: Board of Directors

THROUGH: Gary C. Thomas, President/Executive Director 

THROUGH: David Leininger, Executive Vice President

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

SUBJECT: Quarterly Procurement Report – Fourth Quarter Fiscal Year 2012

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



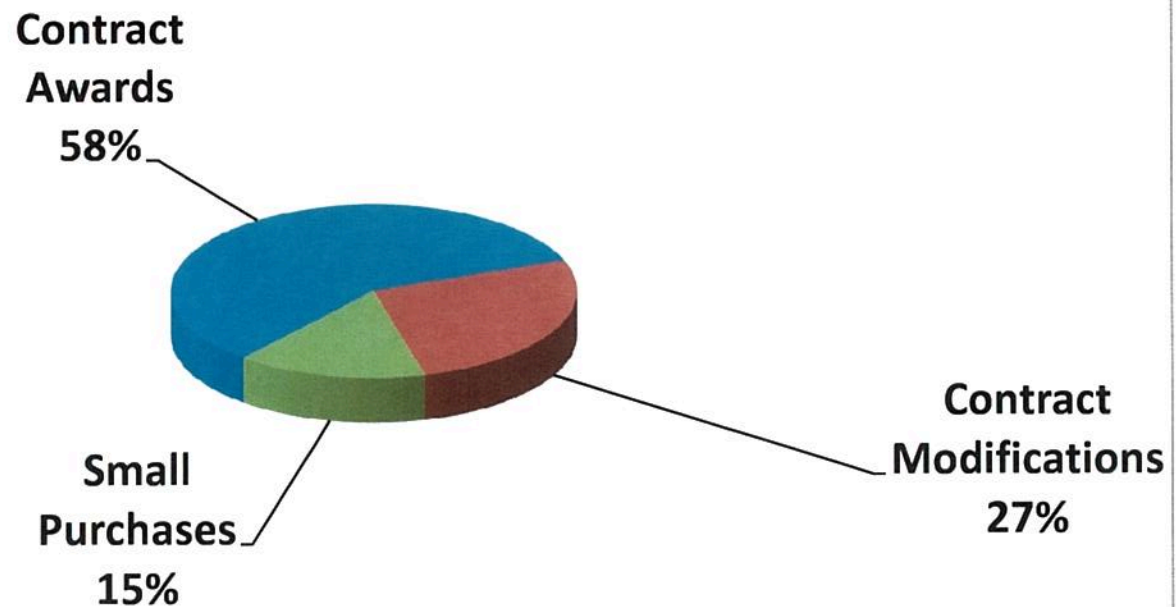
SUMMARY REPORTS

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

SUMMARY REPORT
TOTAL AWARD FOURTH QUARTER FISCAL YEAR 2012

Agreement Type	Total Procurement Dollars	Awards	% of Total Procurement Dollars
Contract Awards	\$ 17,376,639	22	58%
Contract Modifications	\$ 7,923,894	51	27%
Small Purchases	\$ 4,528,941	1,654	15%
Total Awards	\$ 29,829,474	1,727	100%

All Procurement Dollars By Agreement Type



SUMMARY REPORT
SPECIAL PROCUREMENT ACTIONS - FOURTH QUARTER FISCAL YEAR 2012

Procurement Actions	Dollars	# of Actions	% of Total Procurement Dollars
Unauthorized Procurement Actions	\$ 68,700.00	2	0.23%
Emergency Procurements	\$ 49,005	4	0.16%
Revenue Generating Procurements	\$ 635,061	1	2.13%
Noncompetitive Contracts	\$ 236,060	10	0.79%
Deviations to DART Procurement Regulations	\$ -	0	0.00%
TOTAL ACTIVITY	\$ 988,826	17	3.31%



CONTRACT AWARDS

Includes a detailed listing of all Contract Awards.



CONTRACT AWARDS - FOURTH QUARTER FISCAL YEAR 2012

CONTRACTOR NAME	CONTRACT DESCRIPTION	AWARD DATE	AWARD AMOUNT
CANTEEN	PURCHASE COFFEE AND COFFEE SUPPLIES	07/09/2012	\$222,240
FAIVELEY TRANSPORT USA INC	REBUILD FAIVELEY SLRV COMPONENTS FOR FLEETS 50 TH	07/16/2012	\$331,544
FITCO FITNESS CENTER OUTFITTE	HQ FITNESS CENTER	07/17/2012	\$87,661
STANTEC CONSULTING	POSITIVE TRAIN CONTROL CONSULTANT SERVICES	07/23/2012	\$4,386,248
INNOVATIVE EMERGENCY MGT INC	PLANNING AND CONSULTING SERVICES FOR COOP	07/25/2012	\$101,415
J MANUFACTURING INC	RUBBER BLOCK	07/30/2012	\$136,095
NORTH AMERICAN BUS INDUSTRIES	ANTI-LOCK BRAKE MODULATOR VALVE ASSEMBLY BUS FLEE	07/31/2012	\$84,756
TITAN OUTDOOR LLC	INTERIOR AND EXTERIOR RAIL ADVERTISING	08/01/2012	\$635,061
PROGRESSIVE WASTE SOLUTIONS	TRASH PICK-UP AND DISPOSAL SERVICES	08/01/2012	\$118,220
APPLIED ENERGY COMPANY LLC	AUTOMATIC RAIL LUBRICATION SYSTEM	08/06/2012	\$155,700
Keystone (US) Management, Inc	ALARM MONITORING SERVICE	08/15/2012	\$37,838
CUMMINS SOUTHERN PLAINS LLC	EMISSIONS CRITICAL CUMMINS ENGINE PARTS	08/16/2012	\$135,403
NABI INC	BUS & LIGHT RAIL VEHICLE UPHOLSTERY MATERIAL	08/28/2012	\$216,371
TRAPEZE SOFTWARE GROUP	PURCHASE EXTRA SOFTWARE LICENSES FOR TRAPEZE MON	08/29/2012	\$81,000
SPRINT SOLUTIONS DBA SPRINT NE	NEW CONTRACT FOR SPRINT DIRECT CONNECT SERVICES	08/30/2012	\$124,812
ESIS	SERVICES, WORKERS COMPENSATION THIRD PARTY ADMINI	09/01/2012	\$2,560,362
SHI GOVERNMENT SOLUTIONS	NOVELL MAINTENANCE FOR 2011-2012	09/01/2012	\$117,786
PENN MACHINE CO	REBUILD SLRV TRACTION GEAR UNIT ASSEMBLIES	09/04/2012	\$114,960
INFOR (US) INC.	LAWSON SOFTWARE MAINTENANCE 2010-2015	09/05/2012	\$865
VALERO MARKETING & SUPPLY	NRV FUEL AND FUEL MANAGEMENT SYSTEM	09/24/2012	\$7,321,327
PANNIER CORP GRAPHICS DIV	FIBERGLASS BUS STOP SIGNAGE	09/26/2012	\$168,000
IBM CORP	COGNOS ADDITIONAL LICENSES	09/30/2012	\$238,975

TOTAL CONTRACTS AWARDED: 22

TOTAL DOLLARS AWARDED: \$17,376,639



CONTRACT MODIFICATIONS

Includes a detailed listing of all Modifications to existing contracts.



CONTRACT MODIFICATIONS - FOURTH QUARTER FISCAL YEAR 2012

CONTRACTOR NAME	MODIFICATION DESCRIPTION	MOD DATE	MOD AMOUNT
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	07/02/2012	\$12,465
RESOURCES GLOBAL PROFESSIONALS	INCREASE FUNDING	07/05/2012	\$45,000
KIMBALL ELECTRONIC LABORATORY	EXTEND TERM	07/12/2012	\$35,000
IMAGINE SOLUTIONS LLC	EXERCISE OPTIONS	07/12/2012	\$82,506
GFI GENFARE INC	INCREASE FUNDING	07/13/2012	\$57,999
GE TRANSPORTATION SYSTEMS	INCREASE FUNDING	07/18/2012	\$30,044
DGNO	CHANGE ADD SPECS/WORK	07/18/2012	\$337,683
TERMINIX INTERNATIONAL	INCREASE FUNDING	07/19/2012	\$4,350
HANSEN INFORMATION TECHNOLOGIE	EXERCISE OPTIONS	07/19/2012	\$155,610
CHAVEZ CONCRETE CUTTING	INCREASE FUNDING	07/20/2012	\$500,000
EYEMED VISION CARE	INCREASE FUNDING	07/23/2012	\$10,150
JOHN BURNS CONSTRUCTION CO	CHANGE ADD SPECS/WORK	07/24/2012	\$8,541
TRAPEZE SOFTWARE GROUP	EXERCISE OPTIONS	07/24/2012	\$654,549
GILBERT MAY, INC	CHANGE ADD SPECS/WORK	07/25/2012	-\$33,995
DIKITA MANAGEMENT SERVICES	INCREASE FUNDING	07/26/2012	\$351,428
SADA SYSTEMS	INCREASE FUNDING	07/27/2012	\$15,633
NAZ PARTS & EQUIPMENT SUPPLY	INCREASE FUNDING	07/30/2012	\$36,000
KIEWIT STACY WITBECK REYES PAR	TERMS-EXHIBITS	07/30/2012	\$65,784
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	07/30/2012	\$27,404
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	07/30/2012	\$32,741
GILBERT MAY, INC	CHANGE ADD SPECS/WORK	07/31/2012	-\$51,399
EJES INC	INCREASE FUNDING	08/01/2012	\$133,716
MART INC	CHANGE ADD SPECS/WORK	08/08/2012	-\$20,190
CONCUSSION LLP	INCREASE FUNDING	08/08/2012	\$42,240
HALFF ASSOCIATES, INC.	INCREASE FUNDING	08/20/2012	\$200,000

CONTRACTOR NAME	MODIFICATION DESCRIPTION	MOD DATE	MOD AMOUNT
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	08/23/2012	\$4,473
NATIONAL BUS SALES & LEASING	INCREASE FUNDING	08/27/2012	\$1,371,440
EVERBRIDGE	EXTEND TERM/INCREASE FUNDING	08/28/2012	\$21,000
NATIONAL BUS SALES & LEASING	INCREASE FUNDING	08/28/2012	\$346,962
CAMPOS ENGINEERING INC	INCREASE FUNDING	08/28/2012	\$541,402
CALYPTUS CONSULTING GROUP, INC	INCREASE FUNDING	09/05/2012	\$4,300
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	09/06/2012	\$40,988
PRECISION M/C MFG., INC.	INCREASE FUNDING	09/06/2012	\$7,000
TELVENT USA LLC	ADMINISTRATIVE MODIFICATIONS	09/06/2012	\$411,154
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	09/06/2012	\$21,426
KIEWIT STACY WITBECK REYES PAR	CHANGE ADD SPECS/WORK	09/06/2012	\$5,969
NORTH AMERICAN BUS INDUSTRIES	INCREASE FUNDING	09/06/2012	\$36,121
TRAFFIC.COM INC	ADMINISTRATIVE MODIFICATIONS	09/11/2012	-\$101,494
NEW FLYER INDUSTRIES CANADA	EXTEND TERM/INCREASE FUNDING	09/11/2012	\$3,102
MUNCIE RECLAMATION & SUPPLY	EXTEND TERM/INCREASE FUNDING	09/14/2012	\$21,304
MOHAWK MFG & SUPPLY CO	EXTEND TERM/INCREASE FUNDING	09/17/2012	\$17,134
TATUM LLC	DECREASE FUNDING	09/17/2012	-\$23,360
NABI INC	EXTEND TERM/INCREASE FUNDING	09/17/2012	\$12,605
KINKISHARYO INTERNATIONAL LLC	INCREASE FUNDING	09/18/2012	\$960,898
CARTER CRYOGENICS COMPANY, LL	EXTEND TERM	09/18/2012	\$31,910
BRIDGEFARMER & ASSOC INC	INCREASE FUNDING	09/18/2012	\$16,975
APM & ASSOC INC	INCREASE FUNDING	09/19/2012	\$26,856
VEHICLE MAINTENANCE PROGRAM	EXTEND TERM/INCREASE FUNDING	09/19/2012	\$31,047
NEOPART (DIV OF NEOPLAN USA)	EXTEND TERM/INCREASE FUNDING	09/20/2012	\$6,423
CHAVEZ CONCRETE CUTTING	INCREASE FUNDING	09/27/2012	\$1,250,000
GFI GENFARE INC	INCREASE FUNDING	09/28/2012	\$125,000

CONTRACTOR NAME	MODIFICATION DESCRIPTION	MOD DATE	MOD AMOUNT
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TOTAL MODIFICATIONS AWARDED: 51

TOTAL MODIFICATION DOLLARS: \$7,923,894



UNAUTHORIZED PROCUREMENT ACTIONS

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

UNAUTHORIZED PROCUREMENT ACTIONS - FOURTH QUARTER - FISCAL YEAR 2012

CONTRACTOR NAME	DESCRIPTION	DATE	AMOUNT
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All Star Machine and Welding Inc.	Custom Bike Rack Mounting Brackets for ARBOC Buses	8/6/2012	\$ 21,600
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Austin Ribbon and Computer	Software Upgrades for DART Police	9/22/2012	\$ 47,100
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TOTAL UNAUTHORIZED PROCUREMENT
ACTIONS AWARDED: 2

TOTAL UNAUTHORIZED PROCUREMENT
ACTION DOLLARS: \$ 68,700



EMERGENCY PROCUREMENTS

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

EMERGENCY PROCUREMENTS - FOURTH QUARTER - FISCAL YEAR 2012

CONTRACTOR NAME	DESCRIPTION	DATE	AMOUNT
ARS Rescue Rooter	Carrollton Station Bus Lne Water Leak and North Irving Transit Center Fire Hydrant Underground Water Leak	7/13/2012	\$ 7,475
American Foam Rubber, L.P.	Insert Foam Cushion Forward Facing - Out of Stock and Contract Vendor Cannot Supply	7/17/2012	\$ 21,789
Integrity Control Service	Purchase and Install Torque Drives for LNG Equipment. Equipment was inoperable and out of service.	8/27/2012	\$ 12,341
ECS Corporation	Escalator Repairs at Mockingbird Station	6/28/2012	\$ <u>7,400</u>
TOTAL EMERGENCY PROCUREMENTS AWARDED: <u>4</u>		TOTAL EMERGENCY PROCUREMENT DOLLARS:	\$ <u>49,005</u>



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 -FOURTH QUARTER - FISCAL YEAR 2012

CONTRACTOR NAME	DESCRIPTION	DATE	AMOUNT
Trapeze Software Group	Software required to support Paratransit Services and for License true up,	8/29/2012	\$ 81,000
Webs Edge Ltd.	Film Production for Dallas Police	8/31/2012	\$ 19,500
VSAA Systems	Plano Bus and Railroad Building Security Access	7/17/2012	\$ 7,967
Superior Expo Services (Fun Factory)	Superior Expo Services is the sole authorized Vendor for Irving Convention Center Display Services.	7/19/2012	\$ 3,575
DGNO	Replace Railroad Crossing	8/13/2012	\$ 12,302
Cryogenic Industries	Repair LNG Pump	9/22/2012	\$ 2,495
Trapeze Software Group	Trapeze is the only firm that can offer this service and support for their proprietary software.	8/25/2012	\$ 40,222
Enigma Incorporated	Additional services/development for the Electronics Parts Catalog System.	8/15/2012	\$ 24,999
INFOR (US) Inc.	Technical consulting services for proprietary Landmark Contract Management Software.	8/20/2012	\$ 19,000
INFOR (US) Inc.	Technical consulting services for proprietary Landmark Contract Management Software.	9/22/2012	\$ 25,000

CONTRACTOR NAME	DESCRIPTION	DATE	AMOUNT
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TOTAL NONCOMPETITIVE
PROCUREMENTS AWARDED: 10

TOTAL NONCOMPETITIVE
PROCUREMENT DOLLARS: \$ 236,060



DEVIATIONS TO THE DART PROCUREMENT REGULATIONS

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



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**

10/3/2012

Contracts Expiring within 6 Months

Variable Quantity - Indefinite (VQI)

<u>Contract #</u>	<u>Contractor</u>	<u>Description</u>	<u>Expiration Date</u>	<u>Contract Amount</u>	<u>Options Remaining</u>
1015655-1	Sprint Solutions Dba Sprint Ne	Walkie/Talkie/Cellular Services	11/06/2012	\$1,209,000	
1017330-1	At & T Texas	Telecommunications Ser Agreement With D I R	11/27/2012	\$3,296,600	
1017291-1	Dikita Management Services	Data Collection Services	02/01/2013	\$1,667,854	2

Variable Quantity - Requirements (VQR)

<u>Contract #</u>	<u>Contractor</u>	<u>Description</u>	<u>Expiration Date</u>	<u>Contract Amount</u>	<u>Options Remaining</u>
1016615-1	Valero Marketing & Supply	Non-Revenue Vehicle Fuel And Fuel Management Syst	10/08/2012	\$5,738,792	

Contracts Expiring within 6 Months to 1 Year

Variable Quantity - Indefinite (VQI)

<u>Contract #</u>	<u>Contractor</u>	<u>Description</u>	<u>Expiration Date</u>	<u>Contract Amount</u>	<u>Options Remaining</u>
1017755-1	Stewart & Stevenson Svc Inc	Heavy-Duty 12-Volt Maintenance-Free Batteries	04/13/2013	\$472,038	1
1013281-1	Bmr Janitorial & Pressure Wash	Amenities Cleaning Services - Lot A (South)	05/05/2013	\$1,312,785	1
1013281-2	H&W Cleaning System Inc	Bus Bench & Shelter Cleaning Nte Is For One (1) B	05/05/2013	\$1,563,981	1
1008776-1	Clean Energy	Liquid Natural Gas (Lng) Fuel Supply/Delivery	05/31/2013	\$33,596,757	1
1012819-1	Tolar Manufacturing Co Inc	Shelter Install	05/31/2013	\$6,047,005	1
1014112-1	Affiliated Telephone Inc	Telephone Maintenance	06/26/2013	\$1,607,742	1
1017401-1	Lemco Construction Services Lp	Diversified On Call Construction Contract	07/11/2013	\$250,000	
1017401-3	3I-Construction	Miscellaneous Construction Services	07/11/2013	\$750,000	
1017401-4	Gilbert May, Inc	Diversified On Call Construction Contract	07/11/2013	\$1,250,000	
1017401-2	Chavez Concrete Cutting	Diversified On Call Construction Contract	07/12/2013	\$4,500,000	
1016228-2	Valleycrest Landscape Maintena	Contract Out All Landscaping And Right-Of-Way Lan	08/23/2013	\$745,266	2
1018124-1	Cummins Southern Plains Llc	Cummins M11/Ism Short Block	08/29/2013	\$977,398	1
1018781-1	Aramark Services Inc	Uniform Rental Service	09/28/2013	\$785,862	2
1014592-1	Valleycrest Landscape Maintena	Systemwide Landscape Management	09/30/2013	\$6,438,889	1

Total # of Contracts Above:

18

Total Value of Contracts Above:

\$72,209,969

DART MEMBER CITIES

