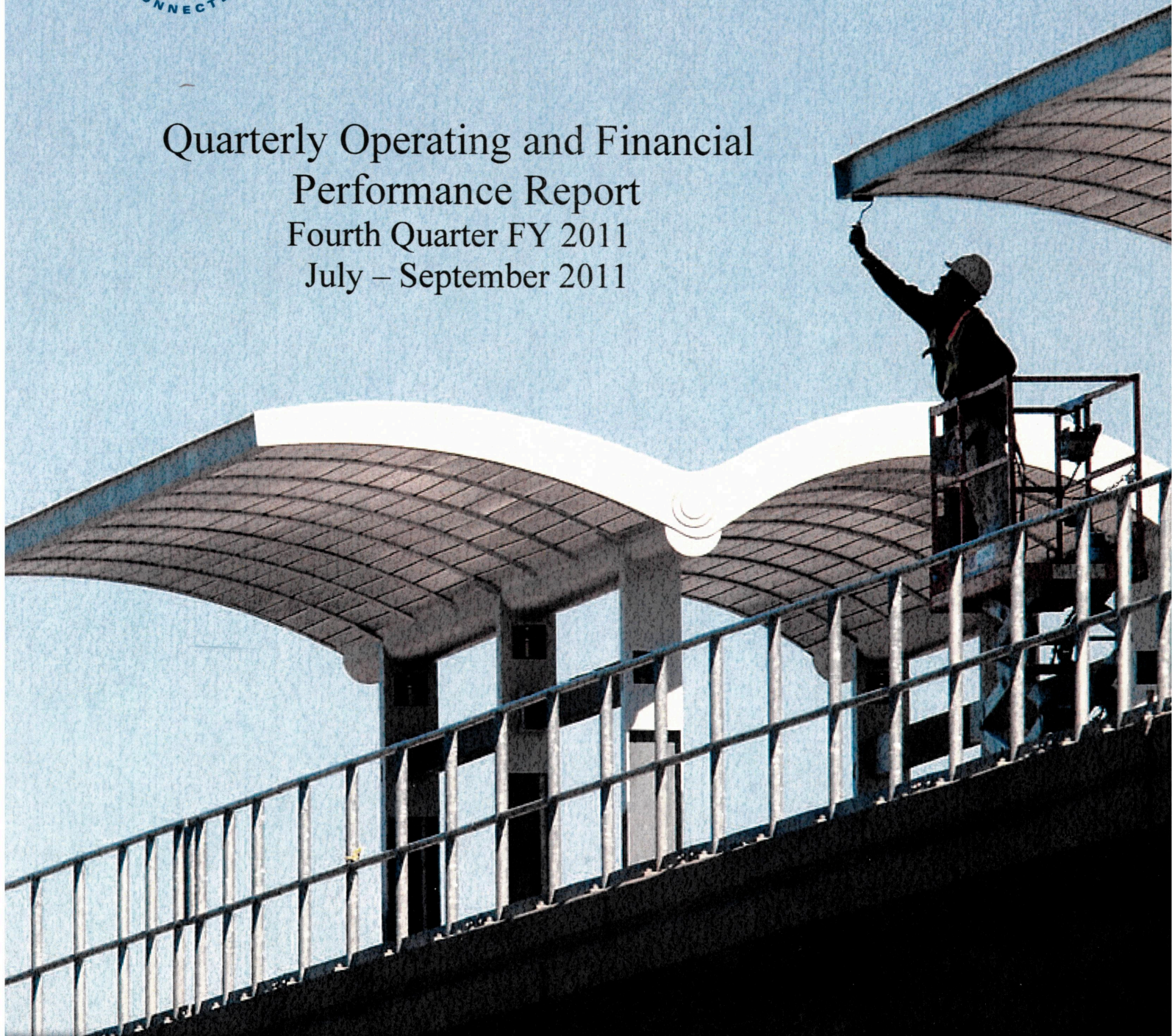




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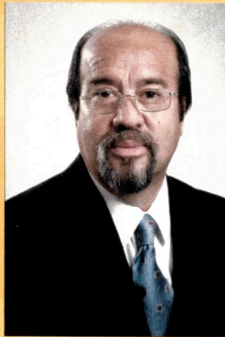
Quarterly Operating and Financial Performance Report Fourth Quarter FY 2011 July – September 2011



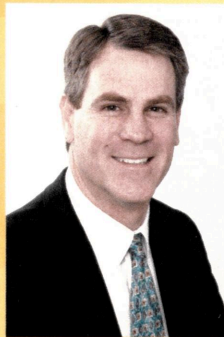
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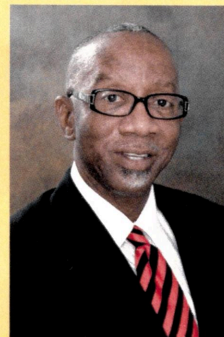
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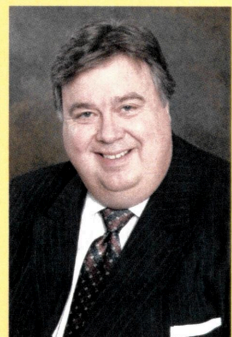
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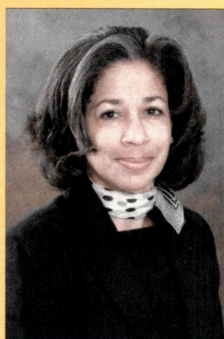
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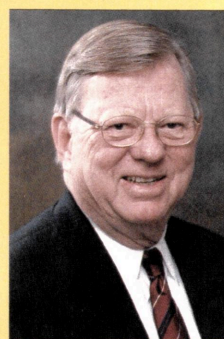
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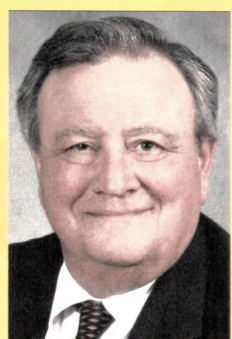
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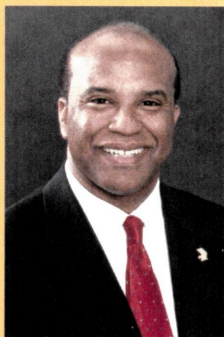
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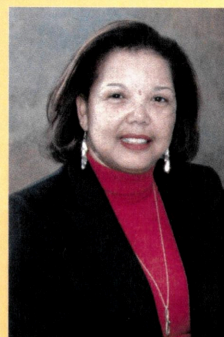
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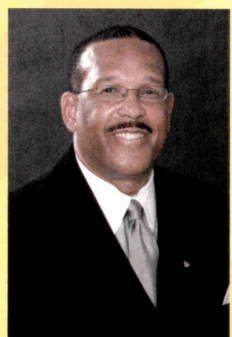
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DALLAS AREA RAPID TRANSIT

QUARTERLY OPERATING & FINANCIAL PERFORMANCE
REPORT

FOURTH QUARTER FY 2011
JULY - SEPTEMBER 2011

FY 2011 Fourth Quarter Highlights

This report is for the quarter ending September 30, 2011, the fourth quarter of fiscal year 2011. Data is represented using a four-quarter rolling total (or averages, in some cases) to allow comparability to prior years, as well as the current quarter values. The following summary highlights key results in comparison to the previous fiscal year and our targets:

Sales tax revenues (page 14) for the twelve months ending September 2011 were \$402.4 million, \$8.5 million (2.2%) more than the budgeted \$393.9 million. Sales taxes are received on a monthly basis approximately six weeks after the end of the month collected.

Total agency ridership (page 3) for the rolling four quarters ending September 2011 was 111.8 million, 1.7 million more than the corresponding period last year and approximately 9 million (8.75%) higher than target due to HOV ridership. The FY 2011 target assumption assumed that TxDOT would close the LBJ HOV lanes effective January 2011. Due to construction delays, TxDOT didn't close the lanes until June.

Fixed route ridership (page 3) for the rolling four quarters was 61.9 million, which is 3.6 million higher than the same period last year. Ridership is more fully discussed in the modal sections.

On-time performance (fixed route) (page 3) was 94.9% for the rolling four quarters, slightly below the target of 95.2% for FY 2011.

Total system subsidy per passenger (page 3) for the rolling four quarters period was \$3.07, \$0.35 (10.2%) below (better than) target due to the HOV lane remaining open (see total agency passenger trips). However, **fixed-route subsidy per passenger** (page 3) was \$4.82, and \$0.09 (1.9%) over (worse than) target, primarily a result of lower than budgeted ridership levels.

The Administrative Ratio (page 3) for FY 2011 was 7.9%, or 0.7% below the target of 8.6%.

Sales taxes for operating expense (page 3) for the fiscal year ended with a ratio of 83.9%, or 2.1% less (better) than the target of 86.0%.

Operating expenses (page 14) (after Capital P&D and Start-up allocations) were \$411.6 million, \$10.4 million (2.5%) under budget.

General Information

Reporting Period – DART’s fiscal year begins on October 1. The fourth quarter of the current fiscal year just ended was July through September 2011.

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

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

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

Green – The FY 2011 target was achieved.

Red –The FY 2011 target was not achieved.

Capital and Non-Operating Budget Summary – Exhibit 10 on page 12 summarizes actual capital, non-operating, and road improvement expenditures by mode. Detailed cost summaries of major capital construction projects are located in the *Project Development Progress Report* section, and road improvement summaries are located in the *Planning Process* section of this report.

Revenues, Operating Expenses, and Net Financing Costs – Page 14 (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** and Glossary of Terms/Definitions are located in the Appendix beginning on page 15.

Agency-Wide Operating Performance

Exhibit 1 is the Agency Scorecard for Key Performance Indicators.

Exhibit 1	Agency Scorecard - Key Performance Indicators					
	Indicators	Q 4/10	Q 4/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Total Agency Ridership (M)	110.1	111.8	25.3	102.8	Green
	Fixed Route Ridership (M)	58.3	61.9	16.1	65.1	Red
	Total System Subsidy Per Passenger	\$2.98	\$3.07	\$3.48	\$3.42	Green
	Fixed Route Subsidy Per Passenger	\$4.87	\$4.82	\$4.80	\$4.73	Red
	On-Time Performance (Fixed Route)	95.3%	94.9%	94.5%	95.2%	Red
	Fixed Route Complaints Per 100,000 Passengers	54.2	55.2	54.4	48.7	Red
	Fixed Route Accidents Per 100,000 Miles	1.26	1.68	1.54	1.63	Red
	Sales Taxes for Operating Expense	85.7%	83.9%	85.1%	86.0%	Green
	Fixed Route Farebox Recovery Ratio	15.1%	15.4%	15.2%	15.1%	Green
	Administrative Ratio	8.2%	7.9%	9.1%	8.6%	Green

Ridership

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2011 KPI targets and historical quarterly KPIs. See modal discussions for variance explanations.

Exhibit 2		Q 4/10	Q 4/11	Qtrly	FY11 Target	Status
	RIDERSHIP					
	Total Agency (M)	110.1	111.8	25.3	102.8	Green
	Fixed Route (M)	58.3	61.9	16.1	65.1	Red
	Bus (M)	38.0	37.2	9.7	38.7	Red
	LRT (M)	17.8	22.3	5.8	23.9	Red
	Commuter Rail (M)	2.5	2.4	0.6	2.4	Green
	Paratransit (000s)*	772.7	790.4	203.1	795.8	Green
	HOV (M)	50.1	48.0	8.7	35.9	Green
	Vanpool (000s)	924.6	985.0	259.5	1,024.5	Red

*Note: Lower ridership on Paratransit is positive

Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard and provides the FY 2011 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

Exhibit 3		Q 4/10	Q 4/11	Qtrly	FY11 Target	Status
	Efficiency Indicator - Subsidy Per Passenger					
	Total System	\$2.98	\$3.07	\$3.48	\$3.42	Green
	Fixed Route	\$4.87	\$4.82	\$4.80	\$4.73	Red
	Bus	\$5.10	\$5.12	\$5.57	\$4.97	Red
	LRT	\$4.21	\$4.23	\$3.47	\$4.18	Red
	Commuter Rail	\$6.19	\$5.54	\$5.50	\$6.35	Green
	Paratransit	\$42.91	\$43.12	\$43.06	\$42.77	Red
	HOV	\$0.21	\$0.22	\$0.19	\$0.27	Green
	Vanpool	\$0.54	\$0.55	\$0.75	\$0.28	Red

Modal Update

DART provides six modes of transportation: bus; light rail transit (LRT); commuter rail service in partnership with the Fort Worth Transportation Authority (the T); paratransit services for persons qualifying under the Americans with Disabilities Act of 1990 (ADA); high occupancy vehicle (HOV) lane operations; and general mobility programs (vanpool services). DART has strategic initiatives in place to improve the quality, efficiency, and effectiveness of each of these modes.

Bus



DART's fixed-route bus service operates from three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. DART operates a total of 657 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, 35 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.

DART Innovative Services, which includes On-Call and Flex Services, is provided in areas that do not meet ridership and efficiency standards for traditional fixed-route service. DART currently has eight On-Call zones operating in the Service Area with 23 innovative service vehicles. DART also operates Flex Service, which combines the characteristics of On-Call and fixed-route service. Flex service has six zones, which are available in Dallas, Garland, Irving, Richardson, Rowlett, and Plano.

Exhibit 4 is DART's Bus Scorecard and provides the FY 2011 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 4	Bus Scorecard - Key Performance Indicators					
	Indicators	Q 4/10	Q 4/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Bus Ridership (including Charter) (M)	38.0	37.2	9.7	38.7	Red
	On-Time Performance	92.1%	92.4%	93.0%	92.0%	Green
	Complaints Per 100k Passengers	72.7	78.4	76.3	70.5	Red
	Mean Distance Between Service Calls	6,542	5,050	4,068	7,367	Red
	Vehicle Accidents Per 100k Miles	1.5	2.06	1.90	2.00	Red
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$5.10	\$5.12	\$5.57	\$4.97	Red

Bus Ridership continued to trend below last year's level as well as falling below budgeted targets. The unemployment levels within the DART Service Area remain above eight percent which is a significant factor in lower ridership. Service reductions implemented in the first quarter with the opening of the Green Line rail extensions also contributed to lower bus ridership. Some bus routes were completely replaced by light rail segments, other routes were created to feed the light rail stations, and service levels were reduced to contain operating costs.

Complaints Per 100,000 Passengers have continued to trend higher than target during FY 2011. The leading categories of complaints continue to relate to the timeliness of service. The significant modification in December 2010 along with the severe weather days in February 2011 had an impact on the number of complaints. In response to adjustments made in December 2010, some Service Changes were made in September 2011, which should address customer complaints on these lines. In addition, staff analysis of routes with a disproportionate number of complaints per rider indicates that those routes with an active detour tend to generate a high number of complaints. A Detour Subcommittee of the Customer Satisfaction Committee has initiated a review of the detour process and how customer communications are handled in these situations. The Subcommittee is trying to identify ways to enhance the information that customers have access to through the Trip Planner and through Customer Service, to understand how a detour may impact their trip.

The GPS component of the new Radio System is expected to dramatically improve information and reporting on bus service reliability. That information will allow staff to significantly improve the accuracy of bus schedules and provide better tools to the operations staff to monitor and take corrective action relative to service delivery. Implementation of this new system on the buses has begun and is expected to be complete by the Third Quarter of FY 2012.

Mean Distance Between Service Calls trended below the goal for this quarter. Work is being done to identify vehicle systems and components contributing to the increased failures. This effort produced positive results late in the Fourth quarter, and this improvement trend is expected to continue in FY 2012.

The bus fleet's overall age is beyond the planned 12-year life and, therefore, we may continue to experience performance periods below the goal as we strive to balance budgeted bus maintenance costs against overall reliability until we transition to the new bus fleet beginning in early FY 2013.

Vehicle Accidents per 100,000 Miles were up slightly over target levels in FY 2011 primarily due to the severe weather we experienced in February.

As noted above in the summary on ridership, we did not meet the goal for Bus Ridership in FY 2011, which directly impacted **Subsidy Per Passenger**. Overall expenses for the bus mode were below the annual target by \$4.4 million; however, the impact of lower ridership and associated revenues had a more severe impact to the outcome of the KPI.

Light Rail Transit (LRT)

DART currently operates 72 miles of light rail. The Agency is in various stages of planning, design, and construction for the Phase II and Phase III Build-out, which include 22 additional miles of LRT.

The Agency currently is operating and maintaining 55 rail stations and a fleet of 146 vehicles. DART's Service & Inspection Facility has been expanded to support and operate the additional fleet required for the new line sections. A new rail operating facility, located along the Northwest alignment (NWROF), was completed in 2010 and began revenue service operations along with the Green Line in December 2010.

After opening three miles in September 2009, the remainder of DART's Green Line opened for revenue service in December 2010. This line extends southeast from the Dallas Central Business District (CBD) through Deep Ellum and Fair Park to the Buckner Station; and northwest from Victory Station through the Market Center and Medical Center districts to Farmers Branch and Carrollton.

Concurrent with the opening of the Green Line, DART adjusted LRT schedules to better match capacity with demand and as part of the cost-saving initiatives designed to address DART's budgetary challenges. This schedule features 15-minute peak headways on LRT branch service (7.5 minute headways on Red Line north). Bus schedules have also been realigned to match the new service and revised rail schedules.

Exhibit 5 on the following page is DART's Light Rail Scorecard and provides the FY 2011 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 5	Light Rail Scorecard - Key Performance Indicators					
	Indicators	Q 4/10	Q 4/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	LRT Ridership (M)	17.8	22.3	5.8	23.9	Red
	On-Time Performance	95.8%	95.2%	94.3%	95.5%	Red
	Complaints Per 100k Passengers	21.1	21.5	22.1	19.0	Red
	Mean Distance Between Service Calls (000s)	19.7	19.8	22.3	20.7	Red
	Accidents per 100k Miles	0.15	0.49	0.51	0.25	Red
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$4.21	\$4.23	\$3.47	\$4.18	Red
	Subsidy Per Passenger Mile	\$0.58	\$0.53	\$0.45	\$0.52	Red

Light Rail Ridership is trending below forecasted levels. The initial model-based forecasts have been determined to be more aggressive in ridership predictions than was practical when the state of the local economy and the difficulty of accurately predicting ridership response to new rail lines is considered. A significant contributing factor was the December 2010 rail schedule adjustment that reduced the frequency of peak-period trains from ten-minute intervals to fifteen-minute intervals. This reduction has resulted in the loss of some peak period ridership. Staff has reviewed ridership forecasts for future periods and has adjusted the anticipated ridership levels to more accurately anticipate future trends.

Light Rail **On-Time Performance** trended slightly below the target level for 2011 (95.2% vs 95.5%). Contributing factors include lower-than-projected vehicle reliability and continuing issues with the new Cab Signaling system used on the Green Line. Significant efforts are underway to enhance performance of the Cab Signaling system and, as noted below, there are on-going efforts focused on LRV reliability.

Complaints Per 100,000 passengers ended FY 2011 above target levels by 13.2% mostly due to the severe weather in February 2011 and the on-time performance issues discussed above.

Mean Distance Between Service Calls trended below the goal for this quarter. The agency continues to work with the vehicle manufacturer regarding the performance of the latest delivery of cars to ensure acceptable levels of performance of the major systems. Historical vehicle performance is continuously reviewed in correlation with the Orange Line (automatic train protection and “C” car module) implemented vehicle modifications in an attempt to identify specific vehicle changes, or a combination of changes, that negatively impacted vehicle reliability and to develop a corrective action plan for those specific problems identified. These two efforts combined with the troubleshooting validation process implemented several months ago are beginning to produce some positive results late in the Fourth quarter. Results for the Fourth quarter alone were 8.0% better than target.

Accidents Per 100,000 miles on the LRT System continued to trend above target for the Fourth Quarter of FY 2011. The accidents being experienced on the LRT System are non-preventable accidents, with many of the accidents being automobiles hitting trains. Significant efforts have gone into improving signage and warnings to motorists at various interface points. A contributor to the increase in the number of accidents is simply the increased exposure that accompanies the expansion of the system with the implementation of the Green Line this past year. As motorists become accustomed to interfacing with the Rail System, these types of accidents typically decline.

LRT Subsidy Per Passenger and **Subsidy Per Passenger Mile** are above (worse than) target because of the lower than targeted ridership levels. Average passenger trip length remains at a reasonably stable level and train occupancy is at levels commensurate with the reduced service levels and ridership. Overall expenses for the rail mode were below the annual target by \$2.3 million; however, the impact of lower ridership and associated revenues had a more severe impact to the outcome of the KPIs.

Trinity Railway Express (TRE)

Commuter Rail (CR) service, known as the Trinity Railway Express or TRE, is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and The T, doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. to maintain and operate the commuter rail vehicles and the corridor. The TRE corridor is 34 miles long and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART and 5 by The T. The vehicle fleet is composed of 13 rail diesel cars (11 currently leased by DCTA), 6 locomotives, 15 bi-level coaches, and 10 bi-level cab cars. TRE currently operates Monday through Saturday from Fort Worth's Texas & Pacific (T&P) Station to Dallas' Union Station with eight intermediate stops.

Exhibit 6 is DART's Commuter Rail Scorecard and provides the FY 2011 KPI targets and historical KPIs.

Exhibit 6	Commuter Rail - TRE Scorecard - Key Performance Indicators					
	Indicators	Q 4/10	Q 4/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	TRE Ridership (M)	2.5	2.4	0.6	2.4	Green
	On-Time Performance	98.1%	97.1%	96.3%	98.0%	Red
	Complaints Per 100k Passengers	7.78	9.11	11.33	7.01	Red
	Accidents Per 100k Miles	0.21	0.38	0.23	0.25	Red
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$6.19	\$5.54	\$5.50	\$6.35	Green
	Subsidy Per Passenger Mile	\$0.35	\$0.30	\$0.30	\$0.36	Green

On-Time Performance (OTP) was impacted during the year by several factors:

- 1) Mavericks Parade on June 16, 2011 had an OTP of 58.7%;
- 2) heat-related delays during July 2011 and August 2011, in which TRE trains were slowed to either 40 mph or 60 mph (depending on the ambient temperature) to prevent thermal rail misalignment; and
- 3) weather-related delays due to the February 2011 ice storm and several short duration mechanical problems also impacted OTP.

The majority of **Complaints Per 100k Passengers** throughout the year consisted of late and no shows. These complaints were related to the Mavericks Parade on June 16 and heat related delays in July and August. Twenty-seven percent of all complaints for the Third quarter were related to the parade. Forty-five percent of complaints in July and 46 percent of complaints in August were attributed to slow orders. Slow orders were put in place to prevent thermal rail misalignment. Late complaints were also attributed to TRE mechanical problems that occurred during the year and the ice storm in February 2011.

Commuter Rail experienced several **accidents** during the year:

- 1st Qtr had two incidents. One was an abandoned vehicle at Market Center crossing in Dallas, and the other was a pedestrian who was injured after walking into the path of an approaching train at West Irving station.
- 2nd Qtr had two incidents. One was an abandoned vehicle near Mosier Valley Road in Ft. Worth, and the other was a trespasser fatality near Judkins Street in Ft. Worth.
- 3rd Qtr had two incidents. One was a trespasser fatality near Precinct Line Road in Ft. Worth, and the other was a vehicle that drove around the activated crossing gates and was struck at Galvez Avenue crossing in Ft. Worth.
- 4th Qtr had one incident. A vehicle drove around the activated crossing gates and was struck at Haltom Road crossing in Ft. Worth.

Because of the relatively few miles operated, every accident makes a significant difference in this measure.

Paratransit Services

Paratransit Services provides accessible, curb-to-curb public transportation in accordance with the Board-approved Accessible Services Policy No. III.14. This is in compliance with the Americans with Disabilities Act of 1990 (ADA). Paratransit Services is responsible for planning/scheduling, dispatching, field supervision, contract compliance, contract oversight, rider eligibility, outreach, travel training, and other administrative functions. Service is currently contracted with Veolia Transportation, Inc., which operates and maintains 186 vans.

Exhibit 7 is DART's Paratransit Scorecard and provides the FY 2011 KPI targets and historical quarterly KPIs.

Exhibit 7	Paratransit Scorecard - Key Performance Indicators					
	Indicators	Q 4/10	Q 4/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Paratransit Ridership (000s)*	772.7	790.4	203.1	795.8	Green
	Revenue Hours (000s)	457.8	463.0	117.7	462.0	Red
	Paratransit Passengers per Hour	1.69	1.71	1.73	1.72	Red
	On-Time Performance	88.7%	87.8%	88.9%	87.0%	Green
	Accidents per 100K miles	0.37	0.21	0.23	0.25	Green
	Complaints per 1k Passengers	3.13	2.90	3.06	4.50	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$42.91	\$43.12	\$43.06	\$42.77	Red

*Note: lower ridership on Paratransit is positive

Higher demand for Paratransit service resulted in higher **revenue hours** than anticipated.

The final results in **Subsidy Per Passenger** was impacted by the overage in operating expenses due to additional miles traveled for the additional revenue hours. This resulted in higher than anticipated fuel costs and purchased transportation costs.

High Occupancy Vehicle Transitways

DART currently operates 75 miles of HOV and Managed HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates on weekdays. I-30 Managed HOV lanes (Tom Landry Highway) are a combination of concurrent flow, buffer-separated, and reversible facilities and are operational on weekdays and for special events. The HOV lanes on I-35E, I-635, US 75, and US 67 are concurrent flow facilities. The HOV lanes on I-35E/US 67 are a combination of concurrent flow, buffer-separated, and reversible facilities. The direct-connect ramp between I-635 HOV and US 75 HOV and the Interchange Bypass (S-Ramp) on the I-35E HOV are both reversible. The following are operating hours for HOV lanes:

- I-30 HOV: 6:00 a.m. to 10:00 a.m. and 3:30 p.m. to 7:00 p.m. (weekdays)
- I-30 Managed HOV (Tom Landry): 9:00 p.m. (Prior day) to 12:00 p.m. and 1:00 p.m. to 8:00 p.m. (weekdays)
- I-35E/US 67 HOV: 6:00 a.m. to 12:00 p.m. and 2:00 p.m. to 8:00 p.m. (weekdays)
- I-35E (S-Ramp) under I-635: 6:00 a.m. to 12:00 p.m. and 1:00 p.m. to 8:00 p.m. (weekdays)
- I-35E HOV: 24 hour facility
- I-635/US 75 Managed HOV (DC): 6:00 a.m. to 12:00 p.m. and 1:00 p.m. to 8:00 p.m. (weekdays)
- I-635 HOV: 24 hour facility
- US 75 HOV: 24 hour facility

Exhibit 8 on the following page is DART's HOV Scorecard and provides the FY 2011 KPI targets and historical quarterly KPIs. TxDOT will begin a five-year reconstruction of I-635 in 2011. The low ridership target for FY11 compared to past performance is due to the expected removal of the I-635 LBJ HOV lane from service early in January 2011. The delays in construction by TxDOT pushed the actual closing date to June 2011.

Exhibit 8	HOV Scorecard - Key Performance Indicators					
	Indicators	Q 4/10	Q 4/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Ridership (M)	50.1	48.0	8.7	35.9	Green
	Avg. Weekday Ridership (000s)	151.4	141.7	102.8	107.2	Green
	Operating Speed Ratio (Qtrly)*	1.55	1.78	2.26	1.53	Green
	Lane Availability	100.0%	100.0%	100.0%	99.0%	Green
	Complaints per 100K Passengers	0.19	0.28	0.34	0.30	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.21	\$0.22	\$0.19	\$0.27	Green

*Number stated is a quarterly number

General Mobility Programs

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

Vanpool Program – DART currently offers 8- to 15-person vans through a contract with Enterprise Rent-A-Car. This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. DART and the NCTCOG reached an agreement in 2010 on a new funding formula for the vanpool program that result in NCTCOG contributing 45% of the cost of the overall program including fuel. The current monthly rate charged per van to the riders (covering the vehicle, maintenance, and insurance) is either \$330 or \$350, depending upon van size. DART administers the Vanpool Program and incurs less than 5% of total program costs primarily through in-kind staff services.

There have recently been changes to the reimbursement methodology that could potentially decrease the federal reimbursement to DART. Staff is currently analyzing the methodology for program and budgetary implications.

Exhibit 9 below is DART's Vanpool Scorecard and provides the FY 2011 KPI targets and historical quarterly KPIs.

Exhibit 9	General Mobility (Vanpool) - Key Performance Indicators					
	Indicators	Q 4/10	Q 4/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Ridership (000s)	924.6	985.0	259.5	1,024.5	Red
	Number Of Vanpools (current)	175	198	198	198	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.54	\$0.55	\$0.75	\$0.28	Red

Vanpool **Ridership** has increased year over year; however, the FY 2011 goal was not met. The FY 2011 goal was based on a full complement of 198 vans for the entire year. The subscribed number of vanpools was not reached until April 2011, thus contributing to the lower than projected ridership.

Monthly fees were increased during Quarter 2 as planned in the approved budget; however the reimbursement methodology decreased funding levels from NCTCOG only covering about 81% of actual expenses versus the 90% in the planned budget. This affected reaching the goal of \$0.28 for **Subsidy Per Passenger** for the fiscal year.

Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating expenditures for FY 2011.

Actuals vs. Budget Capital and Non-Operating Costs Through the Fourth Quarter, FY 2011 (in thousands)				
Ref #	Mode	FY11 Annual Budget	FY 11 Actuals	Unspent Balance
1	Agency-Wide	\$55,388	\$27,447	\$27,941
2	Bus	24,918	11,381	13,537
3	LRT	519,954	343,232	176,722
4	Commuter Rail	38,618	15,819	22,799
5	Paratransit	359	(14)	373
6	HOV	23,123	19,933	3,190
	Total Projects	\$662,359	\$417,797	\$244,562
7	P&D/Startup/Non-Ops	\$28,747	\$25,668	\$3,079
8	Road Improvements/ITS	16,000	\$1,393	14,607
	Total Capital	\$707,106	\$444,857	\$262,248

The original FY 2011 capital budget was \$707 million. In presentations to the Board during the year, the capital spending estimate was revised down to \$548 million at mid-year, and then revised down again to \$510 million in July. The difference between the revised estimate and actual expenditures is primarily attributed to construction billings lagging behind expectations and a slower than anticipated close-out of the Green Line project/contracts. Green Line close-out is expected in the coming months. As a result of those negotiations, some of these funds that have not been spent will be retained by DART in the form of project savings. Note that unspent funds on projects authorized by the Board are carried forward into future years until the project is completed. Upon completion and close-out, those funds are no longer obligated.

APPENDIX

DALLAS AREA RAPID TRANSIT FOURTH QUARTER, FY 2011 - REVENUES AND OPERATING EXPENSES ACTUALS VS. BUDGET (DOLLARS IN THOUSANDS)				
Revenues	FY 2011 Actuals	FY 2011 Budget	YTD Better (Worse)	% Better (Worse) Budget
Passenger Revenues (Fixed Route)	\$53,899	\$54,972	(\$1,072)	(2.0)%
Special Events Passenger Revenue	354	55	298	540.5%
Vanpool Passenger Revenues	754	940	(186)	(19.7)%
Paratransit Passenger Revenues	2,322	2,219	103	4.6%
Passenger Revenues	<u>\$57,329</u>	<u>\$58,186</u>	<u>(\$857)</u>	<u>(1.5)%</u>
Advertising and Other	\$10,626	\$8,265	\$2,361	28.6%
Grants/ILA Program Revenues	1,635	4,672	(3,037)	(65.0)%
Total Other Revenues	<u>\$12,261</u>	<u>\$12,937</u>	<u>(\$676)</u>	<u>(5.2)%</u>
Total Operating Revenues	<u>\$69,590</u>	<u>\$71,123</u>	<u>(\$1,533)</u>	<u>(2.2)%</u>
Sales Tax Revenues	\$402,404	\$393,922	\$8,482	2.2%
Other Non-Operating Revenues	8,835	9,178	(343)	(3.7)%
Federal Funds				
Formula Federal Funding	58,369	78,577	(20,208)	(25.7)%
Discretionary Federal Funding	105,801	88,574	17,226	19.4%
Other Sources (Capital Contributions, etc)	14,723	21,427	(6,705)	(31.3)%
Total Revenues	<u>\$659,721</u>	<u>\$662,802</u>	<u>(\$3,081)</u>	<u>(0.5)%</u>
Operating Expenses:	Actuals	Budget	(Better)/Worse	% Over / (Under) Budget
Salaries & Wages	\$197,558	\$198,307	(\$749)	(0.4)%
Benefits	86,215	89,048	(2,833)	(3.3)%
Services	26,295	29,724	(3,429)	(13.0)%
Materials & Supplies	46,354	47,906	(1,553)	(3.3)%
Utilities	17,047	16,989	58	0.3%
Casualty and liability	3,878	4,478	(599)	(15.5)%
Purchased Transportation	53,464	52,050	1,414	2.6%
Taxes, Leases, and Other	5,596	6,349	(753)	(13.5)%
Management Reserves & Fuel/Incentives	(4,115)	418	(4,533)	110.2%
Total Operating Expenses	<u>\$432,290</u>	<u>\$445,268</u>	<u>(\$12,978)</u>	<u>(3.0)%</u>
Capital Allocation and Startup	(\$20,741)	(\$23,310)	\$2,570	(12.4)%
Total Ops Expense after Allocations	<u>\$411,550</u>	<u>\$421,958</u>	<u>(\$10,408)</u>	<u>(2.5)%</u>

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
FOR THE YEAR ENDED SEPTEMBER 30, 2011 AND 2010

	(In thousands)	
	For the nine months ended	
	9/30/2011	9/30/2010
OPERATING REVENUES:		
Passenger	\$57,329	\$52,081
Advertising, rent and other	<u>12,049</u>	<u>11,149</u>
Total Operating Revenues	<u>69,378</u>	<u>63,230</u>
OPERATING EXPENSES:		
Labor	198,290	193,213
Benefits	86,548	80,714
Services	33,832	32,323
Materials and Supplies	51,096	57,585
Purchased Transportation	53,466	50,452
Depreciation and amortization	179,119	135,324
Utilities	17,047	13,805
Taxes, Leases, and Other	5,737	5,288
Casualty and liability	<u>3,878</u>	<u>3,841</u>
TOTAL OPERATING EXPENSES	<u>629,013</u>	<u>572,545</u>
NET OPERATING LOSS	<u>(559,635)</u>	<u>(509,315)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	403,228	376,295
Investment Income	5,966	6,842
Interest Income from investments held to pay capital lease	22,468	22,697
Interest expense on capital leases	(22,468)	(22,697)
Street improvements for member cities	(1,244)	(1,010)
Interest and financing expenses	(123,046)	(71,055)
Build America Bonds tax credit	30,250	17,736
Other non-operating revenues	13,562	12,039
Other non-operating expenses	<u>(10,844)</u>	<u>(7,251)</u>
TOTAL NET NON-OPERATING REVENUES	<u>317,872</u>	<u>333,596</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>(241,763)</u>	<u>(175,719)</u>
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	117,217	147,832
State capital contributions	839	2,712
Local capital contributions	4,258	1,292
Other federal and state grants	<u>47,566</u>	<u>50,913</u>
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>169,880</u>	<u>202,749</u>
CHANGE IN NET ASSETS	<u>(71,883)</u>	<u>27,030</u>
TOTAL NET ASSETS - Beginning of the year	<u>2,445,494</u>	<u>2,418,464</u>
TOTAL NET ASSETS - End of the year	<u>\$2,373,611</u>	<u>\$2,445,494</u>

DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS

AS OF SEPTEMBER 30, 2011 AND SEPTEMBER 30, 2010

	(In thousands)	
	9/30/2011	9/30/2010
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$116,477	\$141,419
Investments	677,801	609,784
Derivative instrument asset	5,480	1,660
Sales tax receivable	68,114	63,995
Transit Revenue Rec., Net	2,563	2,659
Due from Other Governments	20,306	17,092
Materials and supplies inventory	27,381	28,383
Prepaid transit expenses and other	2,483	3,172
Restricted investments held by trustee for debt service	65,375	62,379
Restricted investments held for advance funding agreements	11,921	11,040
Restricted investments held to pay capital lease/leaseback liabilities	<u>55,762</u>	<u>20,806</u>
TOTAL CURRENT ASSETS	<u>1,053,663</u>	<u>962,389</u>
NONCURRENT ASSETS		
Note Receivable		913
Investments Restricted for SEA	354,274	97,464
Restricted investments held as security for capital lease/leaseback liabilities	10,766	
Investments in joint venture	24,190	20,821
Capital assets		
Land and rights of way	548,904	397,997
Depreciable capital assets, net of depreciation	3,367,054	1,817,349
Projects in progress	859,872	2,305,270
Restricted investments held to pay capital lease/leaseback liabilities	268,141	301,434
Net pension asset	6,485	5,585
Unamortized debt issuance costs and other	<u>22,677</u>	<u>19,872</u>
TOTAL NONCURRENT ASSETS	<u>5,462,363</u>	<u>4,966,705</u>
TOTAL ASSETS	<u>\$6,516,026</u>	<u>\$5,929,094</u>

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS - CONT'D
AS OF SEPTEMBER 30, 2011 AND SEPTEMBER 30, 2010

	(In thousands)	
	9/30/2011	9/30/2010
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$93,415	\$152,195
Commercial paper notes payable	150,000	150,000
Current portion of Capital lease/leaseback liabilities	55,762	20,806
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	13,370	13,370
Retainage Payable	55,666	67,531
Unearned revenue and other liabilities	35,194	29,252
Interest payable	58,037	46,615
Current portion of senior lien sales tax revenue bonds payable	8,370	18,790
Deferred inflows of resources	<u>5,480</u>	<u>1,660</u>
TOTAL CURRENT LIABILITIES	<u>476,118</u>	<u>501,043</u>
NON-CURRENT LIABILITIES		
Accrued liabilities	30,217	28,411
Repayment due to State Comptroller	11,871	12,695
Senior lien sales tax revenue bonds payable	3,356,068	2,640,017
Capital lease/leaseback liabilities	<u>268,141</u>	<u>301,434</u>
TOTAL NON-CURRENT LIABILITIES	<u>3,666,297</u>	<u>2,982,557</u>
TOTAL LIABILITIES	<u>4,142,415</u>	<u>3,483,600</u>
NET ASSETS		
Invested in capital assets, net of related debt	1,560,000	1,741,742
Restricted for debt Service	7,338	15,765
Restricted as security for capital lease/leaseback liabilities	10,766	
Unrestricted	<u>795,507</u>	<u>687,987</u>
TOTAL NET ASSETS	<u>\$2,373,611</u>	<u>\$2,445,494</u>

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Passenger Trips - See Ridership.

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

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

Glossary of Terms/Definitions (Cont.)

Passengers per Hour - Scheduled – Quality ratio for Paratransit service that measures the number of passengers scheduled per hour of revenue service. Management's objective is to increase this number.

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

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

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

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

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

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

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

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

Ridership – For the total system, this is the total number of passengers boarding a DART vehicle plus the number of people in cars or vans using the HOV lanes. Transfers are included in total ridership and passenger boarding counts (e.g., if a person transfers from one bus to another bus or from a bus to rail, this is counted as two passenger boardings). Fixed route ridership counts passenger boardings (including transfers) for bus, light rail, and commuter rail only.

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

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

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

Ridership Highlights

Introduction

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

<u>Page</u>	<u>Reference</u>	<u>Description</u>
R2	Chart 1	System Total Ridership
R3-5	Charts 2-4	Average Daily Ridership (Bus, LRT, TRE)
R6	Table 1	Monthly Trending Report
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R16	Table 8	Local Route Performance
R17	Tables 9 & 10	Site-Specific Shuttles and DART-on-Call Performance
R18	Table 11	FLEX Routes
Following	Charts 5-9	Route Performance Index Charts

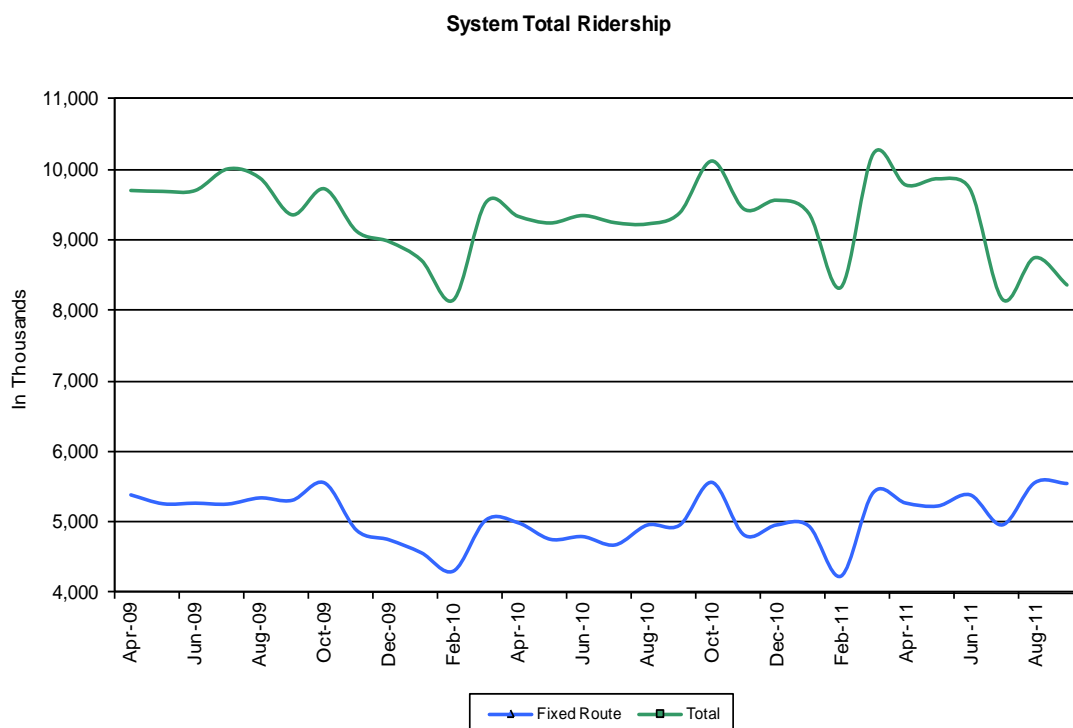
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

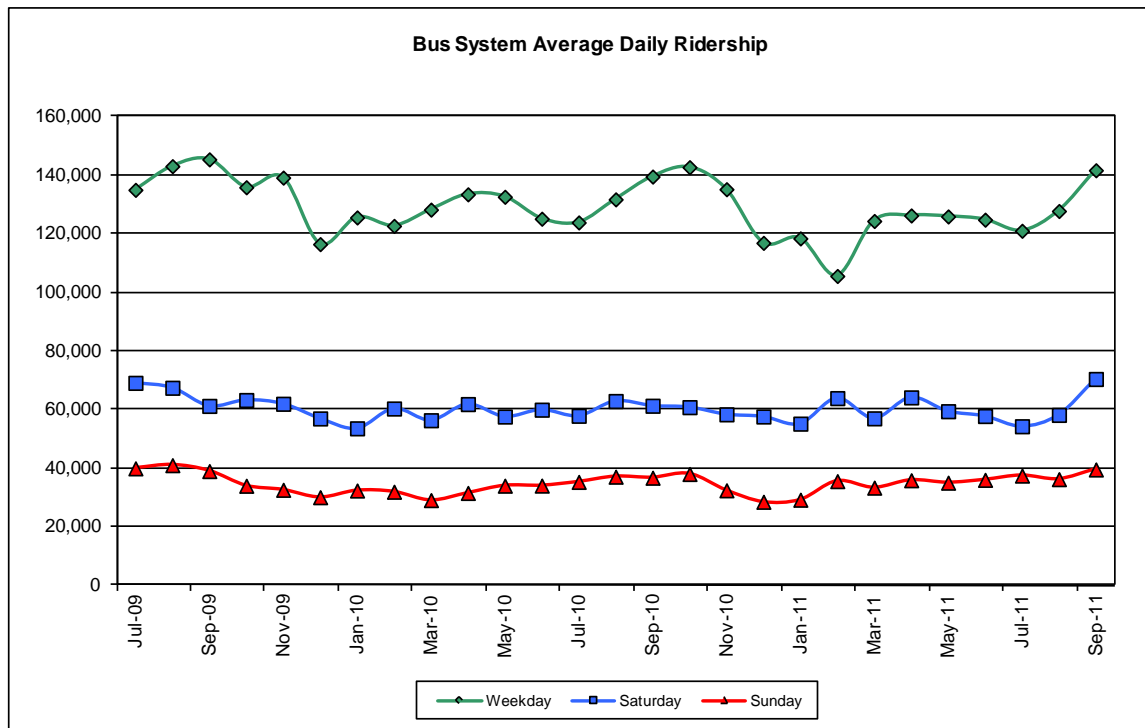
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003 and 2009. The standards employed in this report are those adopted for FY 2010.

Total System Ridership



- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV, paratransit and vanpool services. Riders of both scheduled and special event services are reported.
- Total system ridership in the fourth quarter of FY 2011 was 25.3 million riders, a decrease of 9.3 percent from the fourth quarter of FY 2010.
- Fixed route ridership totaled 16.1 million passengers in the fourth quarter of FY 2011, an increase of 10.1 percent from the fourth quarter of FY 2010. The increase is largely due to the extension of the Green Line light rail service.
- Trinity Railway Express ridership was 565,022 passengers in the fourth quarter, an increase of 0.1 percent from last year.
- Light rail ridership was 5.8 million riders in the fourth quarter. This 36.4 percent increase is attributable to the opening of the Green Line extensions. Ridership on Blue Line continues to trend downward as a result of service quality issues, service reductions, and continued high unemployment. Red Line ridership has begun to rebound as a result of improving unemployment rates.
- Paratransit ridership increased to 203,071 trips in the fourth quarter of FY 2011, an increase of 2.9 percent over the FY 2010 levels.
- Total HOV usage in the fourth quarter of FY 2011 was 8.7 million persons, down 32.0 percent from the fourth quarter of FY 2010. Closure of HOV lanes on the LBJ (I 635) Freeway for freeway reconstruction has resulted in HOV ridership decreases that are expected to continue through the construction period.

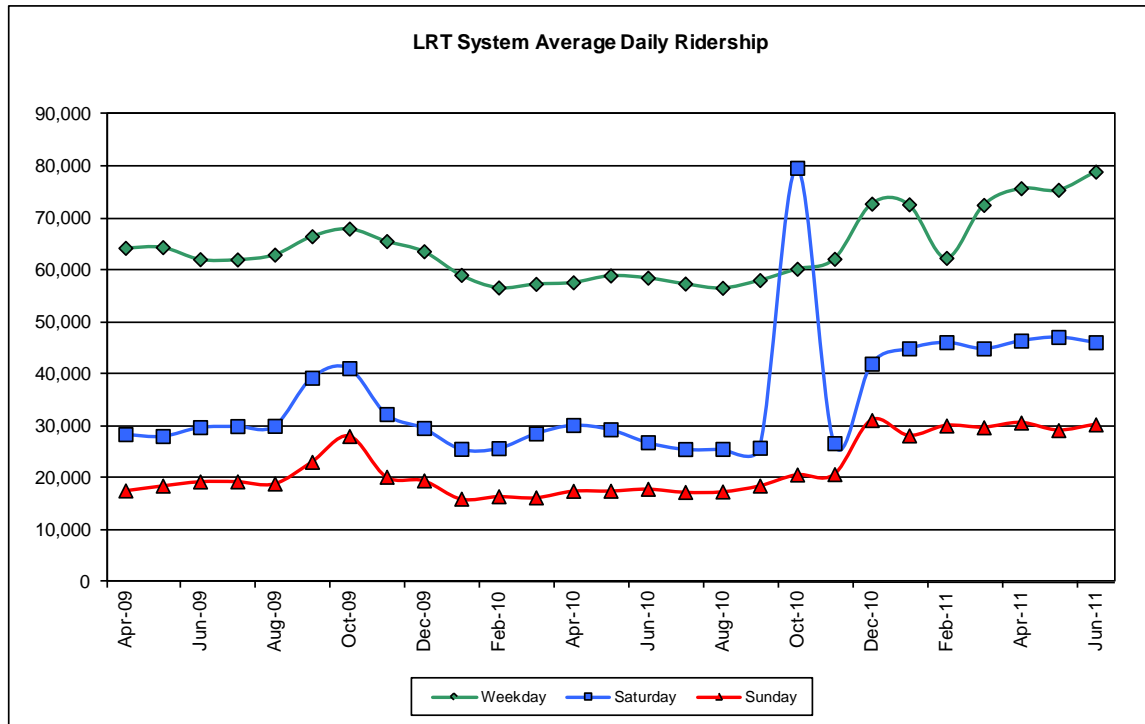
Bus System Ridership



- Total bus ridership (including special events ridership) in the fourth quarter of FY 2011 was 9.7 million riders, a 0.8 percent decrease from the fourth quarter of FY 2010.
- Average weekday ridership in the fourth quarter was 130,132 riders, a 1.2 percent decrease from last year's average. Replacement of some bus routes by the Green Line light rail service contributed to this decrease as did general reductions in the level of bus service operated.
- Saturday bus system ridership averaged 60,656 daily riders, an increase of 0.5 percent over last year.
- Sunday bus system ridership averaged 37,742 daily riders, an increase of 3.8 percent over last year.
- Increasing gasoline prices, substantial restructuring of many bus routes and expanded travel opportunities because of the extension of the Green Line and some degree of economic stabilization appear to be the contributing factors in the upturn in weekend bus ridership.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

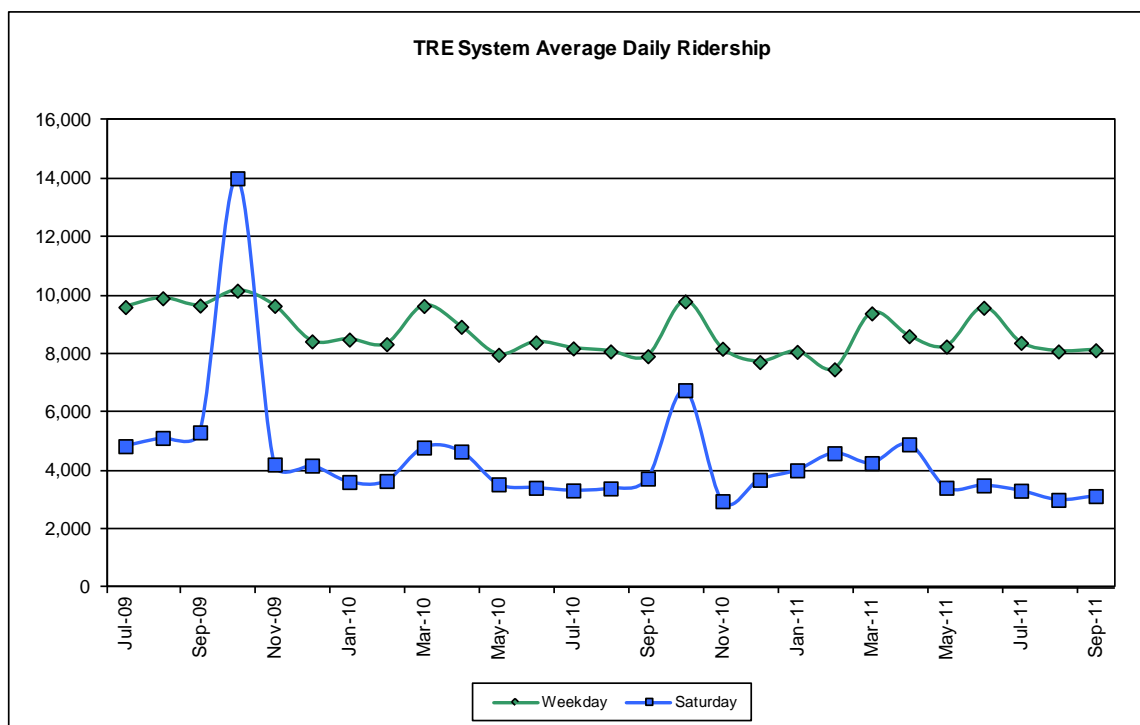
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	486	2,939
Express	206	1,002
Rail Feeder	583	2,863
TC Feeder	301	1,204
Local	11	4,282
Shuttle	UTD	2,077
Flex	870	283

LRT Ridership



- LRT ridership in the fourth quarter totaled 5.8 million riders, an increase of 36.4 percent over the fourth quarter of FY 2010.
- Weekday ridership in the fourth quarter averaged 75,402 passengers, an increase of 31.4 percent over the fourth quarter of FY 2010.
- Saturday ridership in the fourth quarter averaged 43,150 passengers, an increase of 68.0 percent from the FY 2010 level.
- Sunday ridership in the fourth quarter averaged 28,963 passengers, an increase of 63.0 percent from the FY 2010 level.
- The Extension of the Green Line to Carrollton and Pleasant Grove is the primary catalyst in the increases in ridership during the fourth quarter. The Blue Line have continues to post ridership decreases. The Red Line has begun to experience increasing ridership.
- The extraordinary increase in ridership on Saturdays and Sundays is attributable to synergy within the system as the better frequencies of service offered by the light rail system attract riders.
- Service reductions in December 2010 are the primary causative factor for ridership decreases on the Blue and Red Lines.
- Increasing fuel prices and some improvement in employment were combining to stimulate ridership increases on the Red Line during the fourth quarter.

Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership barely sustained the third quarter increase in the fourth quarter. The TRE served a total of 565,022 passengers, an increase of 0.1 percent from the fourth quarter of FY 2010.
- Weekday ridership on the TRE averaged 8,193 daily riders (a 1.6 percent increase over last year) in the fourth quarter.
- Saturday ridership in the fourth quarter averaged 3,148 daily riders, a decrease of 9.6 percent from the fourth quarter of FY 2010.
- TRE ridership increases relative to FY 2010 appear to be the result of higher gasoline prices and a positive response to the change in the fare zone boundary at the Centreport/DFW station that reduced the cost for travel to and from Dallas County destinations from the Regional fare to the System fare.
- Ridership continues to decrease in greater proportion among one-zone riders (System fare) in both Dallas and Tarrant Counties. This decrease is reflective of the relative competitiveness of the two-zone fares (Regional fare) with the cost of making the longer trips by automobile at current gasoline price levels.
- During the fourth quarter, the TRE Saturday ridership was lower than last year's reflecting a decrease in summer recreational trips on the line. This latter reduction seems to be the result of higher fares that are less attractive to families traveling as a group..

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2009	September	3,493	1,594	227	5,314
2010	October	3,441	1,814	305	5,560
	November	3,149	1,530	204	4,883
	December	2,940	1,617	194	4,751
	January	2,973	1,406	188	4,567
	February	2,822	1,303	181	4,306
	March	3,291	1,499	241	5,031
	April	3,309	1,460	217	4,986
	May	3,144	1,432	177	4,753
	June	3,128	1,468	198	4,794
	July	3,067	1,421	189	4,677
	August	3,335	1,435	191	4,961
	September	3,358	1,416	185	4,959
2011	October	3,491	1,768	290	5,549
	November	3,157	1,481	178	4,816
	December	2,885	1,895	181	4,961
	January	2,885	1,875	188	4,948
	February	2,509	1,552	173	4,234
	March	3,221	1,968	233	5,422
	April	3,115	1,946	206	5,267
	May	3,091	1,949	187	5,227
	June	3,120	2,043	225	5,388
	July	2,916	1,862	184	4,962
	August	3,316	2,049	198	5,563
	September	3,289	1,914	183	5,386

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
2009	September	145.4	66.5	9.7	221.6
2010	October	135.9	68.0	10.2	214.1
	November	139.1	65.6	9.6	214.3
	December	116.4	63.6	8.4	188.4
	January	125.5	59.1	8.5	193.1
	February	122.7	56.7	8.3	187.7
	March	128.2	57.4	9.6	195.2
	April	133.4	57.7	8.9	200.0
	May	132.6	59.0	8.0	199.6
	June	125.1	58.6	8.4	192.1
	July	123.8	57.4	8.2	189.4
	August	131.7	56.6	8.1	196.4
	September	139.5	58.1	7.9	205.5
2011	October	142.7	60.3	9.8	212.8
	November	135.2	62.2	8.2	205.6
	December	116.9	72.8	7.7	197.4
	January	118.5	72.7	8.1	199.3
	February	105.6	62.4	7.5	175.5
	March	124.3	72.6	9.4	206.3
	April	126.2	75.8	8.6	210.6
	May	125.9	75.5	8.3	209.7
	June	124.8	79.0	9.6	213.4
	July	121.0	73.3	8.4	202.7
	August	127.7	76.6	8.1	212.4
	September	141.7	76.2	8.1	226.0

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 2011, Period Ending September 30, 2011
 In Thousands

Description	Qtr 4 2011	Qtr 4 2010	%%%(2) Change
Bus Ridership (1)			
Addison	160	109	47.5%
Carrollton	82	175	-53.2%
Farmers Branch	103	52	98.5%
Garland	655	407	60.7%
Glenn Heights	67	218	-69.2%
Irving	646	557	15.9%
Plano	251	240	4.6%
Richardson	318	293	8.6%
Rowlett	22	25	-10.4%
Suburban Total	2,305	2,076	11.0%
Dallas Total (3)	7,381	7,684	-3.9%
Bus Total	9,686	9,760	-0.8%
Light Rail	5,825	4,272	36.4%
Commuter Rail	565	564	0.1%
Total Passenger Boardings	16,076	14,596	10.1%

YTD 2011	YTD 2010	%%% Change
567	408	39.1%
378	679	-44.4%
355	202	75.8%
2,472	2,051	20.5%
262	413	-36.7%
2,386	2,133	11.8%
943	922	2.3%
1,149	1,049	9.5%
88	90	-2.4%
8,599	7,948	8.2%
28,562	30,009	-4.8%
37,161	37,957	-2.1%
22,302	17,799	25.3%
2,425	2,469	-1.8%
61,889	58,225	6.3%

Type of Day	Qtr 4 2011	Qtr 4 2010	Inc (Dec)
Weekdays	64	64	0
Saturdays/Holiday	13	13	0
Sundays/Holiday	15	15	0
Total	92	92	0

YTD 2011	YTD 2010	Inc (Dec)
254	254	0
53	53	0
58	58	0
365	365	0

(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 FY 2011 have not been adopted. The following report has been prepared using the adopted FY 2010 standards. Significant bus system changes accompanied the extensions of the Green Line on December 6, 2010. The new routes will have a 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 452 (Plano) and route 475 (Dallas) performed at the 0.5 level. Route 444 (Dallas) performed at the 0.4 RPI level. Routes 444 and 475 were modified in December 2010 and will continue to be monitored. Route 452 is proposed for modification in July 2012.
- The remaining crosstown routes performed at or above the 0.6 level during the fourth quarter.
- Four crosstown routes performed at an RPI level of 1.0 or better, with two of those routes performing at the 1.1 level.
- Routes 486 (Dallas, Farmers Branch, Garland) and 488 (Addison, Dallas) performed at the 1.1 level. These routes are connect to the Blue, Green and Red Lines.
- Four routes, 463 (Addison, Dallas, Garland) and 467 (Dallas, Garland) performed at the 1.0 level.
- Twelve crosstown routes had RPI values between 0.6 and 0.9. These routes will be carefully monitored for opportunities to improve performance.

Express Routes

- Six of DART's eight Express routes had an RPI value of 0.7 or greater.
- Routes 205 (Addison) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.1 and 0.9, respectively.
- Two routes had an RPI value of less than 0.6.
- Route 210 (Plano) and Route 234 (Dallas/Irving) performed at a 0.5.
- Ridership decreases were experienced on some Express routes as the result of the October 2010 fare increase. Ridership on some Express routes has begun to increase as gasoline prices increase.
- Route 210 is somewhat limited in its ridership potential by competition with the light rail service from the Parker Road and Bush Turnpike stations on the Red Line. This route is proposed for modification in July 2012.

Rail Station Feeder Routes

- The top performing Rail Station Feeder route was route 702 (Northpark Shuttle) with an RPI value of 2.5.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 1.8.
- Route 506 (Park Lane and Walnut Hill stations) was third with an RPI of 1.3.
- Two routes, 528 (Dallas, Irving) and 548 (Dallas) had RPI values of 1.1 during the quarter.
- Eleven routes recorded an RPI value of 0.5 during the fourth quarter, including routes 513, 515, 525, 536, 538, 542, 550, 560, 566, 571 and 594.
- Two routes, both of which began service in December 2010, posted RPIs of 0.4; three routes, 521 (Dallas), 533 (Addison, Carrollton, Dallas) and 567 (Dallas) were at an RPI of 0.3 and one route, 512 (Dallas) had an RPI value of 0.1.

Transit Center Feeder Routes

- Two Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 303 (Irving) and 376 (Cockrell Hill, Dallas) with RPIs of 0.5 and 0.4 respectively.
- Routes 301 (Irving) and 378 (Garland) were the best performing routes with RPI values of 1.1.
- Twenty of the 22 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Five of those routes had RPI values of 1.0 or greater.
- Two routes, 350 (Dallas), and 374 (Dallas, Garland) had RPIs of 1.0.
- Three routes had RPI values of 0.9. These routes included 360 (Dallas, Richardson), 361 (Richardson) and 377 (Garland). Routes 308 (Irving), 372 (Garland, Richardson) and 380 (Garland) performed at the 0.8 RPI level.
- It is anticipated that many Irving routes, including route 303 will be modified as the Orange Line opens in 2012.
- Route 376 is a new route created when significant route restructuring in Oak Cliff's Jefferson Corridor occurred in December 2010. It will be monitored to determine whether service modifications are necessary to improve its performance.

Local Routes

- Twenty of the 28 Local routes posted RPI values of 0.6 or greater in the fourth quarter of FY 2011.
- Route 11 (Dallas) was both the best performing Local route with a 1.1 RPI and the most heavily patronized route. This route was significantly restructured in December 2010.
- Route 110 (Dallas) was second with an RPI value of 1.0.
- Routes 2 (Dallas), 26 (Dallas) and 63 (Dallas, Irving), had RPI values of 0.9, Routes 1 (Dallas), 19 (Dallas), 24 (Dallas) 183 (Addison, Dallas) posted RPI values of 0.8.
- Routes 21, 31, 39, 51, 111, 155 (RPI values of 0.5), 27, and 42 (RPI 0.4) were the poorest performers. These routes are being proposed for modifications in 2012.

Site-Specific Shuttles

- Six of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 8.6) and SMU (RPI 1.4) shuttles were the top performers.
- The UT Southwestern shuttle performed at the 0.9 level while the DFW and TI Main Campus shuttles performed at the 0.7 level. The Medical City shuttle performed at the 0.6 level.
- The Richardson (from Galatyn Park station) shuttle performed at the 0.5 level. The TI Spring Creek shuttle performed at the 0.4 level.

DART-on-Call

- Four of the eight DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.2.
- The Glenn Heights and Rowlett zones performed at 0.9 and 0.8 levels respectively. The Farmers Branch zone had an RPI value of 0.6.
- The North Dallas zone, with an SPI value of 0.4, was modified in September.

FLEX Routes

- Five of the six FLEX routes exceeded the 0.6 Service Performance Index level.
- The Garland/Rowlett route was the best performing route with an SPI of 1.1.
- The East Plano route performed at the 1.0 level.
- The South Irving Flex was the poorest performer with an SPI of 0.5. Its service was modified in September 2011.

Crosstown Routes

Crosstown Routes

Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2011

LINE	Avg Weekday Pass 4Q11	Avg Weekday Pass 4Q10	% Change	Sub/ Pass 4Q11	Index	Pass/ Trip 4Q11	Index	Pass/ Rev Hour 4Q11	Index	3Q11 Route Performance Index	4Q11 Route Performance Index	RPI Point Change
				\$3.50		34.00		24.0				
486	2,939	2,585	13.7%	\$3.67	1.0	43.0	1.3	28.1	1.2	1.2	1.1	-0.1
488	2,243	1,858	20.8%	\$3.71	0.9	43.4	1.3	29.1	1.2	1.1	1.1	0.0
467	2,815	0	All	\$4.14	0.8	31.1	0.9	31.4	1.3	1.1	1.0	-0.1
463	1,742	1,652	5.5%	\$3.86	0.9	30.8	0.9	30.4	1.3	1.1	1.0	-0.1
466	2,505	4,675	-46.4%	\$3.89	0.9	30.5	0.9	24.0	1.0	1.0	0.9	-0.1
408	2,008	1,697	18.3%	\$5.13	0.7	35.1	1.0	23.4	1.0	1.0	0.9	-0.1
453	2,601	2,167	20.0%	\$4.44	0.8	31.9	0.9	24.5	1.0	1.0	0.9	-0.1
409	2,408	2,259	6.6%	\$4.46	0.8	27.2	0.8	23.0	1.0	1.0	0.8	-0.2
404	1,022	605	69.0%	\$4.40	0.8	20.9	0.6	23.2	1.0	0.9	0.8	-0.1
400	2,187	2,065	5.9%	\$6.55	0.5	35.6	1.0	19.5	0.8	0.8	0.8	0.0
428	2,282	2,768	-17.6%	\$5.47	0.6	25.3	0.7	21.9	0.9	0.8	0.8	0.0
405	1,851	1,737	6.6%	\$5.81	0.6	27.5	0.8	19.0	0.8	0.8	0.7	-0.1
451	1,242	1,162	6.9%	\$5.03	0.7	17.0	0.5	24.5	1.0	0.8	0.7	-0.1
415	1,050	955	10.0%	\$6.92	0.5	20.0	0.6	18.0	0.8	0.7	0.6	-0.1
410	1,107	973	13.8%	\$6.32	0.6	19.2	0.6	19.8	0.8	0.7	0.6	-0.1
445	891	870	2.4%	\$5.99	0.6	12.5	0.4	17.6	0.7	0.6	0.6	0.0
475	1,204	1,265	-4.8%	\$8.26	0.4	16.6	0.5	14.2	0.6	0.5	0.5	0.0
452	988	884	11.8%	\$9.95	0.4	17.2	0.5	13.4	0.6	0.5	0.5	0.0
444	786	820	-4.2%	\$8.86	0.4	12.5	0.4	13.2	0.6	0.5	0.4	-0.1

Express Routes

Express Routes

Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2011

LINE	Avg Weekday Pass 4Q11	Avg Weekday Pass 4Q10	% Change	Sub/ Pass 4Q11	Index	Pass/ Trip 4Q11	Index	Pass/ Rev Hour 4Q11	Index	3Q11 Route Performance Index	4Q11 Route Performance Index	RPI Point Change
				\$5.50		18.00		31.0				
205	648	751	-13.7%	\$7.26	0.8	24.0	1.3	34.3	1.1	1.2	1.1	-0.1
206	1,002	960	4.3%	\$6.45	0.9	17.9	1.0	28.1	0.9	1.0	0.9	-0.1
283	992	975	1.7%	\$8.22	0.7	12.7	0.7	20.4	0.7	0.8	0.7	-0.1
278	491	576	-14.8%	\$7.13	0.8	10.2	0.6	22.2	0.7	0.7	0.7	0.0
202	699	966	-27.7%	\$6.93	0.8	10.8	0.6	19.1	0.6	0.7	0.7	0.0
207	196	238	-17.6%	\$12.64	0.4	14.0	0.8	23.1	0.7	0.7	0.7	0.0
210	520	567	-8.3%	\$13.28	0.4	11.6	0.6	14.1	0.5	0.5	0.5	0.0
234	74	76	-2.1%	\$17.50	0.3	12.4	0.7	14.5	0.5	0.5	0.5	0.0

Rail Feeder Routes

Rail Station Feeder Routes

Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2011

LINE	Avg Weekday Pass 4Q11	Avg Weekday Pass 4Q10	% Change	Sub/ Pass \$4.00	Index	Pass/ Trip 13.00	Index	Pass/ Rev Hour 22.0	Index	3Q11 Route Performance Index	4Q11 Route Performance Index	RPI Point Change
702	869	747	16.3%	\$0.99	4.0	10.3	0.8	61.3	2.8	3.0	2.5	-0.5
583	2,863	2,624	9.1%	\$2.83	1.4	30.9	2.4	34.3	1.6	1.9	1.8	-0.1
506	1,515	1,466	3.3%	\$3.01	1.3	15.0	1.2	30.7	1.4	1.4	1.3	-0.1
528	895	0	All	\$3.89	1.0	13.0	1.0	26.5	1.2	1.2	1.1	-0.1
548	1,390	1,279	8.7%	\$5.14	0.8	17.2	1.3	28.0	1.3	1.2	1.1	-0.1
592	1,506	0	All	\$4.18	1.0	11.9	0.9	24.9	1.1	1.2	1.0	-0.2
554	1,257	1,142	10.0%	\$4.07	1.0	12.5	1.0	24.2	1.1	1.1	1.0	-0.1
527	792	0	All	\$4.27	0.9	10.1	0.8	26.0	1.2	1.0	1.0	0.0
534	1,193	0	All	\$6.63	0.6	18.4	1.4	18.6	0.8	0.9	1.0	0.1
593	1,162	0	All	\$4.83	0.8	11.5	0.9	21.1	1.0	1.0	0.9	-0.1
502	1,127	1,219	-7.5%	\$4.89	0.8	13.6	1.0	21.2	1.0	0.9	0.9	0.0
549	1,012	844	19.8%	\$6.69	0.6	17.0	1.3	18.2	0.8	0.9	0.9	0.0
553	540	633	-14.8%	\$6.38	0.6	12.5	1.0	20.3	0.9	0.9	0.8	-0.1
522	874	826	5.7%	\$5.97	0.7	10.6	0.8	19.0	0.9	0.8	0.8	0.0
597	1,117	0	All	\$7.46	0.5	14.4	1.1	15.9	0.7	0.8	0.8	0.0
526	598	0	All	\$5.04	0.8	6.7	0.5	20.8	0.9	0.8	0.8	0.0
531	551	0	All	\$7.36	0.5	11.5	0.9	18.3	0.8	0.8	0.8	0.0
544	1,154	0	All	\$6.67	0.6	12.9	1.0	16.5	0.8	0.8	0.8	0.0
551	476	321	48.3%	\$6.41	0.6	10.1	0.8	20.5	0.9	0.8	0.8	0.0
582	881	823	7.1%	\$6.87	0.6	11.5	0.9	17.1	0.8	0.8	0.7	-0.1
535	1,095	0	All	\$8.13	0.5	12.2	0.9	14.3	0.6	0.7	0.7	0.0
541	725	639	13.5%	\$7.23	0.6	10.6	0.8	15.4	0.7	0.7	0.7	0.0
574	431	343	25.7%	\$8.39	0.5	9.4	0.7	19.5	0.9	0.7	0.7	0.0
507	277	213	29.7%	\$7.58	0.5	6.8	0.5	16.6	0.8	0.6	0.6	0.0
547	485	466	4.1%	\$6.45	0.6	7.3	0.6	12.9	0.6	0.6	0.6	0.0
568	866	729	18.7%	\$8.49	0.5	8.4	0.6	14.2	0.6	0.6	0.6	0.0
532	363	0	All	\$8.43	0.5	7.0	0.5	14.2	0.6	0.5	0.6	0.1
538	804	851	-5.4%	\$7.67	0.5	5.2	0.4	15.5	0.7	0.6	0.5	-0.1
515	704	720	-2.2%	\$9.43	0.4	8.3	0.6	12.8	0.6	0.6	0.5	-0.1
571	513	664	-22.8%	\$11.45	0.3	9.0	0.7	11.9	0.5	0.6	0.5	-0.1
594	677	0	All	\$10.24	0.4	6.9	0.5	12.1	0.5	0.6	0.5	-0.1
566	269	254	5.8%	\$8.12	0.5	5.6	0.4	13.0	0.6	0.6	0.5	-0.1
513	255	227	12.1%	\$9.19	0.4	5.1	0.4	13.8	0.6	0.5	0.5	0.0
525	362	0	All	\$9.05	0.4	6.2	0.5	12.5	0.6	0.5	0.5	0.0
550	420	427	-1.6%	\$10.28	0.4	5.8	0.4	11.8	0.5	0.5	0.5	0.0
536	285	0	All	\$12.14	0.3	8.9	0.7	12.2	0.6	0.5	0.5	0.0
542	461	258	78.5%	\$10.03	0.4	7.3	0.6	11.6	0.5	0.5	0.5	0.0
560	457	401	13.9%	\$12.10	0.3	8.0	0.6	11.1	0.5	0.5	0.5	0.0
595	551	0	All	\$14.46	0.3	8.2	0.6	8.5	0.4	0.5	0.4	-0.1
591	422	0	All	\$9.71	0.4	4.4	0.3	11.7	0.5	0.4	0.4	0.0
567	154	182	-15.3%	\$14.28	0.3	3.0	0.2	8.7	0.4	0.4	0.3	-0.1
521	103	0	All	\$11.20	0.4	2.2	0.2	7.5	0.3	0.4	0.3	-0.1
533	99	0	All	\$12.96	0.3	2.6	0.2	10.5	0.5	0.3	0.3	0.0
512	26	0	All	\$16.45	0.2	0.4	0.0	2.2	0.1	0.1	0.1	0.0

Transit Center Feeder Routes

Transit Center Feeder Routes

Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2011

LINE	Avg Weekday Pass 4Q11	Avg Weekday Pass 4Q10	% Change	Sub/ Pass 4Q11	Index	Pass/ Trip 4Q11	Index	Pass/ Rev Hour 4Q11	Index	3Q11 Route Performance Index	4Q11 Route Performance Index	RPI Point Change
				\$5.00		13.00		18.0				
378	984	908	8.3%	\$5.53	0.9	14.2	1.1	24.8	1.4	1.2	1.1	-0.1
301	1,204	1,286	-6.4%	\$6.88	0.7	22.9	1.8	17.2	1.0	1.1	1.1	0.0
374	917	720	27.4%	\$6.83	0.7	16.6	1.3	17.5	1.0	1.0	1.0	0.0
350	909	785	15.7%	\$7.56	0.7	16.7	1.3	17.7	1.0	0.9	1.0	0.1
360	946	980	-3.5%	\$6.67	0.7	12.8	1.0	18.5	1.0	1.0	0.9	-0.1
361	538	539	-0.2%	\$6.63	0.8	9.8	0.8	19.7	1.1	1.0	0.9	-0.1
377	438	395	10.7%	\$6.49	0.8	9.8	0.8	19.8	1.1	0.9	0.9	0.0
372	685	613	11.7%	\$8.11	0.6	12.4	1.0	16.3	0.9	0.9	0.8	-0.1
380	463	389	18.9%	\$7.08	0.7	9.1	0.7	18.0	1.0	0.8	0.8	0.0
308	517	443	16.6%	\$8.57	0.6	9.9	0.8	17.4	1.0	0.8	0.8	0.0
385	640	589	8.7%	\$8.72	0.6	10.5	0.8	14.5	0.8	0.8	0.7	-0.1
362	609	534	14.1%	\$9.71	0.5	10.9	0.8	14.1	0.8	0.7	0.7	0.0
302	433	446	-3.0%	\$10.55	0.5	8.6	0.7	15.3	0.8	0.7	0.7	0.0
310	675	534	26.5%	\$12.65	0.4	12.5	1.0	11.4	0.6	0.6	0.7	0.1
306	331	255	29.7%	\$7.94	0.6	6.9	0.5	12.3	0.7	0.6	0.6	0.0
333	329	363	-9.3%	\$10.49	0.5	6.6	0.5	13.4	0.7	0.6	0.6	0.0
347	468	463	1.0%	\$10.78	0.5	8.9	0.7	12.3	0.7	0.6	0.6	0.0
305	342	265	29.1%	\$9.48	0.5	7.3	0.6	12.4	0.7	0.6	0.6	0.0
311	180	0	All	\$14.32	0.3	9.0	0.7	11.8	0.7	0.6	0.6	0.0
307	462	395	17.0%	\$14.04	0.4	9.8	0.8	9.7	0.5	0.5	0.6	0.1
303	304	324	-6.1%	\$10.58	0.5	6.3	0.5	12.0	0.7	0.6	0.5	-0.1
376	235	0	All	\$11.88	0.4	3.2	0.2	10.7	0.6	0.5	0.4	-0.1

Local Routes

Local Routes

Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2011

LINE	Avg	Avg	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	3Q11	4Q11	RPI Point Change
	Weekday	Weekday								Route	Route	
	Pass	Pass								Performance	Performance	
4Q11	4Q10	Index	Index	Index	Index							
11	4,282	1,180	262.9%	\$3.72	0.9	31.7	1.3	26.0	1.1	1.2	1.1	-0.1
110	1,841	1,696	8.5%	\$3.79	0.9	23.8	1.0	29.9	1.3	1.0	1.0	0.0
26	1,523	4,010	-62.0%	\$3.74	0.9	16.9	0.7	25.0	1.1	1.0	0.9	-0.1
164	3,264	2,962	10.2%	\$4.58	0.7	22.5	0.9	26.1	1.1	1.0	0.9	-0.1
2	1,419	1,364	4.1%	\$4.15	0.8	18.1	0.7	24.5	1.0	0.9	0.9	0.0
63	1,226	1,077	13.9%	\$4.30	0.8	17.9	0.7	27.3	1.2	0.9	0.9	0.0
19	2,794	2,912	-4.1%	\$4.79	0.7	20.6	0.8	22.6	1.0	0.9	0.8	-0.1
1	1,486	2,236	-33.5%	\$5.16	0.6	19.2	0.8	20.7	0.9	0.9	0.8	-0.1
24	1,559	1,483	5.2%	\$4.32	0.8	13.5	0.6	23.8	1.0	0.9	0.8	-0.1
183	1,274	1,090	16.8%	\$4.49	0.7	15.2	0.6	22.4	1.0	0.8	0.8	0.0
12	1,609	856	87.9%	\$6.24	0.5	18.5	0.8	17.8	0.8	0.7	0.7	0.0
36	1,390	1,642	-15.4%	\$6.78	0.5	20.4	0.8	16.6	0.7	0.7	0.7	0.0
52	1,081	1,067	1.3%	\$4.71	0.7	12.5	0.5	21.5	0.9	0.7	0.7	0.0
59	969	960	1.0%	\$7.11	0.5	15.8	0.6	16.9	0.7	0.7	0.6	-0.1
76	933	1,846	-49.5%	\$5.73	0.6	13.5	0.5	18.2	0.8	0.7	0.6	-0.1
161	1,871	1,777	5.3%	\$6.47	0.5	13.8	0.6	20.3	0.9	0.7	0.6	-0.1
29	1,076	1,420	-24.2%	\$6.85	0.5	12.5	0.5	16.2	0.7	0.6	0.6	0.0
49	698	1,381	-49.4%	\$5.44	0.6	8.7	0.4	20.0	0.9	0.6	0.6	0.0
35	915	865	5.7%	\$7.59	0.4	14.8	0.6	15.0	0.6	0.6	0.6	0.0
60	1,007	928	8.5%	\$8.26	0.4	14.7	0.6	15.6	0.7	0.6	0.6	0.0
21	1,213	1,260	-3.7%	\$9.42	0.3	18.0	0.7	13.3	0.6	0.6	0.5	-0.1
39	1,098	1,011	8.6%	\$6.50	0.5	8.6	0.4	16.1	0.7	0.6	0.5	-0.1
111	732	729	0.4%	\$7.29	0.4	9.2	0.4	14.5	0.6	0.6	0.5	-0.1
31	1,168	1,217	-4.0%	\$8.55	0.4	16.5	0.7	13.3	0.6	0.5	0.5	0.0
51	1,042	990	5.2%	\$9.94	0.3	13.0	0.5	11.9	0.5	0.5	0.5	0.0
155	210	201	4.1%	\$10.00	0.3	8.4	0.3	17.6	0.7	0.5	0.5	0.0
42	623	1,593	-60.9%	\$10.20	0.3	9.1	0.4	15.1	0.6	0.4	0.4	0.0
27	87	0	All	\$4.61	0.7	2.1	0.1	8.6	0.4	0.2	0.4	0.2

Site-Specific Shuttle Routes

LINE	Avg	Avg	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev	Hour	Index	3Q11	4Q11	RPI	
	Weekday	Weekday									Route	Route		Point
	Pass	Pass									Performance	Performance		
4Q11	4Q10		Pass								Index	Index	Change	
				\$0.90		7.50		21.0						
UTD	2,077	1,771	17.2%	\$0.05	18.4	32.9	4.4	66.2	3.2		5.7	8.6	2.9	
SMU	993	1,017	-2.4%	\$1.18	0.8	12.6	1.7	37.6	1.8		1.1	1.4	0.3	
UTSW	461	277	66.6%	\$0.80	1.1	5.3	0.7	19.2	0.9		0.8	0.9	0.1	
DFW	492	426	15.6%	\$1.35	0.7	6.3	0.8	12.7	0.6		0.7	0.7	0.0	
TI	725	670	8.2%	\$1.31	0.7	4.8	0.6	14.9	0.7		0.7	0.7	0.0	
MCE	124	127	-2.3%	\$0.87	1.0	1.5	0.2	11.3	0.5		0.6	0.6	0.0	
RICH	116	52	123.9%	\$2.02	0.4	2.8	0.4	16.8	0.8		0.5	0.5	0.0	
TIS	70	79	-11.1%	\$1.54	0.6	1.4	0.2	5.9	0.3		0.3	0.4	0.1	

DART-on-Call Zones

LINE	Avg	Avg	% Change	Sub/Pass	Index	Pass/Rev	Index	3Q11	4Q11	SPI Point Change
	Weekday	Weekday						Service	Service	
	Pass	Pass						Performance	Performance	
4Q11	4Q10				Hour		Index	Index	Index	
NCPoC	138	152	-9.0%	\$6.27	1.3	6.28	1.0	1.2	1.2	0.0
GH	46	52	-11.5%	\$9.63	0.9	5.99	0.9	0.9	0.9	0.0
RoC	67	71	-5.6%	\$10.03	0.8	4.48	0.7	0.8	0.8	0.0
FBoC	61	59	2.8%	\$12.18	0.7	3.78	0.6	0.7	0.6	-0.1
LHoC	44	55	-19.1%	\$16.50	0.5	2.95	0.5	0.5	0.5	0.0
LoC	43	53	-20.2%	\$16.72	0.5	2.93	0.5	0.5	0.5	0.0
NDoC	33	37	-10.4%	\$20.59	0.4	2.45	0.4	0.4	0.4	0.0
Rich	29	52	-44.9%	\$21.13	0.4	2.48	0.4	0.4	0.4	0.0

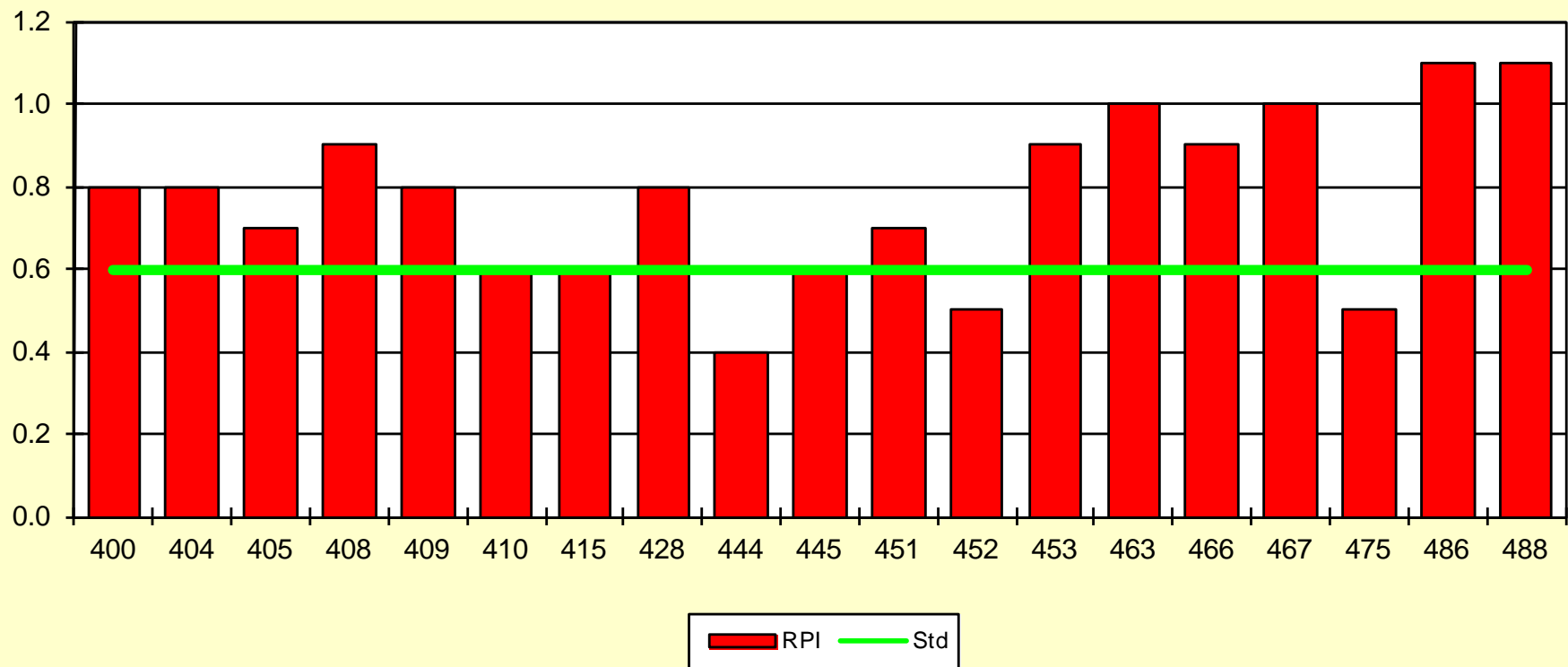
FLEX Routes

FLEX Routes

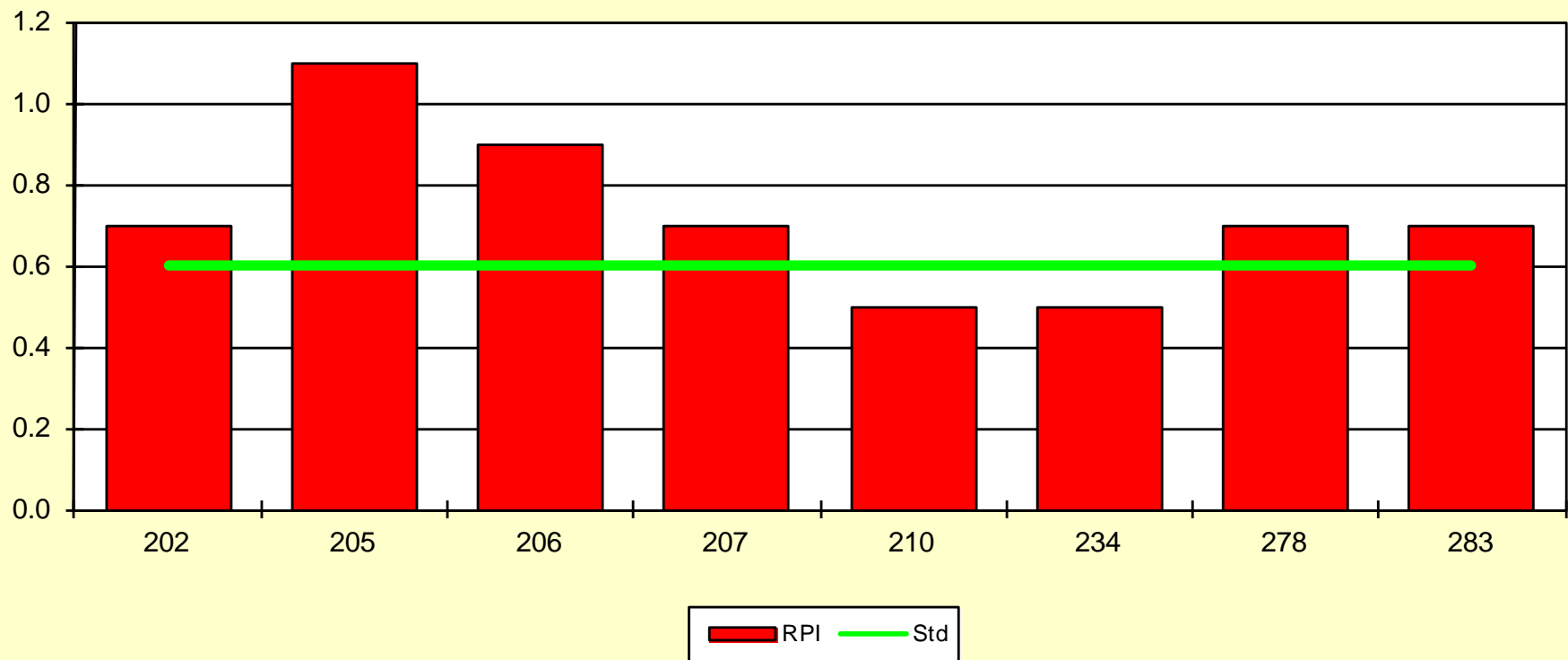
Service Standards Monitoring Report Dallas Area Rapid Transit Fourth Quarter 2011

LINE	Avg Weekday Pass 4Q11	Avg Weekday Pass 4Q10	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	3Q11 Service Performance Index	4Q11 Service Performance Index	SPI Point Change
				\$4.00		10.50				
887	176	166	6.2%	\$3.67	1.1	12.00	1.1	1.1	1.1	0.0
870	283	278	1.6%	\$3.91	1.0	9.79	0.9	1.0	1.0	0.0
841	148	128	15.5%	\$4.55	0.9	10.26	1.0	0.9	0.9	0.0
843	74	73	1.2%	\$6.07	0.7	10.18	1.0	0.8	0.8	0.0
842	88	86	2.6%	\$6.42	0.6	7.34	0.7	0.6	0.7	0.1
840	124	126	-1.5%	\$7.53	0.5	5.26	0.5	0.5	0.5	0.0

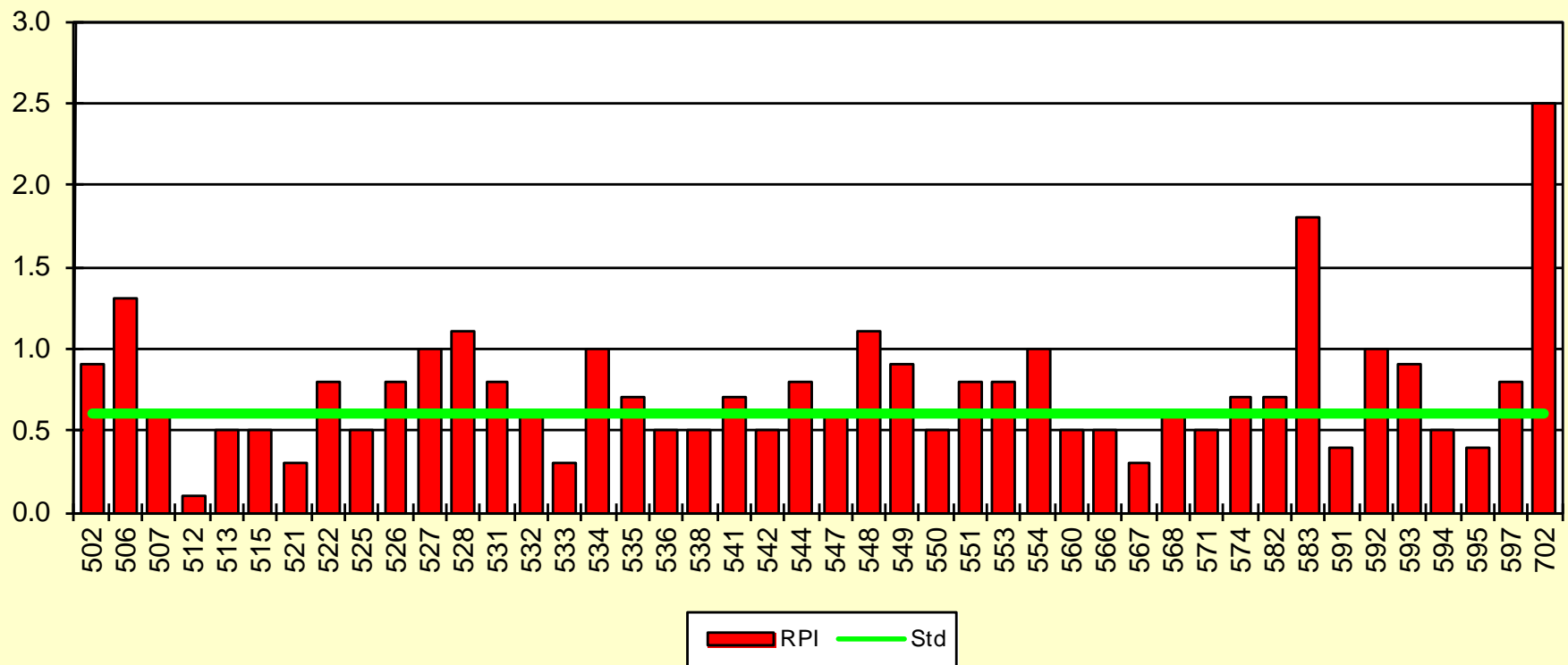
Route Performance Index Crosstown Routes



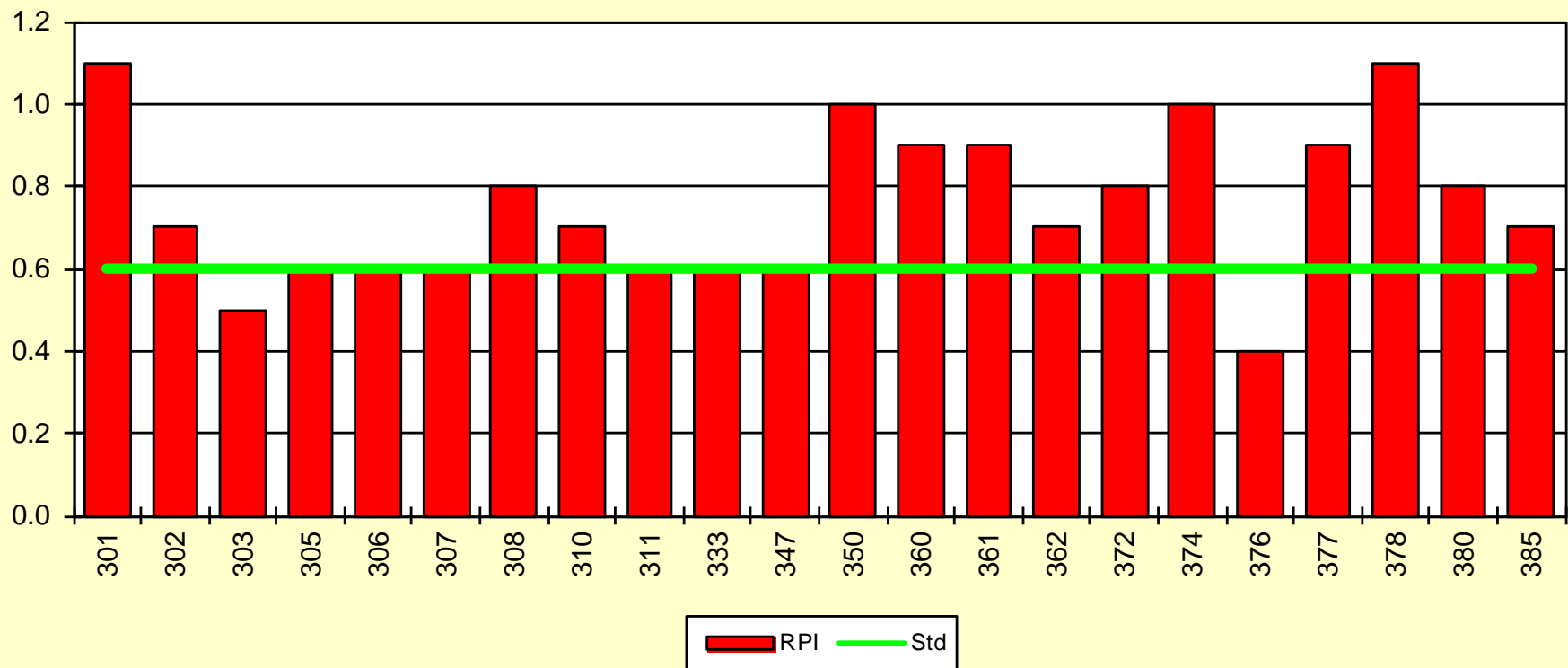
Route Performance Index Express Routes



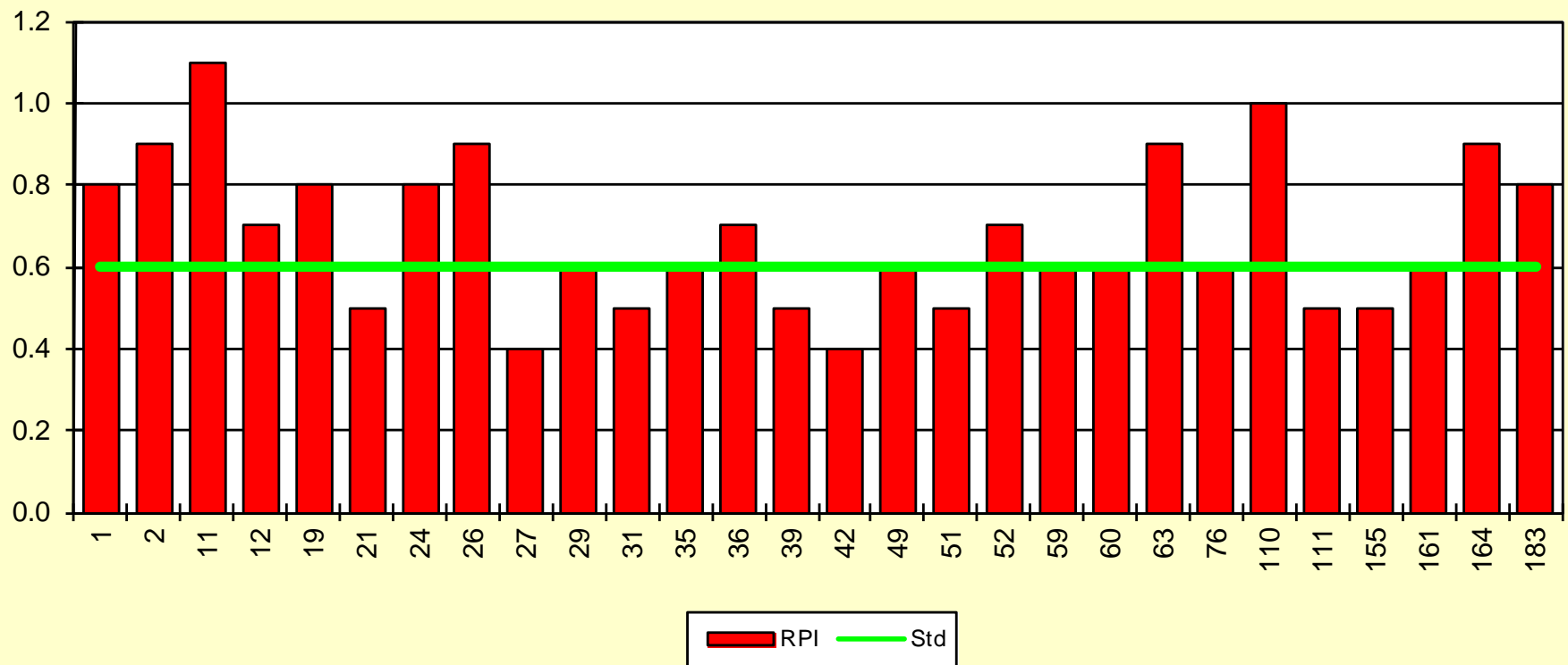
Route Performance Index Rail Station Feeder Routes



Route Performance Index Transit Center Feeder Routes



Route Performance Index Local Routes



Planning & Development Department

Fourth Quarter FY 2011 Quarterly

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

Planning and Development Department

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

- On the I-30 West HOV lane, concrete traffic barrier installation will be completed in last week of June 2011 with additional configuration changes at the entrance to eastbound direction HOV at Cooper Street. This lane services both the Cowboy Stadium and the Texas Rangers Stadium located in Arlington, Texas.
- The six DART operated HOV lanes (75 HOV miles) carried approximately 95,836 weekday daily commuters in 4Q11. Travel time savings ranged from 5.5 minutes to 22.3 minutes on the various HOV lanes.
- As of October 11, 2011, the delineator post system on the US 75 HOV Lane is now managed by DART.
- I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 8.7 million commuters during 4Q11. I-30 West is currently operating 22-hours daily.
- A public hearing was conducted on Tuesday, September 13, 2011 on the proposed non-stop commuter service operating between Hanby Stadium in Mesquite and Lawnview Stadium in Dallas. Service would be available Monday through Friday in the morning and afternoon peak periods, with buses operating every 30 minutes. This service was approved by the Board on September 27, 2011.
- The Paid Parking Program is a revenue-generating program that will be implemented to serve the North Carrollton/Frankford and Parker Road Rail Stations. A meeting has been scheduled to discuss how to monitor downtown parking, establish a baseline, and implement a plan to prepare for the start-up of paid parking at Parker Road.
- 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. Planning for the first “better bus” initiative is targeting a late 2012 implementation.

Planning and Development Department

- Continue installation of shelters under federalized contract. Installed 32 new shelters and 34 solar shelter retrofits. Continued bi-monthly summit meeting to improve efficiency in communication between Passenger Support Facilities and Facilities Maintenance.
- Installation of 140 new bike lockers (called bike lids) was initiated in May 2011. The bike lids were completely installed by Sept. 2011.
- North Park Mall route changed per North Park administration. Some workflow complaints have been submitted to this office by riders related to the new stop location.
- The Vanpool Program has reached its FY 11 target of 198 vanpools. There are currently 3 groups on the waiting list for a van. The Vanpool Program conducted vanpool focus group meeting and driver safety class this reporting period.

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

Mobility Programs Development

Strategic Priorities

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

Description

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

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

Accomplishments

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

Issues

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

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

Mobility Programs Development

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

Schedule

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

Project Manager(s)

Koorosh Olyai/Ravi Gundimeda

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 46% of the total DART system ridership.</p> <p>I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 8.7 million commuters during 4Q 2011.</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 and LBJ west of US 75 and Managed HOV lanes on US 75, LBJ east of US 75 are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV Managed lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections. The HOV lanes 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 4Q 2011:</p> <ul style="list-style-type: none">• The six DART operated HOV lanes carried approximately 95,836 weekday daily commuters.• The HOV lanes along I-30 East, I-35E, I-635 East, I-30 West, US75, and I-35E/US67 carried 15,022, 23,214, 15,325, 5,317, 14,698 and 22,259 weekday passengers respectively.• HOV users saved 36 minutes on I-30 East, 17.6 minutes on I-35E, 5.5 minutes on I-635 East, 22.3 minutes on US 75, and 15.6 minutes on I-35E/US 67 on the round trip commute.• Occupancy rates along I-30 East, I-35E, I-635 East, I-30 West, US75, and I-35E/US67 were 2.30, 1.89, 2.02, 2.04, 1.90 and 2.46. Violation rates along I-30 East, I-35E, I-635 East, I-30 West, US75, and I-35E/US67 were 15.1%, 16.7%, 8.9%, 6.7%, 14.8% and 13.5%.• 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 35 special events
- I-635 West HOV lane between Luna Road and US 75 closed for construction of Managed lanes.

Issues Additional public education and marketing efforts are necessary to improve public awareness regarding rules and regulations of HOV lane usage.

DART will take over the operation and maintenance of the pylon system along US75 in October 2011.

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

Project Manager(s) Koorosh Olyai / Ravi Gundimeda

North Central (US 75) Managed HOV Lanes

Mobility Programs Development

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

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

Accomplishments

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

Issues

- TxDOT is currently doing maintenance on the delineator post system as part of a project jointly funded by DART & TxDOT. TxDOT contract expires September 2011 and DART will take over maintenance thereafter.
- The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
- An MIS is needed to address the additional HOV needs within the corridor.

Schedule

- Ongoing.

Project Manager(s) Ravi Gundimeda/Koorosh Olyai

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-build 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">• 4Q11: Work on SH 114 from SH 183 to Tarrant County Line that includes 4 Managed HOV Lanes continues. Discussions with TxDOT for a section of I-3 LRT project (pinch point) between future SH 114 and DFW Airport North Airfield Drive are underway.• Construction of the \$238M Diamond Interchange at SH 114/Loop 12 is nearing 85% completion and construction of the I-1 section of the Irving LRT Line is making good progress by DART design/built contractor for delivery of rail facilities by August 2012.• 3Q11: Following approval of the Environmental Assessment and Schematics by FHWA in 2009, DART/TxDOT joint scoping for the next phase of project development is underway for the 13 mile section of SH 114 from SH 183 to Tarrant County Line including 4 Managed HOV Lanes.

SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

- Construction of the \$238M Diamond Interchange at SH 114/Loop 12 is over 75% complete. The LRT corridor is now under construction by DART's design / built contractor for delivery of DART facilities by August 2012.
- 2Q11: Construction of the \$238M Diamond Interchange at SH 114/Loop 12 is over 73% complete as of March 2011 for delivery of DART facilities by August 2012.
- 1Q11: Construction of the "Diamond Interchange" at SH 114/Loop 12 has reached the 70% milestone in December 2010.
- 4Q10: Construction of the "Diamond Interchange" at SH 114/Loop 12 reached the 50% milestone in September 2010.
- 3Q10: Staff recommended and Regional Transportation Council (RTC) approved and funded \$10M in Regional Toll Revenue to expedite early entry of Loop 12 / SH 114 section of Orange Line with an arrangement with the TxDOT contractor to meet the completion date of August 2012.
- Due to environmental clearance delays, current construction schedules from TxDOT and DART will permit rail service openings to Las Colinas in May 2013.
- **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: Advancement of PE / PS&E for the remainder of 13 miles in the SH 114 corridor is on hold pending availability of funds.
- 3Q10: The completion date for Irving-I project including the \$225M Diamond Project at SH 114/Loop 12 Interchange is May 2013 due to environmental clearance delays.

Schedule

- FY 09-2013: Construction phase underway for the "Diamond



SH 114 Freeway Widening Including Managed/HOV Lanes

**Mobility Programs
Development**

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

- 4Q11: Baylor shuttle program incorporated as part of DART partnerships. Passed by the board this reporting period.
- Baylor is interested in a shuttle program and staff will bring a proposal to DART's board in August to form partnership.
- Staff has met with Richland College to discuss possible shuttle agreement.
- MATA turntable is under construction at City Place.
- Ridership on most shuttle services continues to grow, outpacing other fixed route services.

Issues

- 4Q11: North Park Mall route changed per North Park administration. Some workflow complaints have been submitted to this office by riders related to the new stop location.
- 2Q11: Budget constraints are severely limiting growth of the shuttle program.
- Economy is slowly improving, creating demand for more shuttle service.
- Many new employment opportunities are beyond DART's service area boundaries, while new job creation is with smaller service companies.

Schedule

- Ongoing

Project Manager(s)

Rob Smith/John Quinn

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

- 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.
- Working with Dallas County on a Northwest 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 • Awareness of the use and availability of the bikelids needs work through publications and website.

Schedule • Ongoing

Project Manager(s) Robert Parks//John Quinn

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

- 4Q11: Installed 32 new shelters and 34 solar shelter retrofits.
- 3Q11: Installed 2 new shelters (see note below) and 55 solar shelter retrofits
- 2Q11: Installed 17 new shelters (see note below) and 30 solar shelter retrofits
- Exercised second year option on Tolar bus shelter contract
- 1Q11: Installed 25 new shelters (see note below) and 60 solar shelter retrofits.
- 4Q10: Installed 54 new shelters (Target Exceeded)
- 3Q10: Installed 51 new shelters (Target Exceeded)
- 2Q10: Installed 40 new shelters (Target Exceeded)
- 1Q10: Installed 59 new shelters (Target Exceeded)
- 4Q9: Installed 75 new shelters (Target Exceeded)
- 3Q9: Installed 48 new shelters (Target Exceeded)
- 2Q9: Installed 31 new shelters
- 1Q9: First shelter installations under new contract began: 18 shelters installed.
- Exercised first year option on Tolar bus shelter contract.
- Continued bi-monthly summit meeting to improve efficiency in communication between Passenger Support Facilities and Facilities Maintenance.

Issues

- During 3Q11, a concern regarding City permits and traffic plans became an issue. The procedures for pad placement and installation are being reviewed, impacting slab and shelter installations. Placements of 55 solar panel retrofits require staff evaluation prior to installation.
- Work continues on ADA projects to facilitate passenger displacement from Paratransit (e.g. Garapan and Illinois on an obstructed sidewalk). Every Paratransit passenger migrated to regular bus routes saves DART over \$50 per trip,
- Joint development work continues with private non-profit corporations, and member cities. Recent discussions led to the approval of four new shelters in Garland, the first in several

Construction & Installation of Standard Shelters

Service Planning and Scheduling

years.

- Work continues with City of Dallas on sidewalk projects, with Lighthouse for the Blind on a boarding area re-design, and on a reconstruction of Bishop Ave. to include bikeways and shelters—the first such project in Dallas.

- Schedule**
- FY 2011: Continue installation of shelters under federalized contract. Approximately 44 single shelter units per quarter will be installed (new and replaced) but goal may be impacted until all shelters have solar retrofits.

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

- 4Q11: Staff received proposals and recommended Platinum Parking to manage the pilot project. The recommendation was approved by the Planning Committee and DART Board.
- 3Q11: Proposals were received from three parking companies. All underwent evaluation and final clarifying questions were sent to each parking company. Responses are due back in early July and staff will recommend a vendor during that month.
- 2Q11: Solicitation scheduled to go out April 5, 2011, with Glenn Heights added to solicitation as bid option.
- 1Q11: Prepared procurement plan. Solicitation scheduled to be put out to bid in January 2011. RFI responses received and comments and questions informed subsequent RFP process.
- 4Q10: Delivered final scope of work to Procurement and initiated RFI/RFP solicitation process
- 4Q10: Board Approved Maximum Rates
- 4Q10: Hearing Held on Maximum Rates
- 4Q10: Board Approved Demonstration Project and Calls for Public Hearings on Maximum Rates
- 3Q10: Staff briefs Planning Committee on Paid Parking Demonstration Project

Issues

- Hefty gas price increases are again putting pressure on end-of-the-line parking at stations such as Parker Rd. and Carrollton/Frankford.
- Information on space availability may be available in advance to motorists in the North Central Corridor as part of the Integrated Corridor Management Project.
- Customer response to charging at select lots will result in some loss of system ridership and some diversion to non-charging lots.
- High and low estimates of revenue result from how

conservative these assumptions are.

- The dividing line between which services continue to be DART's responsibility and which become the contractor's must be carefully planned.
- RFI will gauge contractor interest and allow questions and input before the RFP process is launched, saving time in the long run.
- Launching of program during a period of weak ridership, low gas prices and lots of extra parking lot capacity may delay opportunity for optimal financial results.
- This is a revenue-generating contract and involves the expenditure of "NO DART" funding.

Schedule

- FY 2011: Successfully solicit and contact with parking contractor for management of demonstration lots. Begin operation of lots in January 2011.

Project Manager(s)

Todd Plesko/Rob Parks

Strategic Priorities

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

- 4Q11: The Vanpool Program remains capped at this FY11 target of 198 vanpools with 3 groups on the waiting list.
- 4Q11: The Vanpool Program conducted vanpool focus group meeting and driver safety class this reporting period.
- 4Q11: A new "Captains Log" vanpool handbook was printed and distributed this reporting period.
- 3Q11: The Vanpool Program has reached its FY11 target of 198 vanpools. There are currently 8 groups on the waiting list for a van.
- 2Q11: The Vanpool Program currently has applications to fill 190 vanpools. This is 8 vans shy of our FY11 target of 198. With current fuel prices continuing to rise, we feel confident that this goal will be easily met.
- 1Q11: NCTCOG has approved program funding at 45%. The participant fee was increased from 45% to 55%.
- 4Q10: Vanpool ridership up 3.2% from previous year (Up 5 Vanpool groups from previous year).
- 3Q10: Vanpool ridership up 3.6% from previous year (Up 7 Vanpool groups from previous year).
- 2Q10: Vanpool ridership up 12% from previous year (Up 9 Vanpool groups from previous year).
- 2Q10: Successfully awarded 4-year contract with 1-year option with current vendor EAN Holdings (AKA Enterprise).
- 1Q10: Vanpool ridership up 10.8% from previous year (Up 28 Vanpool groups from previous year).

Issues

- 4Q11: Issues related to FHWA funding have been resolved and a new invoice procedure was instituted. No negative financial impact to DART noted.
- 3Q11: The NCTCOG successfully clarified issues they had with the FHWA regarding vanpool funding. The vanpool program can utilize rider fares as a local match.

- 2Q11: The NCTCOG is having difficulty with the FTA in securing funding for the vanpool program for FY12. The NCTCOG and FTA continue to negotiate an issue regarding the current funding formula on charged man-hours. Should the COG fail to get funds for vanpools, they will pull a percentage of the ETR (Employee Trip Reduction) money and use it to subsidize vans. But, this may not be at the 45% we've been accustomed to. This would result in an increase in the lease price per van.
- 4Q10: Currently working on funding scenarios with the NCTCOG. We are anticipating that the NCTCOG continues to fund the program at 45% (pending).
- 3Q10: Vanpool Contract: Enterprise has requested a 60 extension on deliverables (vans). No negative impact on service expected. 50% of the fleet has been delivered.
- 3Q10: Minor spec discrepancies noted on new vans delivered. Contracting is re-negotiating the spec changes. No negative impact on program expected.

Schedule

- 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.
- 2Q11: The vanpool staff will partner with Marketing and host several Earthday events in late April. This is a push to move the last 8 vans targeted for FY11.
- 2Q11: Marketing will be releasing a new vanpool campaign utilizing vanity license plates. Scheduled for May 2011.
- 1Q11: Marketing is developing a vanpool marketing campaign to push/attain vanpool goal in FY11.
- 4Q10: Vanpool program will increase the monthly lease price of vanpools in the first quarter of FY11 to comply with cost cutting goals. Date and amount dependent of the NCTCOG's contribution, pending further disposition.
- 3Q10: Transition of new vanpool fleet extended to July 2010.
- 3Q10: Transition of new vanpool fleet projected to be completed by 31 May 2010.
- 2Q10: Executing new vanpool contract and deliverables.

- 2Q10: Vanpool Contract award recommendation will be presented to the Board during the Planning Committee meeting January 26, 2010.
- 1Q10: NCTCOG/DART Vanpool ILA for Vanpool funding to be presented to the Board Planning Committee October 27, 2009.

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	<p>DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas or areas that will not be served by rail for the next 15-20 years. Implementing enhanced bus corridors will allow for increased bus ridership and reduce travel time by minimizing the following various forms of delay:</p> <ul style="list-style-type: none">• General congestion• Traffic signals• Obstruction by other vehicles turning right• Passenger stops
Accomplishments	<ul style="list-style-type: none">• 4Q11: Completed Enhanced Bus Corridor analysis and report• 4Q11: Identified Corridors to be implemented in 4Q12.• 3Q11: Completed Enhanced Bus Analysis.• 3Q11: Drafted Enhanced Bus Recommendations.• 2Q11: Completed Tier II Analysis.• 2Q11: Completed Member City Survey• 2Q11: Completed Corridor Congestion Analysis• 1Q11: Completed Tier I Analysis.• 1Q11: Begin Tier II Analysis.
Issues	<ul style="list-style-type: none">• None at this time
Schedule	<ul style="list-style-type: none">• 4Q11: Complete Enhanced Bus Corridor project.• 4Q12: Implement phase I Enhanced Bus Corridor projects.
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 Green Line has allowed DART to serve 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">• 4Q11: Completed final Texas vs. OU simulation.• 4Q11: Briefed DART Board of Directors on 2011 State Fair Operations plan.• 4Q11: State Fair Classic and Texas vs. OU game day operations plans implemented with no issues.• 2Q11: Completed first Texas vs. OU simulation.• 2Q11: Brief DCTA on proposed operations plan.• 3Q11: Completed second Texas vs. OU simulation.• 1Q11: Drafted 2011 State Fair Operations plan.•
Issues	<ul style="list-style-type: none">• None at this time
Schedule	<ul style="list-style-type: none">• 4Q11:Final Texas vs. OU simulation• 4Q11:Brief DART Board of Directors• 1Q12:Implement State Fair of Texas Operations plan
Project Manager(s)	Jennifer Jones

FY 2011 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	Year-end fixed-route ridership increased. Total Bus, Light Rail and TRE ridership grew by 6.3 percent on the strength of the Green Line expansion. Bus system ridership decreased by 2.1 percent, because of continued high unemployment conditions, Light Rail ridership was up 25.3 percent for the year and TRE ridership was down slightly by 1.8 percent. The Green Line expansion's added ridership was partially offset by decreases in Blue and Red Line ridership. By June, however, the Red Line had increased over last year while the Blue Line continued to have lower ridership.
	Feeders to Transit Centers and Stations	The Green Line Bus Feeder Plan was implemented on December 6. Strong ridership was observed on many of the restructured routes. Rail Feeder route ridership increased by over 50 percent as a result of the shift of many former Local route riders and the attraction of new riders to the Green Line feeder routes. Work continued on development of the Orange Line Feeder Plan and other service changes that will be implemented in FY 12 and FY 13.
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Passenger Support Facilities	The Standard Shelter Program included the installation of approximately 17 shelters in the 2nd quarter 2011. 42 shelters have been installed under the contract in FY 2011. Solar Panels were installed to 60 existing shelters.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	DART On-Call Non-Traditional service	Ridership on Flex routes was up by slightly in the fourth quarter. Some minor modifications to the North Dallas On Call service are being considered for FY 2011
	New DART On Call programs: flexible routes and late night/weekend services	FLEX services have been relatively constant in the past couple of years; planning work is under way for FLEX changes that would be implemented in FY 12 and FY 13.
	Site-specific Shuttles	DART will continue to partner with employers to provide innovative transit connections between the DART system and potential trip generators. No additional changes to report so far for FY 11.
	Non-Traditional Vanpool Service (E-Shuttle)	Vanpool requests are starting to increase, aided by improvements in the economy and slight gasoline price increases. As of the end of Q1 over 180 vans were in operation.
	Service Changes	Service changes for FY 2011 were implemented on December 6th, including extension of the Green Line LRT, significant rail schedule changes, and a major bus service restructuring. Staff worked on relatively minor changes planned for September 2011.



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DATE: October 2011
TO: Distribution
SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 4th Quarter FY 2011 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, 2011, including Change Control Summaries, Systems Integration, and Real Estate.

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

Timothy H. McKay, P.E.
Senior Vice President
Rail Program 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
D&A - DART & Agency
D2 – Dallas Central Business District Second Alignment
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DGNO - Dallas, Garland & Northeastern Railroad Company
FAA - Federal Aviation Administration
FDR - Final Design Review
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FFGA - Full Funding Grant Agreement
FHWA – Federal Highway Administration
FTA - Federal Transit Administration
FWTA - Fort Worth Transportation Authority
G-1 - Northeast Corridor (to Garland) Line Section 1
G-2 - Northeast Corridor (to Garland) Line Section 2
G-3 - Northeast Corridor (to Garland) Line Section 3
GMP - Guaranteed Maximum Price
HVAC - Heating/Ventilation/Air Conditioning
IFB - Invitation for Bid
ILA - Interlocal Agreement
I-1 - Irving/DFW Corridor Line Section 1
I-2 - Irving/DFW Corridor Line Section 2
I-3 - Irving/DFW Corridor Line Section 3
IIH – Intermediate Instrument House
KCS - Kansas City Southern Railway
LNG - Liquefied Natural Gas
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
MHz - Megahertz
MKT - Missouri-Kansas & Texas Railroad Company
MIS - Major Investment Study
MSE - Mechanically Stabilized Earth
N/A - Not Applicable
NC-3 - North Central Corridor Line Section 3
NC-4 - North Central Corridor Line Section 4
NC-5 - North Central Corridor Line Section 5

NCTCOG - North Central Texas Council of Governments
NTP - Notice to Proceed
NW-1 - Northwest Corridor Line Section 1
NW-2 - Northwest Corridor Line Section 2
NW-3 - Northwest Corridor Line Section 3
NW-4 - Northwest Corridor Line Section 4
NWROF - Northwest Rail Operating Facility
OC-1 - Oak Cliff Corridor Line Section 1 (LRT Starter System)
OCC - Operations Control Center
OCIP - Owner Controlled Insurance Program
OCS - Overhead Catenary System
P&Z - Planning & Zoning
PA - Public Announcement
PA/VMB - Public Announcement/Visual Message Board
PE/EIS - Preliminary Engineering/Environmental Impact Statement
QA - Quality Assurance
QC - Quality Control
R-1 - Rowlett Extension
RDC - Rail Diesel Car
RFI - Request for Information
RFP - Request for Proposal
ROW - Right-of-Way
RPD - Rail Program Development
RTU - Remote Telemetry Unit
S&I Facility - Service & Inspection Facility
SA - Supplemental Agreement
SCADA - Supervisory Control and Data Acquisition
SCS - Supervisory Control System
SDC - Systems Design Consultant
SE-1 - Southeast Corridor Line Section 1
SE-2 - Southeast Corridor Line Section 2
SLRV - Super LRV (LRV with additional low-floor section)
SMR - Senior Management Review
SOC-2 - Line Section South Oak Cliff-2
SOCBOF - South Oak Cliff Bus Operating Facility
SP - Southern Pacific Railroad Company
SWPPP - Stormwater Pollution Prevention Plan
The T - Fort Worth Transportation Authority
TBD - To Be Determined
TC - Transit Center
TDLR - Texas Department of Licensing and Regulations
TPSS - Traction Power Substation
TRE - Trinity Railway Express
TVM - Ticket Vending Machine
TxDOT - Texas Department of Transportation
TXU - TXU Lone Star Pipeline
UPS - Uninterruptible Power Supply
VAF - Vehicle Acceptance Facility
VBS - Vehicle Business System
WSA - Ways, Structures, & Amenities

SCOPE OF PROJECTS

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 current 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 element 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

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

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 will be located southwest of the intersection of Central Expressway and Haskell Avenue at the present location of DART's western entrance to the Cityplace Station and future location of the terminal for the McKinney Avenue Trolley. The project consists of the reconstruction of the western entrance to Cityplace Station and the creation of a transit plaza surrounding the new building. 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.

North Central Tunnel Delamination Repair & Monitoring Test Section

Water seepage and liner delamination was discovered at the North Central northbound and southbound tunnel liners. After investigation, a series of procedures were developed to correct the problem. This project consists of: 1) delamination repair, which consists of two methods, Surface Drainage System and Penetration Drainage System; 2) long-term monitoring/instrumentation program; and 3) crack repair of the cast-in-place concrete liner.

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

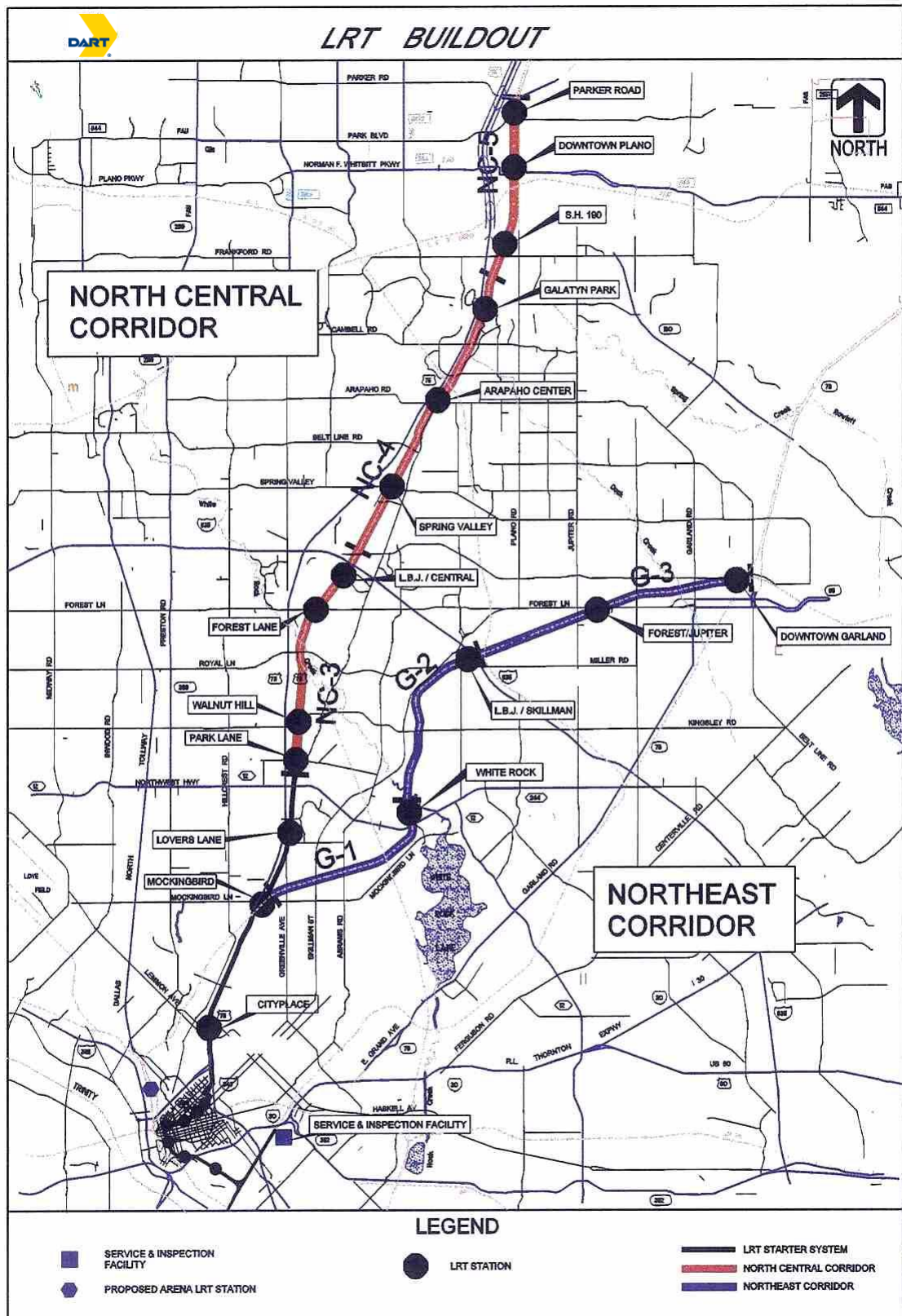
The Radio Replacement Project (RRP) provides for upgrading the radio communications and Bus Operations Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) systems; integration of DART Paratransit Services communications needs; and systems that meet expanded service requirements.

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.

Phase I



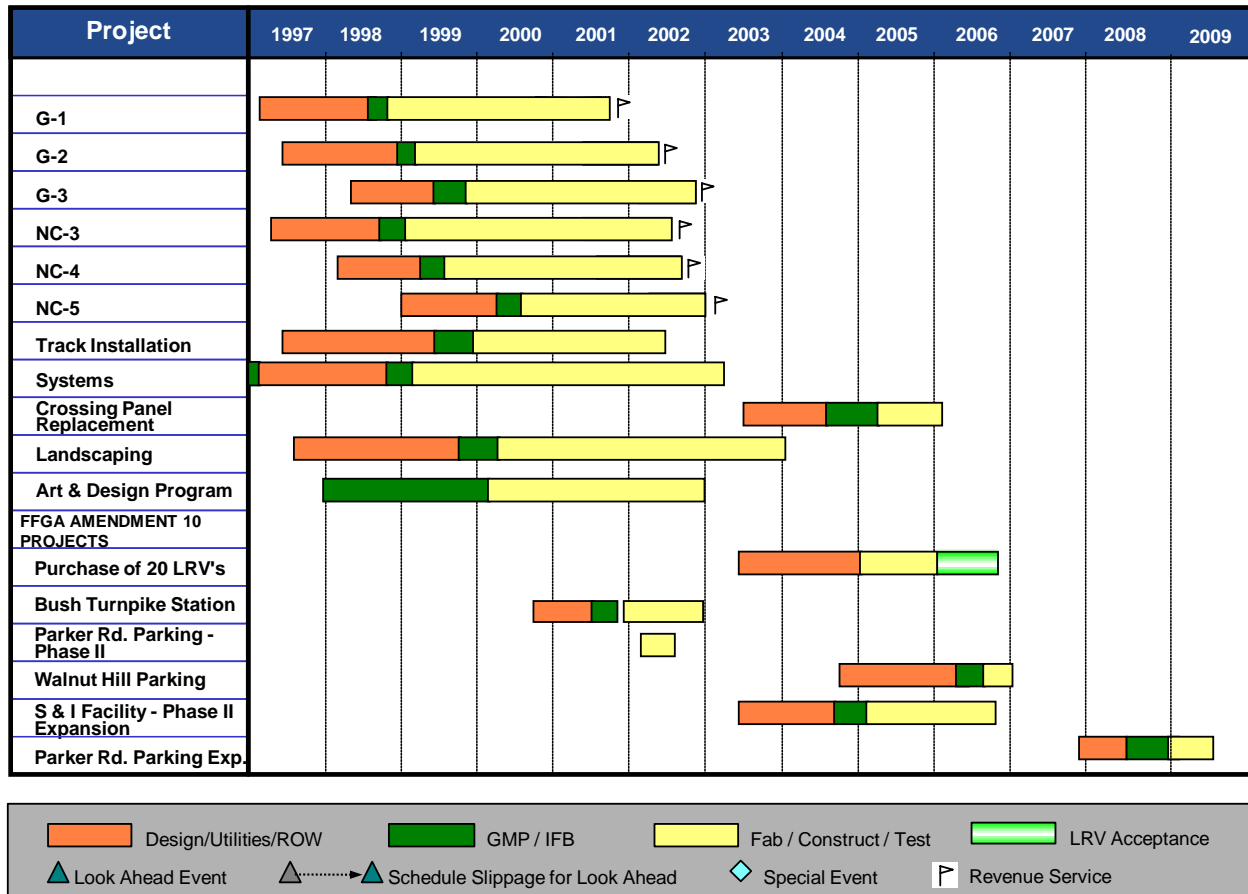


Summary Control Schedule

LRT Buildout Phase I

LRT Buildout Phase I Summary Control Schedule

9/30/11



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 08/31/11, 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 09/30/11.

2) Expended to date values reflect activity through 08/31/11, 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 09/30/11, per DART's General Ledger.

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

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

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

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities

Line Section G-2

LRT Buildout Phase I

Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

Description

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

Status

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

Issues

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

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

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

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

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

North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

Description

Line Section NC-3 extends northerly from the temporary Park Lane Station to Restland Road on the former Southern Pacific Railroad Company alignment. This section makes up 4.1 miles of the 12.5 miles of the entire North Central Corridor. There are four stations in this line section: the permanent Park Lane Station, located north of Park Lane across from the temporary Park Lane Station; Walnut Hill Station, located on Walnut Hill Lane between North Central Expressway and Greenville Avenue; Forest Lane Station, located just south of Forest Lane on the former Southern Pacific Railroad alignment; and LBJ Central Station, located south of LBJ Freeway along the former railroad alignment.

Status

As of the end of June 2003, the contractor, GLF, is no longer on the project. Contract is closed; final payment was made with the contracting officer's final decision.

Issues

The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages and additional costs totaling over \$37 million. The contracting officer's final decision on the REA was issued on May 24, 2005. GLF appealed the contracting officer's final decision and the matter is in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing before Administrative Judge on entitlement only was held in 2007. Judge issued decision in favor of DART on September 1, 2011. Unless quantum issues are agreed, hearing on quantum will be scheduled.

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	Twenty additional light rail vehicles (LRVs) have been purchased under the option clause of the current contract, bringing the total purchased to date to 115.
Status	All 20 LRVs are in revenue service. All 20 LRVs are out of warranty. All 20 LRVs have been converted to SLRVs under the 115 C-unit contract. The final Electro Magnetic Interference (EMI) report has been received and approved. Contract closeout is in process.
Issues	None






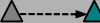


Facilities - Six-Month Look Ahead

LRT Buildout Phase I

LRT Buildout Phase I Six Month Look Ahead

9/30/11

Project	2011			2012		
	October	November	December	January	February	March
G-1	Revenue Service Began - 9/24/01					
G-2	Revenue Service Began - 5/6/02					
G-3	Revenue Service Began - 11/18/02					
NC-3	Revenue Service Began - 7/1/02					
NC-4	Revenue Service Began - 7/1/02					
NC-5	Revenue Service Began - 12/9/02					
Track Installation	Installation Complete					
Crossing Panel Replacements	Construction Complete - 2/1/06					
Systems	All Deliveries Complete					
Landscaping	Landscaping Complete					
Art & Design Program	Program Complete					
FFGA AMENDMENT 10 PROJECTS						
Purchase of 20 LRV's	All Deliveries Complete					
Bush Turnpike Station	Revenue Service Began - 12/9/02					
Parker Rd. Parking - Phase II	Construction Complete					
Walnut Hill Parking	Construction Complete					
S & I Facility - Phase II Expansion	Construction Complete					
Parker Rd. Parking Exp.	Construction Complete					

 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 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 2011)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note d	
Professional Services	LRV Management C-97000131	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	100%	Through SA #14, AWP05 Accounting Closeout is Pending
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
North Central Corridor	Parker Rd. Parking Expansion C-1015568-01	Omega Contracting, Inc.	\$1,778,830	\$88,941	\$1,867,771	\$88,931	\$1,867,761	\$10	100.0%	100%	Closed
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Itochu	\$58,666,378	\$1,333,622	\$60,000,000	\$249,072	\$58,915,450	\$1,084,550	19%	100%	Through SA-018
TOTALS:			\$151,909,958	\$10,462,198	\$162,372,156	\$2,522,008	\$154,431,966	\$7,940,190			

Legend: % Contingency >= 70%

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

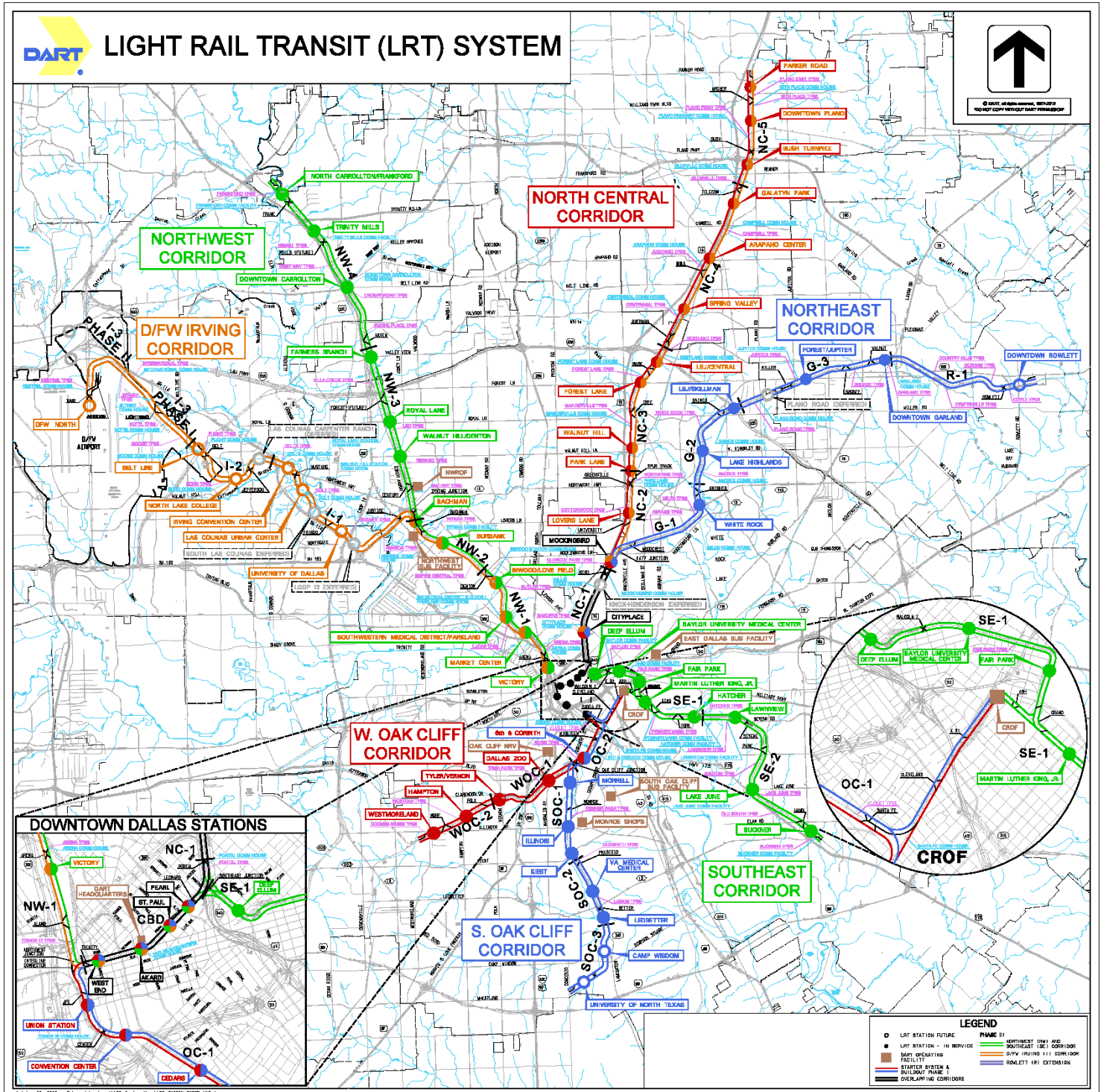
LRT Buildout

Phases II & III



Map

LRT Buildout Phases II & III



Phase IIA

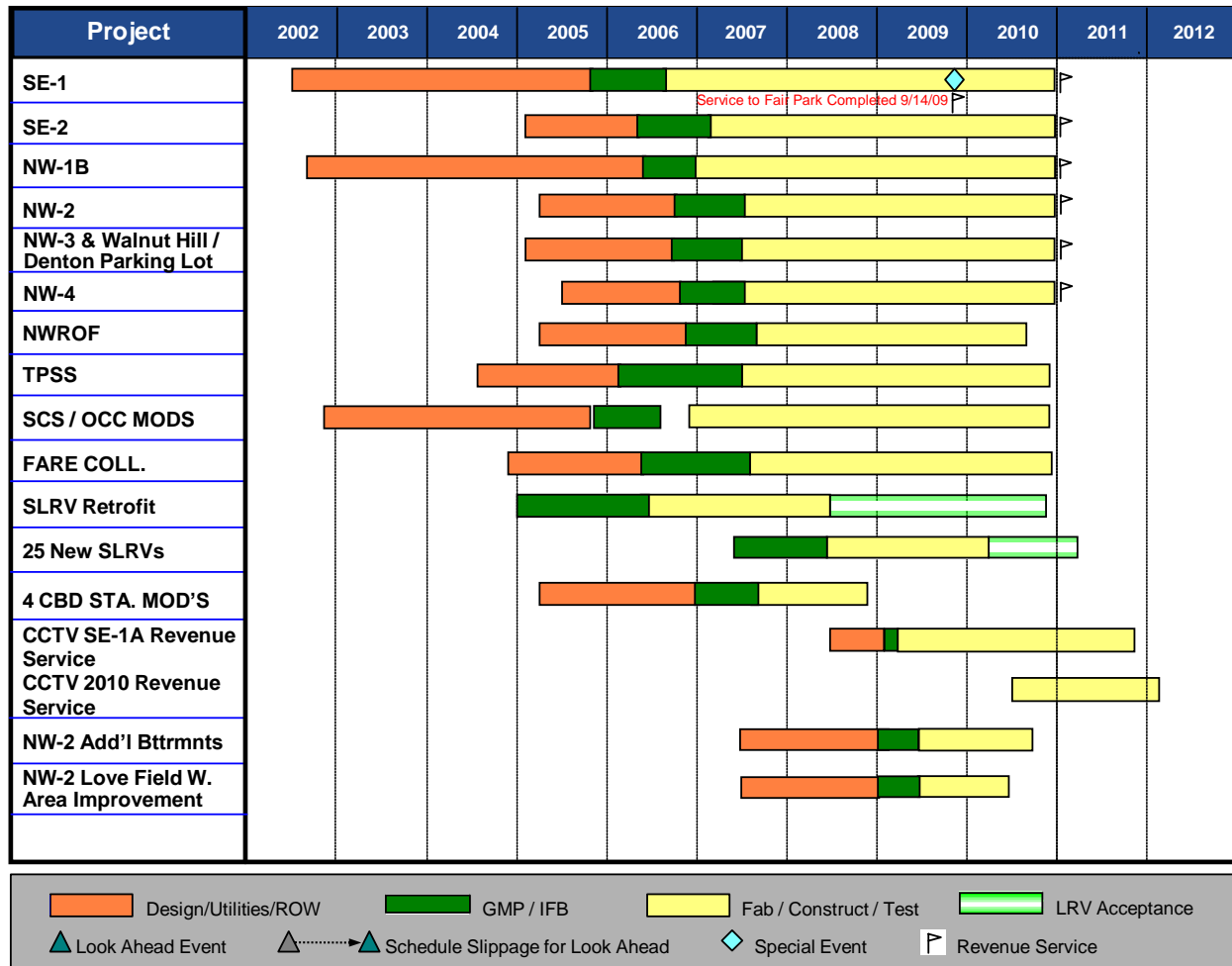


Summary Control Schedule

LRT Buildout Phase IIA

LRT Buildout Phase IIA Summary Control Schedule

9/30/11



Cost/Schedule Summary

LRT Buildout Phase IIA

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIA	\$ 125.5	\$ 117.2	\$ 115.0
Southeast-1	215.5	217.9	213.7
Southeast-2	172.4	171.0	170.6
Northwest-1B	165.1	164.4	165.7
Northwest-2	188.4	182.5	175.7
Northwest-3	249.2	248.2	239.7
Northwest-4	257.9	261.3	250.4
NWROF	65.0	64.8	65.3
Systems	84.1	81.2	75.4
Vehicles	239.1	239.2	230.2
Raise & Extend 4 CBD Stations	6.8	6.5	6.5
Phase IIA – CCTVs	8.6	4.3	2.1
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	\$ 1,781.8	\$ 1,761.2	\$ 1,713.0

1) Committed values reflect activity through 09/30/11.

2) Expended to date values reflect activity through 08/31/11, as reported on DART's General Ledger.

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

Cost/Schedule Summary

LRT Buildout Phase IIA

SCHEDULE SUMMARY

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

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.

Issues

Negotiations continue toward reaching an agreement on final costs and potential savings pool, and resolution of all outstanding issues.

Track Materials Procurement for CM/GC-I Construction

**LRT Buildout
Phase IIA**

Board Strategic Priority II: Manage System Development & Maintain Infrastructure

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

Status **Line Sections SE-1, SE-2, and NW-1B**
Contract closeout for Lots 1 and 2 continues.

Issues None

Board Strategic Priority II: Manage System Development & Maintain Infrastructure

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

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

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

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

Mockingbird depression leaks have been repaired. Contract closeout continues.

Issues Negotiations continue toward reaching an agreement on final costs and potential savings pool, and resolution of all outstanding issues.

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</u> Contract is closed.</p> <p><u>Lot 2 – Trackwork</u> Contract is closed.</p> <p><u>Lot 3 – Systems</u> Electronic as-builts are complete. The closeout process continues.</p> <p><u>Lot 4 – WSA Building & Parking Area</u> The closeout process continues.</p> <p><u>Lot 9 – Car Hoist</u> Contract is closed.</p>
Issues	<p>Drainage repairs and modifications in the WSA building were successfully completed.</p>

Systems - Traction Power Substations

LRT Buildout Phase IIA

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	<p>Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIA and the Northwest Rail Operating Facility (NWROF) will require 24 TPSSs.</p>
Status	<p>Notice to Proceed was issued to Siemens Transportation Systems, Inc., on June 29, 2007.</p> <p>Twenty-four (24) of the substations required for Line Sections SE-1A/B, SE-2, NWROF, NW-1, 2, 3, & 4 have been delivered to the sites. Substantial completion certificates have been issued for 24 TPSSs.</p> <p>Electronic as-built drawings have been approved; DART CADD Control received the electronic disks; Engineering Document Control is now scanning to image size. Eighty percent (80%) of the TPSS system spare parts have been delivered to DART Material Management. The missing spare parts have been ordered.</p> <p>Contract closeout continues.</p>
Issues	None

Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

Description

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

Status

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

Issues

SCS/OCC contractor resolved troubleshooting of the PA/VMB for CM/GC-III and completed the end-to-end testing of the Green Line PA/VMB system. Other open issues include implementation and testing of the complete VBS system.

SCS/OCC contractor's system performance test will remain open until completion of the Buildout Phase IIA and IIB implementation. Prior to this test, the existing communications system Core switch will be upgraded to improve the overall system performance. The existing DART Core switch is more than 10 years old. Replacement of the Core switch is planned for November 2011.

A Digital Access Carrier System (DACS) unit was installed by CMGC-III, contractor at NWROF, and programmed/provisioned by the SCS/OCC contractor. This unit had a failure and the CMGC-III subcontractor made changes to the configuration of the unit during the repair. This change in configuration may require additional support from the SCS/OCC contractor.

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

All TVMs have been installed. All units have been upgraded with new software.

Issues

Software issues are slow to be corrected.

A visit to the contractor's facility to review financials resolved the overhead rate issue.

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	<p>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, from 15½” high platforms, into each vehicle. C-units 39-46 will be funded under Amendment 13 to the LRT Buildout Phase I FFGA.</p>
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 retrofitted SLRVs are under warranty.</p> <p>Some vehicles are undergoing field modification identified during the retrofit process.</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.) Based upon DART's LRT operational adjustments that were implemented in December 2010 with the Green Line opening, peak service headway modifications eliminated the need for the 25 new SLRVs to be completed to support the revenue operations. These 25 SLRVs will be used as spares to support revenue operations and will be needed to satisfy the daily pull-out car count should the Agency be able to reduce LRT headways again in the future.</p>
Status	Manufacturing of the base order for 25 SLRVs is complete. All vehicles have been conditionally accepted and are in operation.
Issues	None

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

Twenty-four (24) stations have been installed and are providing operational video images. Eight (8) stations have been finally accepted. CBD and Green Line stations will require optimization rework to conform to video coverage requirements. Currently, twenty-four (24) designs are ‘in-progress’ and either under DART review or being revised by the contractor.

Issues

The contractor has expressed concern that they are significantly over budget and will not be able to complete the project with the remaining budget.

In order to provide adequate coverage of required areas, conduit must be added or repaired at most stations at additional cost to DART. Depending on the extent of these additions, the project contingency funds may not cover all changes and time could be a factor.

Flagger support has been an issue. DART Operations has committed to provide two flaggers to support installation work for the remainder of the project. DART Police has agreed to allocate two officers as flaggers. This would yield a total of four flaggers available to the contractor each day. There have been instances of both DART and contractor no-shows on assigned dates/times/locations. The lack of flagger support could impact overall installation schedule.

Concerns related to blocked views due to foliage, night brightness, and potential vandalism are being reviewed by the DART Passenger Amenities (PA) group. Existing station CCTV conduit access issues are also being troubleshot by DART PA.

Closed-Circuit Television (CCTV) System

**LRT Buildout
Phase IIA**

Issues (continued) Lake Highlands camera feeds (28 current total – furnished, installed, and tested by the Lake Highlands contractor) are required to be networked and integrated into certain infrastructure at OCC. A change to their existing contract will be required to perform integration and a quote has been requested.

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	Contract closeout is pending completion of maintenance period (September 2011) and final payment.
Issues	<p>Several dead trees are flagged to be replaced prior to contract closure. Replacement is anticipated in October 2011.</p> <p>Responsibility for maintenance reverts back to the City of Dallas in September 2011. The City has been notified; the City has not indicated it will begin maintenance at that time.</p>

Facilities - Six-Month Look Ahead

LRT Buildout Phase IIA

LRT Buildout Phase IIA Six Month Look Ahead

9/30/11

Project	2011			2012		
	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	CSCS Debug/Integrated Testing completed 12/4/10					
FARE COLL.	Fare Collection Equipment installation completed 12/4/10					
SLRV Retrofit (115)	Acceptance Testing on 115 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	<div>Construction Continues</div> <div> <div>Complete SE-1A MLK Sta.</div> <div>CBD Const. (Deep Ellum)</div> <div>Complete NC-2 Mockingbird Sta</div> <div>Project Complete</div> </div>					
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 (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	(note e) 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 c	Summary of Activity This Period & Comments (September 2011)
Professional Services	GEC C-1002450-01	ACT-21	\$230,975,944	\$347,831	\$231,323,775	\$0	\$230,975,944	\$347,831	0%	87%	
	SDC C-1002803-01	Dallas System Consultants	\$79,162,358	\$101,167	\$79,263,525	\$0	\$79,162,358	\$101,167	0%	94%	
	Systems Integration (SIC) C-1004187-03	AECOM Technical Services	\$70,844,955	\$285,726	\$71,130,681	\$0	\$70,844,955	\$285,726	0%	83%	
	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	\$14,572,817	\$74,800	\$14,647,617	\$0	\$14,572,817	\$74,800	0%	67%	
Construction SE1, 2, NW1B	CMGC-1 C-1007571-01	Archer Western/Brunson Caron	\$372,865,538	\$18,219,058	\$391,084,596	\$15,958,925	\$388,824,463	\$2,260,133	88%	99%	Includes Pre construction & construction (Note b)
Construction NW-2, 3, 4	CMGC-3 C-1009666-01	Archer Western/Herzog	\$476,122,907	\$23,476,522	\$499,599,429	\$4,201,979	\$480,324,885	\$19,274,543	18%	99%	Includes Board authorized increases to base contract (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	\$65,238,407	\$2,614,517	\$67,414,120	\$1,996,666	\$67,235,073	\$617,851	76%	99%	
	Lot 2 C1012392-02	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$99,069	\$7,436,575	\$212,708	32%	100%	
	Lot 3 C1012392-03	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$164,953	\$11,454,253	\$314,739	34%	100%	
	Lot 4 C-1012392-04	Journeymen	\$8,944,333	\$380,053	\$9,324,386	\$207,689	\$9,152,022	\$172,364	55%	97%	
	Lot 9 C-1012392-05	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	100%	
Track Material Procurement CMGC-1	Lots 3 & 6 C-1009684-02	Progress Rail Services Spl Trkwrk/CWR	\$11,754,817	\$352,645	\$12,107,462	-\$103,573	\$11,651,244	\$456,218	-29%	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.	\$28,158,085	\$2,463,395	\$30,621,480	\$650,325	\$28,808,410	\$1,813,070	26%	99%	
	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$8,625,907	\$231,205	\$8,857,112	\$111,749	\$8,737,656	\$119,456	48%	55%	
Vehicle Procurement	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Tochu	\$190,365,823	\$5,989,416	\$196,355,239	\$1,492,041	\$191,857,864	\$4,497,375	25%	99%	
Vehicle	SLRV Procurement (25) C-1013706-01	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$417,263	\$164,791,659	\$4,513,969	8%	94%	
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%	99%	
NW-3 Walnut/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%	92%	
Systems Modifications	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$14,003,452	\$1,120,276	\$15,123,728	\$81,438	\$14,084,890	\$1,038,838	7%	85%	
CCTV Equipment - Fixed	CCTV C-1016547-02	Calence, LLC	\$2,317,417	\$246,885	\$2,564,302	\$13,692	\$2,331,109	\$233,193	6%	28%	
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:			\$1,814,924,173	\$63,982,540	\$1,878,467,909	\$24,993,500	\$1,839,917,672	\$38,989,040			

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.

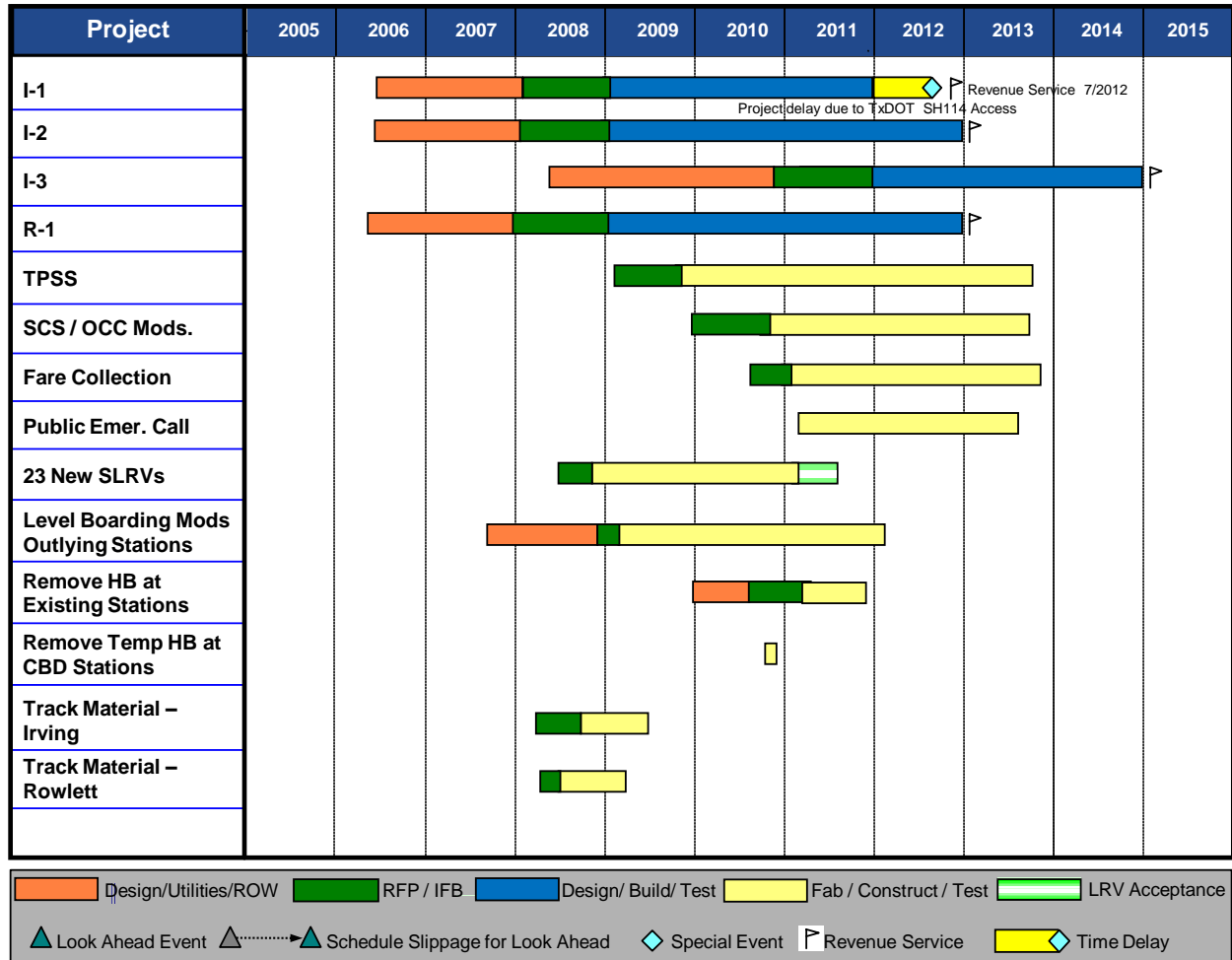
Phase IIB

Summary Control Schedule

LRT Buildout Phase IIB

LRT Buildout Phase IIB Summary Control Schedule

9/30/11



Cost/Schedule Summary

LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIB	\$ 128.3	\$ 50.9	\$ 37.9
Irving-1	373.6	346.4	272.4
Irving-2	228.2	187.4	173.4
Irving-3	272.9	5.8	5.9
Rowlett-1	211.3	214.7	144.1
Level Boarding – Outlying Stations	11.8	8.3	7.1
NWROF	59.7	59.0	58.7
Systems	51.5	43.0	28.3
Vehicles	206.5	194.7	185.0
LRT Buildout Phase IIB Total	\$ 1,543.8	\$ 1,110.2	\$ 912.8

1) Committed values reflect activity through 09/30/11.

2) Expended to date values reflect activity through 08/31/11, 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

Contract Completion Dates

Revenue Service Dates

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 87% complete. The design-builder is installing overhead catenary on the SH 114 Bridge and throughout the project. The design-builder continues to focus heavily upon station construction and systems elements installation and on preparations for integrated testing and project closeout. Significant attention is being given to completing the installation and connection of all fiber optic lines in preparation for communications testing, which is scheduled to begin within the next several months.

The design-builder has continued to make good construction progress in the TxDOT Corridor since gaining access on May 13, 2011. Potential impacts to Cistercian School and to the motoring public within this corridor have been thoroughly evaluated and addressed during the construction of the Cistercian Bridge.

Issues

Impact of TxDOT delayed access to a portion of the project has been resolved by an agreed change to the project schedule that thoroughly coordinates Authority and Design-Build team resources. Revised schedule changes certain project milestones and service dates. DART Board was briefed in August 2011 on proposed revised revenue service dates for the project that are a result of delayed access to the TxDOT corridor. The revised revenue service dates for I-1 and I-2 are July 30, 2012, and December 3, 2012, respectively.

**Vertical Circulation at University of
Dallas Station Bus Transfer Area**



University of Dallas Station

**Stringing Overhead Catenary
Cable at Las Colinas Urban
Center Station**





**Las Colinas Urban Center
Station Crew Room and APT
Connection**

**Irving Convention
Center Station**



**Double Crossover East of
Belt Line 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.

Status

The DFW Corridor is in the planning and development phase. DART has initiated discussions with DFW Airport regarding the implementation of this final extension of the Irving Corridor (I-3). On June 23, 2009, a regional consensus was achieved when the DART Board of Directors approved the Phased Approach. The first phase extends light rail directly into Terminal A. A future phase extends the alignment to interface with the Cotton Belt before turning into Terminal A.

DART has completed Preliminary Engineering for the project and has coordinated the concept with DFW and TxDOT. Preliminary utility investigation is complete. The Draft Environmental Assessment Document (EA) was approved by FTA, FAA and DART in April 2011. The Document was published in May 2011. A public hearing was held on June 2, 2011. The public comment period closed on June 17, 2011. Based on comments received and updated information, a draft Final EA was prepared and submitted to FAA and FTA on June 23, 2011. FAA signed the Final EA on August 23, 2011, and FTA signed on September 1, 2011. Both agencies will likely issue a Finding of No Significant Impact (FONSI) in October 2011.

DART has worked with an aviation consultant to identify issues associated with implementing LRT at airports. The final Aeronautical Analysis Report was submitted September 30, 2010, and has been incorporated into the EA.

On May 6, 2011, DART met with FAA and DFW to coordinate roles and responsibilities in the project development process.

Issues

An FAA Low Level Windshear Alert System (LLWAS) tower will need to be relocated for the project. This will require a great deal of coordination between FAA, DFW and DART. DFW is developing a reimbursable agreement with FAA to facilitate the LLWAS relocation and other matters.

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 The project is approximately 74% complete as the design-build team has completed plinth installation on the Rowlett Creek Bridge and has begun plinth installation on the KCS Bridge. All full-road closures on the project have been completed. Track installation continues throughout the project and OCS pole installation is well underway. Progress continues at Downtown Rowlett Station and preparations are underway to complete the new bus transfer loop and turn it over to DART for bus operations after the beginning of 2012.

Issues Schedule progress improvements continue to be reflected in the monthly project updates as work progress advances. The design-builder is completing a revision to the baseline schedule that modifies some milestone dates in order to accommodate DART's integrated testing resources. Due to TxDOT delays on the Irving-1 line section, DART had to adjust integrated testing dates for I-1/I-2 and R-1 in order to mitigate the need for additional testing teams.



**Preparation for KCS Bridge
Architectural Arch Installation**



KCS Bridge Track Plinth



OCS Pole Erection

Rowlett Extension Facilities

**LRT Buildout
Phase IIB**



**Switch Machines at
Rowlett Crossover**

Downtown Rowlett Station



**Crew Room at Downtown
Rowlett Station**

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 120 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 769.

Status

This scope of work is being designed under the DART General Engineering Consultant III (GEC-III) contract and will be incorporated into a solicitation under competitive bid for construction. Project oversight will be provided by the R-1 field team.

Final design for this parking area is underway. The 65% plans were submitted for review by all parties on September 23, 2011. IFB is scheduled for December 20, 2011. Construction is anticipated to start in early February 2012, with completion in late July 2012.

The design will maximize the amount of parking spaces to achieve over 769 spaces.

To avoid any rework of design-build water line and power conduit, coordination with the authority having jurisdiction, as well as the design-builder, was held. An additional fire hydrant was installed by the design-builder. Further coordination allowed for modification to landscaping work and proposed irrigation lines.

Issues

This parking lot extension needs to be completed prior to the beginning of integrated testing for the R-1 design-build project, scheduled for July 31, 2012.

Systems - Traction Power Substations

LRT Buildout Phase IIB

Board Strategic Priority	II: Manage System Development & Maintain Infrastructure
Description	<p>This work effort is included in the Traction Power Substations (TPSS) Phase IIA contract as contract options. As in Phase IIA, TPSSs are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIB (Irving and Rowlett Extension Lines) will require 14 TPSSs.</p>
Status	<p>Notice to Proceed (NTP) was issued to Siemens Transportation Systems, Inc., on November 4, 2009.</p> <p>Seven (7) TPSSs (I-1: Colt, Amanda, Delta, and Braniff; Rowlett: Country Club, Centerville, and Dexham) have been delivered to the site on schedule. Four (4) I-1 TPSSs have been energized.</p> <p>Three (3) TPSSs are in production and in various states of fabrication. The next TPSS (I-2: TPSS #5 Echo) delivery is anticipated for October 6, 2011.</p> <p>Irving Line Section 3 (I-3): TPSS #1 is in production. Price needs to be negotiated for storage and integrated testing.</p>
Issues	None

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 II facilities and equipment by upgrading the SCS software and displays, providing a public announcement/visual message board (PA/VMB) system, and reconfiguring the existing systems at the OCC. 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

A change that included milestones and access dates for I-1 and I-2 was prepared and approved by the Change Control Board (CCB), giving this contractor Notice to Proceed.

Similar modifications will be prepared for Rowlett and I-3, to add specific contract completion milestones and access dates, as soon as they are available.

Issues

A proposal for the Rowlett dates for access, testing, and completion for SCS/OCC has been prepared and submitted to the design-build contractor for concurrence.

DART would like to reduce the scope of certain submittals, deliverables, and activities based on progress on Phase IIA and changes made to date. One open item that needs to be finalized before moving forward is to decide if the PA/VMB control units are needed for Phase IIB. Based on the technological approach to PA/VMB for the Green Line, DART may be able to use the control units purchased under Phase IIA, with minor modifications.

Systems – Fare Collection Equipment

**LRT Buildout
Phase IIB**

**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.

Status

The options have not been exercised for Phase IIB at this time. Staff is preparing the change to exercise the options for Irving and Rowlett and will include cost reductions as appropriate. Discussions have begun with the contractor regarding possible cost reductions.

Issues

Issues with overhead rates need to be resolved.

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	<p>All required units were delivered to DART on October 14, 2008, and are being stored until required by the design-builder.</p> <p>Blue Line (Rowlett Corridor) contractor has not yet notified DART of revised schedule for delivery. PECs are available for pick-up at any time.</p> <p>All units for I-1/I-2 line sections have been delivered to the Orange Line contractor.</p>
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	All vehicles have been conditionally accepted. Last vehicle was accepted on July 1, 2011. Field modifications are being implemented.
Issues	None

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 are being prepared and design packages are being reviewed for certifiable elements. Construction certification for all line sections will be completed during integrated testing. Fire/Life Safety Committee meetings continue and coordination with Buildout member cities is ongoing. Updates to the Safety and Security Management Plan (SSMP) and the Safety and Security Certification Plan (SSCP) have been prepared.

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

Monthly coordination meetings with Operations (including Transportation, Maintenance, Technical Services, and Safety) address operational issues in contract documents/plans and incorporate contract special provisions for track allocation. A hiring plan for the Transportation and Maintenance departments has been submitted as part of the Operations and Maintenance Cost Model. An updated Operations and Maintenance Plan has been submitted for Phase IIB, which incorporates this O&M Cost Model.

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

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	<p>This project modifies Starter System and Buildout Phase I LRT (Red and Blue lines) station platforms to accommodate the level boarding mode of operation.</p> <p>Removal of existing special use platforms (SUPs) is executed under separate contracts. Contract 1 includes removal of temporary SUPs at Victory Station; four stations located in Line Section SE-1; and four stations located in CBD. Contract 2 includes removal of existing SUPs on the Red and Blue Line stations.</p>
Status	<p><u>Level Boarding Modifications</u> All stations are complete. Contract closeout is on hold until concern over warning strips is resolved. (See Issues.)</p> <p><u>SUP Removal</u> NTP was issued to Phillips-May and MART. Demolition began in July 2011. Out of 30 stations, 22 stations are substantially complete.</p>
Issues	<p>There is concern over the quality of the warning strips used for the level boarding modification contract on the Red and Blue lines. On November 28, 2011, the contractor is scheduled to start replacement of all warning strips at all mini-humps in 28 stations plus all three LRT platform warning strips at Union Station.</p>


Facilities - Six-Month Look Ahead

LRT Buildout Phase IIB

LRT Buildout Phase IIB Six Month Look Ahead

9/30/11

Project	2011			2012		
	October	November	December	January	February	March
I-1	Design / Build Continues					
	Ready for I-1 Fare Equip.	Prep Multi-use Agreement	Las Colinas Urban Center Sta Cmpl			
	Del/Inst PECs Univ. of Dallas	Dallas ROW Complete	Univ of Dallas Sta. Cmpl	Approve 6(f) Permit		
	C-3 Contractor Access - Starts	DART Irving Conv. Center Sta Cmpl	DART PAVMB Station Controller Delivery (UD)			
I-2	Design / Build Continues					
	Ready for Delivery - Flight TPSS	DFW Finalize Compensation Agreement	Ready for Delivery - Echo TPSS			
		Del/Inst. PECs North Lake College Sta	DART PAVMB Controller Delivery (BL)	C-3 Access - CIG481 Central Test		
			North Lake College Station - Cmpl.			
			FAA Deed of Release Received			
I-3	Env. Assess Continues					
	FONSI					
	Procurement Continues			Begin Design / Build		
		Compl DFW Sta 100% Design		D-B NTP Exec. TxDOT CROE	NTP - DFW Sta. Constr	
		D-B Selection	Compl Planning of FAA Facilities			
R-1	Design / Build Continues					
		DART Board Apprvs Multi-use Agreement Hwy 66 & 78		Rowlett Station - Cmpl.		
		Struct. Constr. complete	Ready for Ticket Vending Mach.			
		Close Varibus Parcels Easements				
Rowlett Sta. E. Parking	Station Design Cont. / Procurement Continues					
		SMR Complete	Design Cmpl	Bids Due	Issue IFB	NTP - Paving
		Rowlett Sta. Prkg East 100%				
TPSS	Manufacturing Continues					
	Set -I-2 TPSS#5	Set ROW TPSS #10	Set I-2 TPSS #6			
FARE	Procurement Continues / Begin Manufacturing					
	DART Board Approval	NTP - Exercise Options				
PEC	All Irving 1 & 2/ Rowlett PECs Received. Awaiting Irving 3 PECs					
SCS/OCC	Manufacturing Continues					
	Design Complete				Deliver Equipment	
23 New SLRVs	Conditional Acceptance on 48 th Vehicle completed on 07/01/11					
Level Boarding Mods Outlying Stations	Warranty Replacement of Broken Warning Strips Continues					
Removal of High Blocks	Permanent High Block Removal					
		Lot #1 & 2 - Permanent High Block Removal Cmpl				

 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 2011)
			(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	\$39,355,356	\$328,012	\$39,683,368	\$0	\$39,355,356	\$328,012	0	66%	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	\$1,053,744	\$431,218,654	\$16,153,256	6%	81%	Design-Build
Rowlett	Rowlett DB C-1014614-02	Austin Road & Bridge Rowlett	\$193,019,007	\$7,514,000	\$200,533,007	\$3,269,116	\$196,288,123	\$4,244,884	44%	61%	Design-Build
Track Material Procurement CWR	Irving Rail Procurement C-1014938-02	L.B. Foster Irving 1, 2 & 3	\$8,920,527	\$89,205	\$9,009,732	\$22,133	\$8,942,660	\$67,073	25%	100%	
	Rowlett Rail Procurement C-1014938-01	Progress Rail Services Rowlett	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
Systems	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$17,096,095	\$170,961	\$17,267,056	\$0	\$17,096,095	\$170,961	0%	75%	
Systems	Fare II Pending	GFI Genfare Systems, Inc.	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Systems	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$5,264,885	\$421,191	\$5,686,076	\$0	\$5,264,885	\$421,191	0%	4%	
Vehicle	SLRV Procurement (23) C-1013706-01	Kinkisharyo International	\$126,730,327	\$2,843,881	\$129,574,208	-\$38,680	\$126,691,647	\$2,882,561	-1%	93%	
Level Boarding Outlying Stations	Level Boarding Outlying Sta. C-1016053-01	Phillips May Corporation	\$4,043,333	\$471,476	\$4,514,809	\$374,415	\$4,417,748	\$97,061	79%	86%	
Level Boarding Mini SUP Removal Lot 1	Level Boarding Outlying Sta. C-1019090-01	Phillips May Corporation	\$278,584	\$25,073	\$303,657	\$0	\$278,584	\$25,073	0%	0%	
Level Boarding Mini SUP Removal Lot 2	Level Boarding Outlying Sta. C-1019090-02	Mart Inc.	\$261,390	\$23,525	\$284,915	\$0	\$261,390	\$23,525	0%	0%	
TOTALS:			\$828,528,714	\$29,128,267	\$857,656,981	\$4,680,727	\$833,209,441	\$24,447,540			

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.

LRT Buildout

Phase III



Dallas Central Business District (CBD) D2 Alignment

LRT Buildout Phase III

Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

Description

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

Status

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

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

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

Issues

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

Commuter Rail

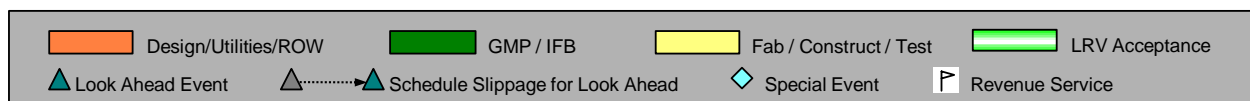
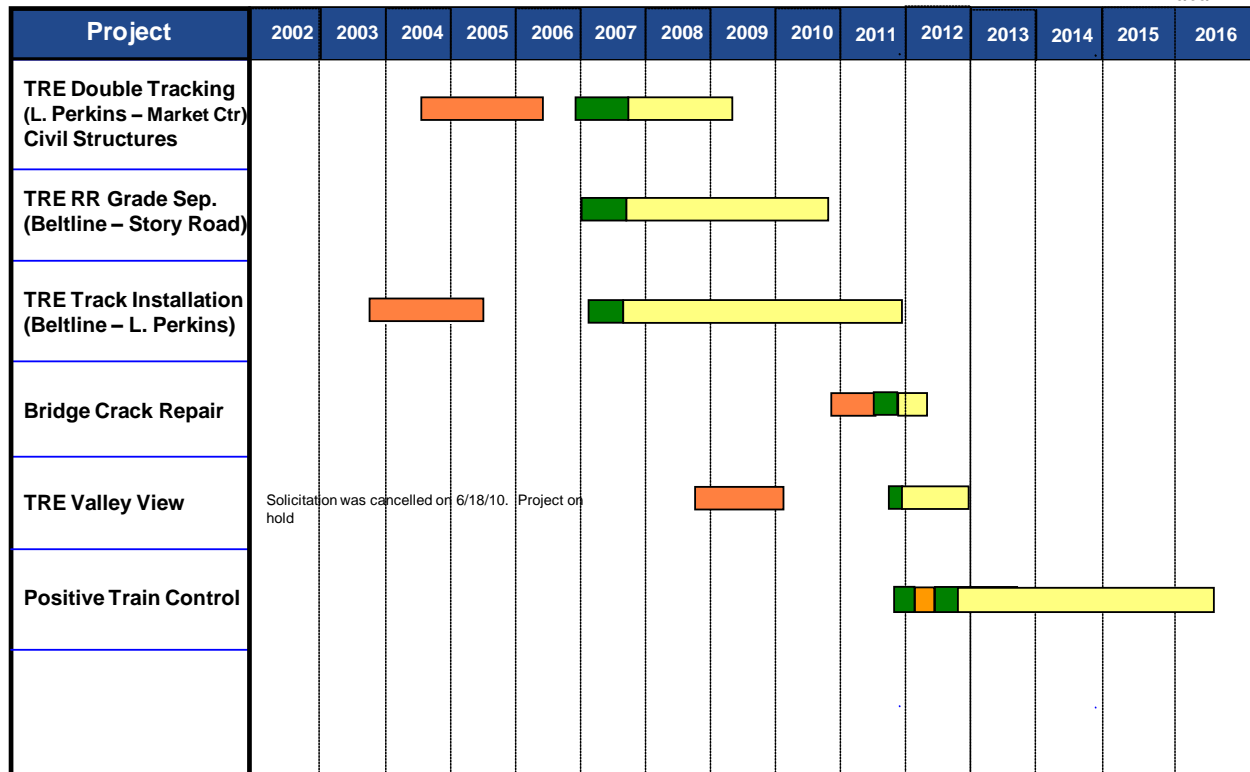


Summary Working Schedule

Commuter Rail

Commuter Rail Summary Working Schedule

9/30/11



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	\$ 69.4	\$ 67.3
Lisa-Perkins Double Tracking	6.4	6.5	6.5
Valley View ⁽³⁾	14.4	3.0	2.9

1) Expended to date values reflect activity through 08/31/11, as reported on DART's General Ledger.

2) Control Budget and Current Commitment reflect activity through 09/30/11.

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 is pending bridge repair. (See Issues.) A contractor to repair the cracking and complete the work removed from the original construction contract is on board. NTP has been issued. Work has commenced with the installation of material on the haunch.

Issues

Cracking is visible on certain portions of the bridge, creating efflorescence on the surface. Both the designer and construction contractor have been notified of the nonconformance.

Responsibility for cost of repair of cracking needs to be resolved.

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	Remaining work continues for the Belt Line Road project only.
Issues	Contract has been extended due to resolution of bridge cracking and efflorescence concerns.

Valley View to West Irving Double Tracking

Commuter
Rail

Board Strategic Priority

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

Description

This proposed double tracking project is located in the City of Irving. The project involves construction of approximately 1.5 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station. The project also includes a new bridge structure over Bear Creek and conversion of the existing #20 turnout to a #20 crossover.

Status

The solicitation for this project is being deferred indefinitely. A parallel effort to modify agreements with other parties using the corridor continues. However, those agreements must be resolved prior to the start of the project. The current procurement was cancelled on June 18, 2010.

Issues

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

**Board Strategic
Priority**

II: Manage System Development & Maintain Infrastructure

Description

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

Status

Staff is working with outside legal counsel to evaluate available 220 MHz spectrum required for PTC. Requests for Quotation (RFQs) have been issued, received, and summarized. However, TRE is not acting at this time on the proposals received because the FCC released a Public Notice soliciting comments on spectrum needs for PTC in May 2011. At this time, TRE is waiting to see if the FCC provides some remedy for those subject to PTC and if the date for PTC implementation is extended.

Meetings have been held between DART, TRE, and BNSF discussing the possibility of purchasing services and materials from BNSF to complete the TRE PTC project. A letter was sent requesting BNSF's consideration in partnering with TRE. TRE is awaiting a response from BNSF.

On September 26, 2011, the TRE Advisory Committee was updated on the PTC status. Included in the update was the BNSF partnering opportunities; as well as a matrix that defines the existing Scope of Work (SOW) for professional services, which would be modified to account for the BNSF participation; and a design-build approach for moving forward with the PTC. A spectrum update was also presented.

Issues

The 220 MHz radios are not yet tested nor being manufactured. Interoperability Train Control (ITC) has not completed all interoperability standards. There is a limited vendor community. The 220 MHz spectrum will have a long lead time. There is potential for budget shortfall.









Six-Month Look Ahead

**Commuter
Rail**

Commuter Rail Six Month Look Ahead

9/30/11

Project	2011			2012		
	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)	Installation Continues					
			▲ Herzog Contract Complete			
Bridge Crack Repairs	Repairs Continue					
		▲ Complete Bridge Crack Repairs – Main 1		Begin Bridge Crack Repairs – Main 2	▲	
TRE Valley View	Solicitation was cancelled on 6/18/10. Project on Hold					
	Rail Manufacturing/Delivery Completed 3/31/10					
Positive Train Control	Begin PTC Consultant Procurement					
	▲ NTP for PTC Consultant/Designer					

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

Change Control Summary

Commuter Rail

Commuter Rail - Change Control Summary

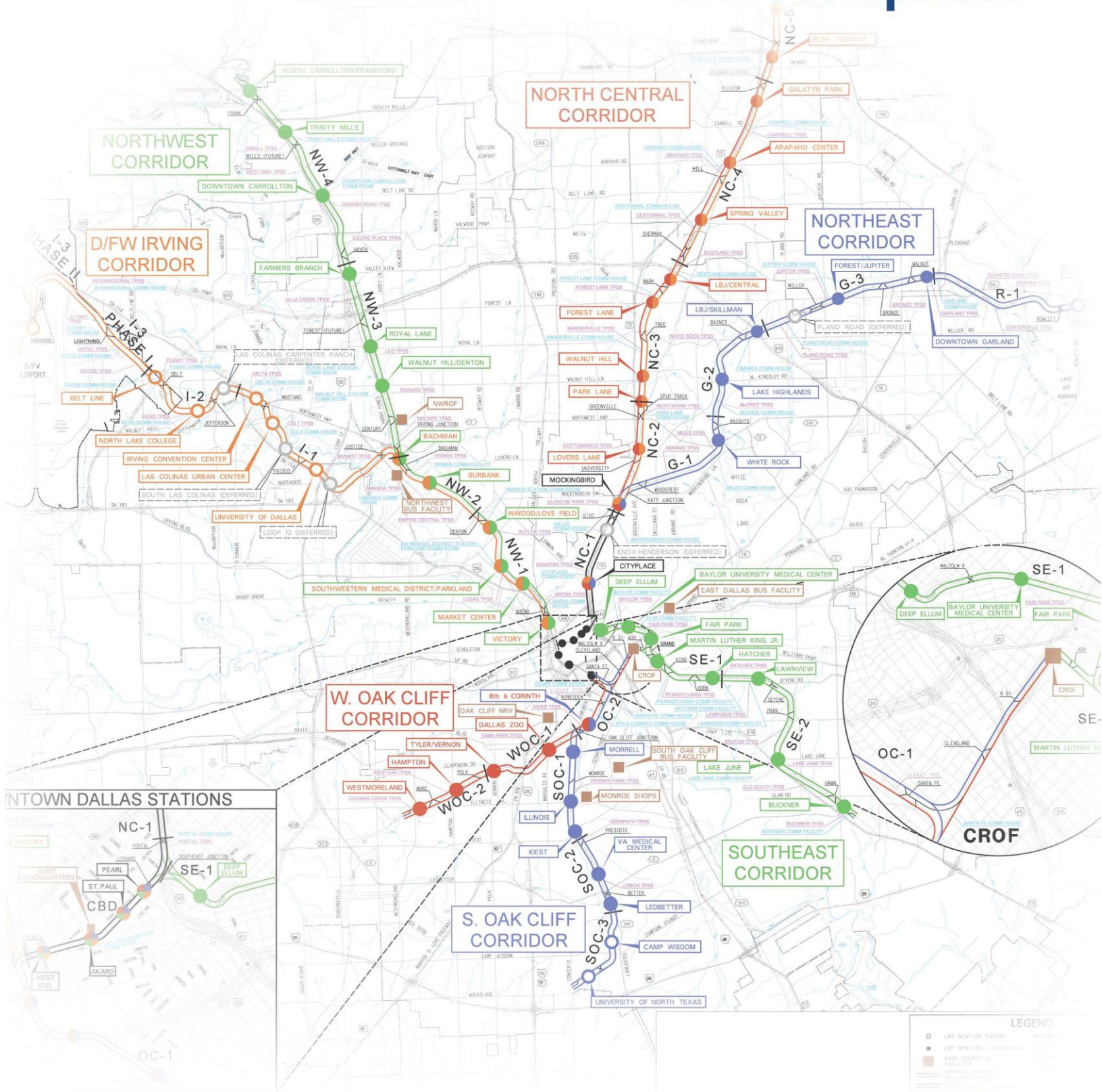
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2011)
			(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%	99%	
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%	88%	
TRE	TRE Valley View Bridge & Double Tracking Construction Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TRE	TRE Valley View Bridge & Double Tracking Track Material C-1016855-01	Progress Rail Services	\$1,261,356	\$37,841	\$1,299,197	-\$46,032	\$1,215,324	\$83,873	-122%	100%	
TOTALS:			\$58,671,948	\$4,155,718	\$62,827,666	\$3,449,950	\$62,121,898	\$705,768			

Legend: % Contingency >= 70%

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

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

Additional Capital Development

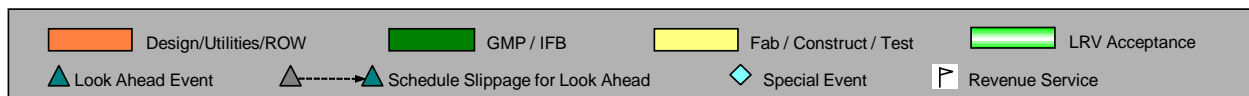
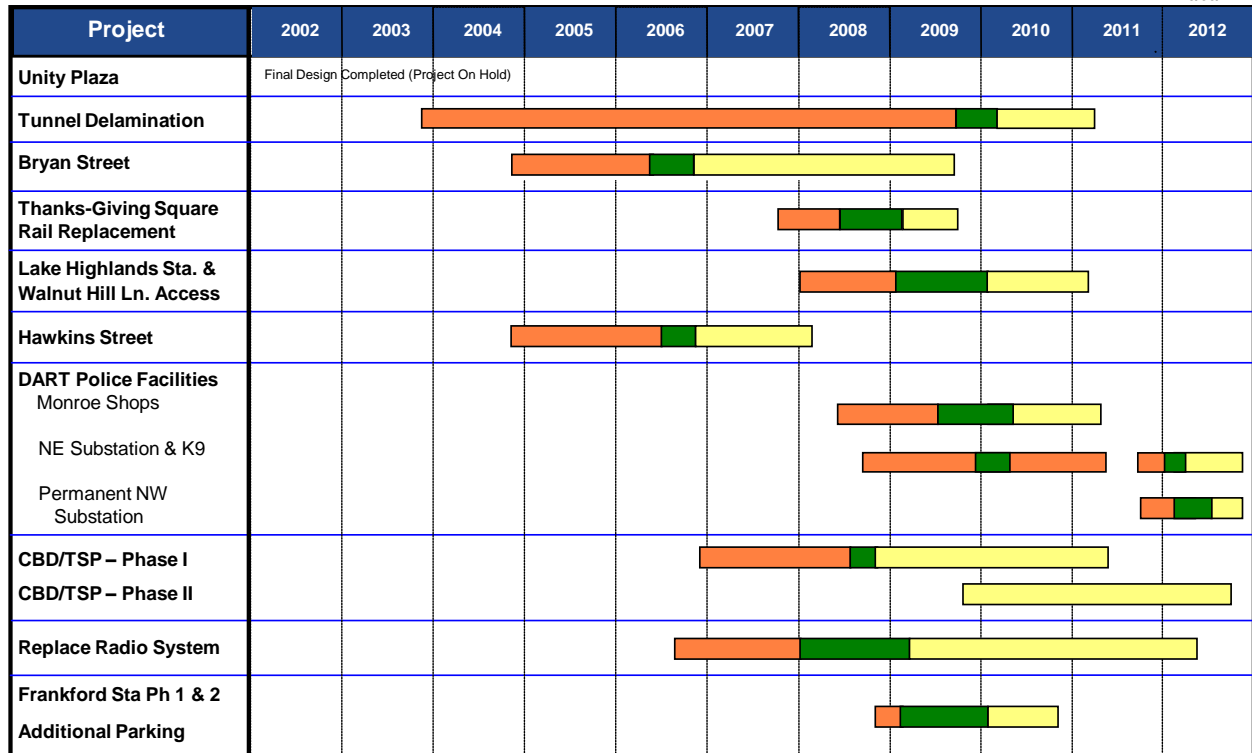


Summary Working Schedule

Additional Capital Development

Additional Capital Development Summary Working Schedule

9/30/11



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
Tunnel Delamination	4.2	3.5	3.5
Bryan Street ⁽²⁾	30.8	28.1	23.2
Hawkins Street	23.2	23.8	22.0
Thanks-Giving Square Rail Replacement	2.0	1.7	1.7
Lake Highlands Station ⁽⁴⁾	13.4	10.5	12.8
DART Police Facilities	35.0	25.2	23.9
Monroe Shops – Pre-Development	2.3	2.3	2.3
Frankford Road Additional Parking	7.1	5.6	5.5

1) Expended to Date values reflect activity through 08/31/11, 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 09/30/11.

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

**Board Strategic
Priority**

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

Description

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

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

Status

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

Since then, Cityplace Company proposed an alteration plan for the Cityplace Station West Entrance Building 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.

Construction began in 2011. The MATA turntable is under construction, and modifications to DART Cityplace West portal structure were reviewed and approved by DART. The Cityplace West Portal is open and available for public use. Contractor will return at end of October for two to three additional weeks to complete remaining items. All construction of these public elements is being funded by City of Dallas Cityplace Tax Increment Funding (TIF) funds.

Issues

Public access to DART West Portal and Cityplace Station will be available during the State Fair of Texas.

North Central Tunnel Delamination Repair & Monitoring

Additional Capital
Development

Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

Description

This project is delamination repair and monitoring in the North Central tunnel and consists of delamination repair, long-term monitoring program, and repair of a crack in the cast-in-place liner in the northern end of the northbound tunnel.

The delamination repair consists of two methods: the Surface Drainage System, draining water from immediately behind the tunnel liner, and the Penetration Drainage System, draining the deeper water pockets before seepage occurs at the tunnel liner.

The long-term, embedded monitoring program involves monitoring water pressure, effects of delamination repair, rock layer arrangement, and liner deformation due to piston effect and temperature changes.

Status

Contract is closed.

Long-term monitoring and maintenance plan has been submitted.

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

Contract closeout is progressing.

Issues

Resolution of negotiated agreement with CM/GC-I contractor is in process for final costs, potential savings pool, and resolution of all outstanding issues.

Lake Highlands Station

**Additional Capital
Development**

**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

Punch list work is nearing completion. Contract closeout continues.

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 is being constructed in three parts.</p> <p><u>Contract 1 – Demolition and Major Structures</u> The contract closeout process is pending electronic as-built drawings.</p> <p><u>Contract 2 – General Construction (Phillips May)</u> Contract closeout continues.</p> <p><u>Contract 3 – Finish-Out (Journeyman)</u> Contract closeout continues.</p> <p><u>Leadership in Energy and Environmental Design (LEED) Certification Update</u> - Original documentation was submitted to the U.S. Green Building Council (USGBC). USGBC requested additional information on eight items with a potential value of 10 points. Submittal to USGBC is scheduled for no later than October 7, 2011. Decision is pending.</p> <p><u>Commissioner Court Modification</u> Design coordination reviews and plan reviews were held in September 2011. Design documents are scheduled to be submitted on October 4, 2011.</p> <p><u>Northeast Police Substation and K-9 Facility</u> The RFP for a smaller, less expensive facility was cancelled. Design of a smaller and lower cost per square foot facility will begin in Fall 2011.</p> <p><u>Northwest Police Substation</u> Alternative locations are being evaluated including an area in the Walnut Hill/Denton warehouse.</p>
Issues	<p><u>Monroe Shops</u> Various warranty issues and requests from end users are being addressed by the contractor.</p>

Frankford Station Additional Parking

Additional Capital Development

Board Strategic Priority	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
Description	<p>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.</p> <p>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. However, it was only required 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.</p>
Status	Construction contract is closed. Landscape maintenance continues until November 25, 2011.
Issues	Parking lot light levels are less than desired. The contractor has installed what was designed. Task order preparation for the On Call Construction contract is ongoing to increase light levels to meet DART criteria.

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 IT/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.

Uninterruptible Power Supply (UPS) has been installed, tested, and delivered.

COD Concept of Operation (COOP) for the advanced traffic signal controller for the CBD LRT corridor area is in final review by City of Dallas (90% complete). DART received a revised schedule for the implementation of the advanced traffic signal controller system. The COD released in August 2011 a draft of the Local Controller Software

CBD/ Traffic Signal Priority (TSP) System

**Additional Capital
Development**

Status (Continued) Specifications. The document is very detailed on the software actions of the intersection controller. ITS reviewed the document as it relates to bus and rail movement. DART ITS and DART Operations sent comments on the traffic signal controller to COD.

Issues Countdown timer reliability issue was experienced in the CBD area and, as a result, the ITS team is investigating the problem.

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; 5) allowing for the integration of DART Paratransit Services communications needs onto a DART-owned system upon expiration of the current contract; and 6) providing systems that meet expanded service requirements for all modes through 2022 based upon expected service life of these new systems.

Status

OpenSky two-way radio and CAD/AVL apparatus were installed on a pilot fleet of twelve (12) buses, which have been operating on various revenue routes. The buses utilized new dispatch positions previously installed in the CROF S&I Bus Dispatch Center. The TransitMaster CAD/AVL system and OpenSky digital radios have been working successfully. The pilot test has been considered a success and installations in the general revenue bus fleet will start the first week of October 2011.

All Non-Review Vehicle (NRV) (175) and DART Police (DPOL) Vehicle (121) installations are substantially complete.

Ninety (90) SLRV installations have been completed (180 radio installations) and are in revenue service.

Advanced TransitMaster system administrator training was completed in August 2011.

The 700MHz radio system installation is complete. Radio coverage tests indicate excellent 700MHz coverage throughout the DART service area.

Installation Work Plans (IWPs) for equipment installation and numerous DART facilities have been submitted and approved. A final revision to tunnel equipment installation is the last outstanding major IWP.

Issues

The contractor has resolved the power issue for new light rail tunnel bidirectional amplifiers (BDAs) and a final backup power solution has been presented for evaluation. Installation work in the tunnel has been coordinated with DART Maintenance. It is anticipated that replacement of the light rail tunnel BDAs will start early November 2011.

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).

A notice of intent to conduct the PE/EIS was published in the July 8, 2010, Federal Register. An interagency Scoping Meeting was held at DART Headquarters on July 28, 2010. A Public Scoping Meeting was held in Addison on July 29, 2010. Scoping Comment Period closed on August 30, 2010. The DART Planning Committee was briefed on January 25, 2011, February 22, 2011, and April 26, 2011. The 5% design was submitted in May 2011. An independent Value Engineering and Risk Assessment was conducted for the project in the month of July 2011. A community Area Focus Group (AFG) meeting was held on July 19, 2011. A public meeting was held on August 8, 2011.

Issues NCTCOG is leading an Innovative Financing Initiative (IFI) to identify funding for the project. The FTA has indicated that they will not issue a record of decision for the project until funding is well defined.

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

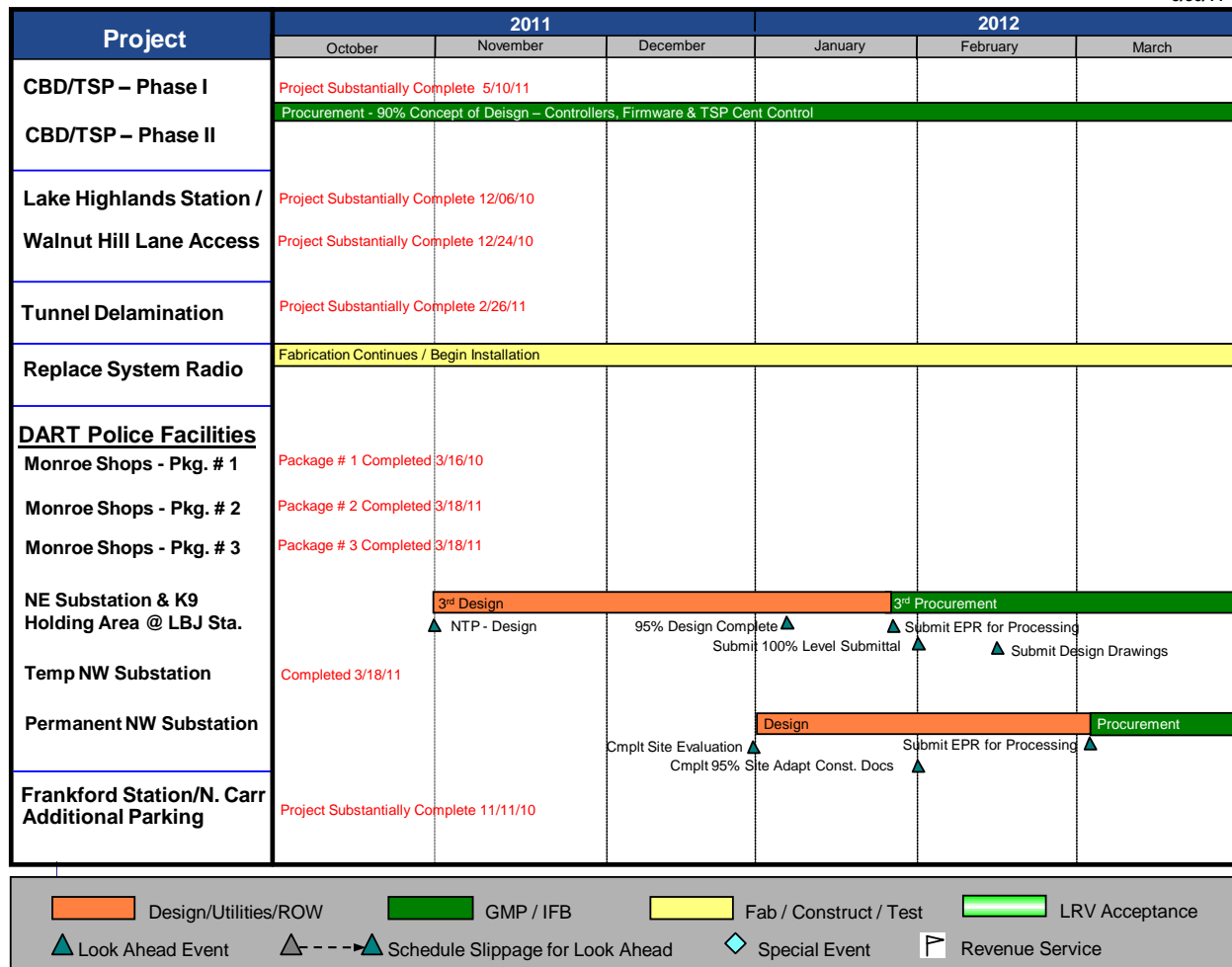
North Dallas residents and a Dallas Councilperson have expressed concern about the alignment through North Dallas and the number of stations.

Six-Month Look Ahead

Additional Capital Development

Additional Capital Development Six Month Look Ahead

9/30/11



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 2011)
			(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	\$1,311,604	\$37,205,100	\$512,146	72%	99%	Note a
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progress Rail	\$2,761,480	\$110,460	\$2,871,940	-\$78,359	\$2,683,121	\$188,819	-71%	100%	
CCTV Equipment - Fixed	CCTV C-1016547-02	Calence, LLC	\$3,441,691	\$345,640	\$3,795,788	\$199,306	\$3,640,996	\$146,334	58%	43%	
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$489,092	\$4,286,425	\$4,561	99%	100%	
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$956,866	\$14,031,199	\$742,797	56%	98%	
DART Police Facilities Package 3	C-1018394-01	Journeyman	\$1,264,950	\$101,196	\$1,366,146	\$66,342	\$1,331,292	\$34,854	66%	84%	
DART Police Facilities FF&E Procurement	Procurement/Commodities C-1018842-01	BKM Total Office Texas BR-100138	\$603,608	\$0	\$603,608	\$0	\$603,608	\$0	0%	100%	
DART Police Facilities FF&E Procurement	Procurement/Commodities C-1018842-02	BKM Total Office Texas	\$38,524	\$0	\$38,524	\$0	\$38,524	\$0	0%	100%	
DART Police Facilities NE Facility	NE Facility Construction Pending	KCI/3i LLC	\$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	\$93,944	\$7,020,236	\$460,159	17%	99%	
Walnut Hill Lane Access to Lake Highlands	Construction C-1018841-01	CPS Civil LLC	\$382,050	\$38,205	\$420,255	-\$2,582	\$379,468	\$40,787	-7%	99%	
Frankford Sta Add'l 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%	
TOTALS:			\$76,276,323	\$5,815,656	\$82,100,436	\$3,326,867	\$79,603,190	\$2,488,789			

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.




DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

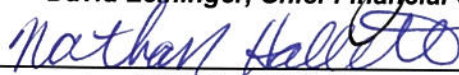
As Of

September 30, 2011

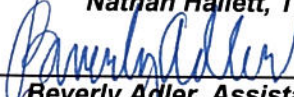
***Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act***



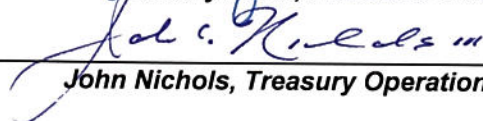
David Leininger, Chief Financial Officer



Nathan Hallett, Treasurer



Beverly Adler, Assistant Treasurer



John Nichols, Treasury Operations Manager

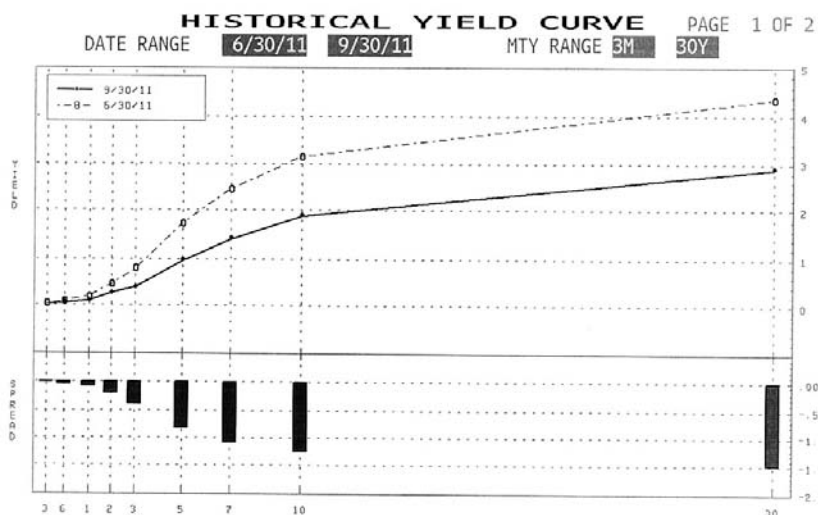
*Prepared by Treasury Reporting
October 31, 2011*

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Prepared by Treasury Reporting

**Rate Tracker**

Short-Term	↓ 4 bp
Intermediate	↓ 62 bp
Long-Term	↓ 135 bp

Portfolio Performance

Aggregate Yield	↓ 0.12% at 0.43%
Benchmark	↓ 0.01% at 0.12%

DART Commercial Paper

Change During Quarter	\$0 M
Current Outstanding	\$150 M
Last Rate Change	↓ 0.05 %
Average Rate	0.25 %
Avg. Issue Days to Mat.	96

Market Overview

The 4th quarter was marked by volatility and uneasiness across all markets as debt concerns in both Europe and the U.S. dominated the period and saw the DJIA down over 1200 points by quarter's end. In response to the unsettled economic environment, the Fed announced that interest rates would stay near 0.0% until at least mid 2013.

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

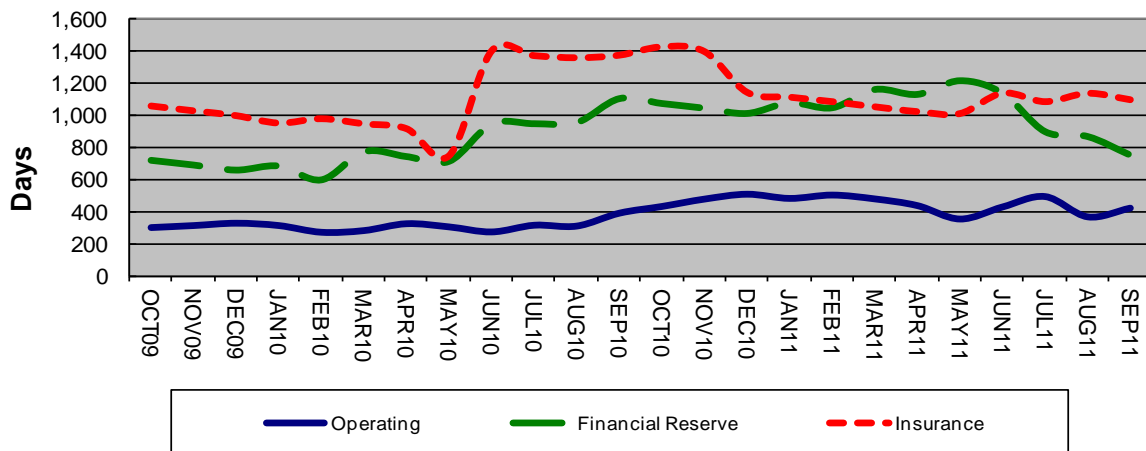
Investment Strategies

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

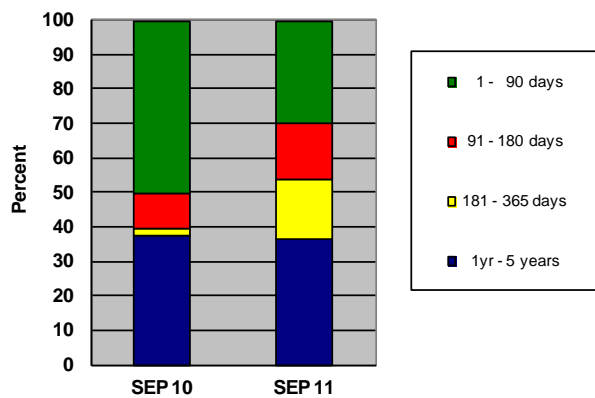
DART Commercial Paper & Bond Programs

\$824.6 million of bonds issued in Oct., 2010: \$95.2 Tax Exempt Refunding, and \$729.4 Build America Bonds (BABS).

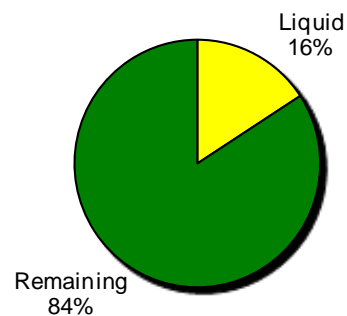
Investment Portfolios		(Ending Amortized Values)					
Portfolio	Agencies	BA's & CD's	CP	MMF's	Fund Totals	%	Compliance
General Operating	\$ 457,532,406	\$ 28,039,946	\$ 189,894,320	\$ 92,907,273	\$ 768,373,944	62%	Yes
Financial Reserve	\$ 22,996,911	\$ -	\$ -	\$ 97,130	\$ 23,094,041	2%	Yes
Insurance	\$ 13,729,697	\$ -	\$ -	\$ -	\$ 13,729,697	1%	Yes
Debt Service	\$ 65,262,371	\$ -	\$ -	\$ 112,571	\$ 65,374,943	5%	Yes
Bond Fund	\$ 133,710,322	\$ 34,003,522	\$ 164,757,614	\$ 21,491,350	\$ 353,962,807	29%	Yes
	\$ 693,231,707	\$ 62,043,467	\$ 354,651,934	\$ 114,608,324	\$ 1,224,535,432	99%	
State Funds	\$ -	\$ -	\$ -	\$ 10,409,950	\$ 10,409,950	1%	N/A
Street Car	\$ -	\$ -	\$ -	\$ 1,511,091	\$ 1,511,091	0%	N/A
TOTALS	\$ 693,231,707	\$ 62,043,467	\$ 354,651,934	\$ 126,529,364	\$ 1,236,456,472	100%	



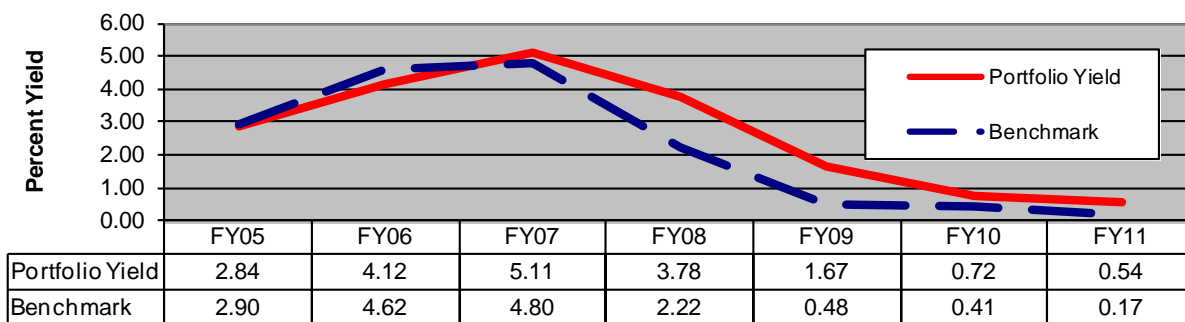
Distribution by Maturity Sector



Operating Fund



Historical Portfolio Performance



Security Transactions - Purchases by Fund

4th Qtr FY11

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Call Date	Yield to Call	Ending Unamor Val/Cost	Invest Number
OPERATING FUND								
8/29/2011	06422TXH1	Bankers Acceptance (n/a) 0.00 10/17/11	\$ 13,000,000	10/17/11	---	0.2849	\$ 12,995,046	11-0236
8/18/2011	06422TXX6	Bankers Acceptance (n/a) 0.00 10/31/11	\$ 10,000,000	10/31/11	---	0.2865	\$ 9,994,244	11-0220
8/31/2011	7443M3Z80	Prudential CP 0.00 12/08/11	\$ 15,000,000	12/08/11	---	0.2536	\$ 14,989,688	11-0238
8/29/2011	90262DZV0	UBS CP 0.00 12/29/11	\$ 10,000,000	12/29/11	---	0.3045	\$ 9,989,833	11-0235
8/16/2011	17307RA61	Citigroup CP 0.00 01/06/12	\$ 15,000,000	01/06/12	---	0.4062	\$ 14,976,167	11-0218
8/9/2011	00084BAD6	ABN AMRO CP 0.00 01/13/12	\$ 10,000,000	01/13/12	---	0.3757	\$ 9,983,864	11-0214
8/8/2011	7443M2BA3	Prudential CP 0.00 02/10/12	\$ 15,000,000	02/10/12	---	0.6510	\$ 14,950,400	11-0210
8/10/2011	90262CBA4	UBS Funding CP 0.00 02/10/12	\$ 10,000,000	02/10/12	---	0.3657	\$ 9,981,600	11-0216
8/8/2011	00084BBH6	ABN AMRO CP 0.00 02/17/12	\$ 10,000,000	02/17/12	---	0.4166	\$ 9,978,019	11-0211
9/2/2011	7443M2C20	Prudential CP 0.00 03/02/12	\$ 15,000,000	03/02/12	---	0.6612	\$ 14,950,708	11-0240
8/10/2011	17307RDD3	Citigroup CP 0.00 04/13/12	\$ 10,000,000	04/13/12	---	0.4472	\$ 9,969,811	11-0215
8/15/2011	17307RDL5	Citigroup CP 0.00 04/20/12	\$ 10,000,000	04/20/12	---	0.4472	\$ 9,969,567	11-0217
8/9/2011	0027A0E23	Abbey National CP 0.00 05/02/12	\$ 15,000,000	05/02/12	---	0.7842	\$ 14,914,338	11-0213
7/28/2011	313374SU5	FHLB Callable (qtrly-5) 0.35 08/10/12	\$ 5,000,000	08/10/12	10/28/11	0.3500	\$ 5,000,000	11-0202
8/22/2011	31331KVN7	FFCB Callable (any>11/21/11-5) 0.27 C	\$ 10,000,000	08/22/12	11/22/11	0.2700	\$ 10,000,000	11-0222
8/22/2011	31331KVN7	FFCB Callable (any>11/21/11-5) 0.27 C	\$ 10,000,000	08/22/12	11/22/11	0.2700	\$ 10,000,000	11-0224
9/1/2011	313375DC8	FHLB Callable (qtrly-5) 0.35 09/12/12	\$ 10,000,000	09/12/12	12/01/11	0.3500	\$ 10,000,000	11-0239
9/12/2011	313375GU5	FHLB Callable (monthly-5) 0.425 09/21/12	\$ 10,000,000	09/21/12	10/12/11	0.4250	\$ 10,000,000	11-0249
9/28/2011	313375MR5	FHLB Callable (qtrly-5) 0.30 09/28/12	\$ 10,000,000	09/28/12	12/28/11	0.3000	\$ 10,000,000	11-0256
8/25/2011	31331KWN6	FFCB Callable (any>11/24/11-5) 0.35 C	\$ 10,000,000	02/25/13	11/25/11	0.4101	\$ 9,998,500	11-0231
9/12/2011	31331KXX3	FFCB Callable (any>12/7/11-5) 0.35 03/08/13	\$ 11,375,000	03/08/13	12/08/11	0.4547	\$ 11,372,156	11-0246
9/13/2011	3134G2B92	FHLMC Callable (qtrly-5) 0.50 03/13/13	\$ 10,000,000	03/13/13	12/13/11	0.5000	\$ 10,000,000	11-0250
7/18/2011	31331KRG7	FFCB Callable (any>10/17/11-5) 0.48 C	\$ 5,000,000	04/18/13	10/18/11	0.4800	\$ 5,000,000	11-0198
8/24/2011	31331KTZ3	FFCB Callable (any>11/09/11-5) 0.40 C	\$ 8,000,000	05/10/13	11/10/11	0.4000	\$ 8,000,000	11-0228
8/25/2011	31331KTZ3	FFCB Callable (any>11/09/11-5) 0.40 C	\$ 10,000,000	05/10/13	11/10/11	0.4000	\$ 10,000,000	11-0230
7/5/2011	31331KQK9	FFCB Callable (any>7/4/12-5) 0.57 07/05/13	\$ 5,000,000	07/05/13	07/05/12	0.5700	\$ 5,000,000	11-0188
7/5/2011	3134G2NL2	FHLMC Callable (qtrly-5) 0.65 07/05/13	\$ 5,000,000	07/05/13	01/05/12	0.6500	\$ 5,000,000	11-0189
7/5/2011	313374F21	FHLB Callable (monthly-5) 0.70 07/05/13	\$ 10,000,000	07/05/13	10/05/11	0.7000	\$ 10,000,000	11-0190
7/25/2011	313374FN3	FHLB Callable (qtrly-5) 0.75 07/25/13	\$ 5,000,000	07/25/13	10/25/11	0.7500	\$ 5,000,000	11-0200
8/1/2011	313374TW0	FHLB Callable (monthly-5) 0.70 08/01/13	\$ 5,000,000	08/01/13	11/01/11	0.7000	\$ 5,000,000	11-0203
8/22/2011	31331KUV0	FFCB Callable (any>11/21/11-5) 0.43 C	\$ 10,000,000	08/22/13	11/22/11	0.4300	\$ 10,000,000	11-0225
8/22/2011	3134G2WU2	FHLMC Callable (qtrly-5) 0.60 08/22/13	\$ 10,000,000	08/22/13	02/22/12	0.6000	\$ 10,000,000	11-0226
9/6/2011	3134G2YK2	FHLMC Callable (9/6/12-5) 0.45 09/06/13	\$ 10,000,000	09/06/13	09/06/12	0.4500	\$ 10,000,000	11-0241
8/18/2011	31331KUW8	FFCB Callable (any>11/17/11-5) 0.50 11/18/13	\$ 10,000,000	11/18/13	11/18/11	0.5000	\$ 10,000,000	11-0219
9/12/2011	313375EJ2	FHLB Callable (any>12/11/11-5) 0.55 12/12/13	\$ 10,000,000	12/12/13	12/12/11	0.5500	\$ 10,000,000	11-0247
9/16/2011	31331KYF1	FFCB Callable (any>12/15/11-5) 0.51 12/16/13	\$ 10,000,000	12/16/13	12/16/11	0.5100	\$ 10,000,000	11-0252
7/13/2011	3134G2NM0	FHLMC Step Callable (qtrly-5) 0.55 01/13/14	\$ 5,000,000	01/13/14	10/13/11	0.5500	\$ 5,000,000	11-0196
8/25/2011	3134G2VR0	FHLMC Step Callable (qtrly-5) 0.50 02/25/14	\$ 5,000,000	02/25/14	11/25/11	0.5000	\$ 5,000,000	11-0232
8/25/2011	3134G2VR0	FHLMC Step Callable (qtrly-5) 0.50 02/25/14	\$ 10,000,000	02/25/14	11/25/11	0.4199	\$ 10,002,000	11-0233
9/6/2011	31331KXL9	FFCB Callable (any>12/5/11-5) 0.61 03/06/14	\$ 10,000,000	03/06/14	12/06/11	0.6100	\$ 10,000,000	11-0242
9/7/2011	313375E29	FHLB Callable (any>12/6/11-5) 0.625 03/07/14	\$ 10,000,000	03/07/14	12/07/11	0.6250	\$ 10,000,000	11-0243
8/23/2011	31331KVQ0	FFCB Callable (any>11/22/11-5) 0.69 05/23/14	\$ 10,000,000	05/23/14	11/23/11	0.6900	\$ 10,000,000	11-0227
7/7/2011	31331KQR4	FFCB Callable (any>10/6/11-5) 1.10 07/07/14	\$ 5,000,000	07/07/14	10/07/11	1.1000	\$ 5,000,000	11-0191
7/28/2011	3134G2SU7	FHLMC Step Callable (qtrly-5) 0.75 07/28/14	\$ 5,000,000	07/28/14	10/28/11	0.7500	\$ 5,000,000	11-0201
8/22/2011	313375CH8	FHLB Callable (qtrly-5) 0.65 08/22/14	\$ 5,000,000	08/22/14	08/22/12	0.7003	\$ 4,997,500	11-0223
8/25/2011	31331KVP2	FFCB Callable (any>11/24/11-5) 0.75 C	\$ 10,000,000	08/25/14	11/25/11	0.7500	\$ 10,000,000	11-0229
8/25/2011	31331KVP2	FFCB Callable (any>11/24/11-5) 0.75 C	\$ 10,000,000	08/25/14	11/25/11	0.7500	\$ 10,000,000	11-0234
9/9/2011	3136FRX99	FNMA Step Callable (qtrly-10) 0.50 09/09/14	\$ 10,000,000	09/09/14	03/09/12	0.5000	\$ 10,000,000	11-0244
9/9/2011	3136FRS53	FNMA Step Callable (qtrly-10) 0.50 09/09/14	\$ 10,000,000	09/09/14	03/09/12	0.5000	\$ 10,000,000	11-0245
9/12/2011	3134G2ZT2	FHLMC Step Callable (qtrly-5) 0.50 09/12/14	\$ 10,000,000	09/12/14	12/12/11	0.5000	\$ 10,000,000	11-0248
TOTAL \$ 472,375,000							0.4939 \$ 472,013,441	
PLUS: Accrued Interest Purchased:							\$ 3,353	
							\$ 472,016,794	

Security Transactions - Purchases by Fund

4th Qtr FY11

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

7/25/2011	3134G2SE3	FHLMC Step Callable (qtrly-5) 0.50 07/	\$ 2,000,000	07/25/14	10/25/11	0.5000	\$ 2,000,000	11-0199
8/22/2011	313375CH8	FHLB Callable (qtrly-5) 0.65 08/22/14	\$ 3,000,000	08/22/14	08/22/12	0.6500	\$ 3,000,000	11-0221
8/29/2011	3135G0CN1	FNMA Callable (8/28/12-10) 0.65 08/28/14	\$ 1,330,000	08/28/14	08/28/12	0.6752	\$ 1,329,668	11-0237
9/30/2011	3136FTBT5	FNMA Callable (qtrly-10) 0.75 10/01/14	\$ 1,500,000	10/01/14	10/01/12	0.7500	\$ 1,500,000	11-0257
TOTAL			\$ 7,830,000			0.5866	\$ 7,829,668	
PLUS: Accrued Interest Purchased:							\$ -	
							\$ 7,829,668	

FINANCIAL RESERVE FUND

9/27/2011	3136FR5W9	FNMA Step Callable (qtrly-10) 0.375 06/	\$ 5,500,000	06/27/14	03/27/12	0.3750	\$ 5,500,000	11-0255
9/30/2011	3135G0CP6	FNMA Callable (qtrly-10) 0.60 03/06/14	\$ 3,500,000	03/06/14	03/06/12	0.6000	\$ 3,500,000	11-0258
TOTAL			\$ 9,000,000			0.4600	\$ 9,000,000	
PLUS: Accrued Interest Purchased:							\$ 1,400	
							\$ 9,001,400	

DEBT SERVICE FUND

9/14/2011	313396PV9	FHLMC Discount (n/a) 0.00 11/28/11	\$ 7,002,000	11/28/11	---	0.0253	\$ 7,001,635	11-0259
9/14/2011	313396PV9	FHLMC Discount (n/a) 0.00 11/28/11	\$ 58,263,000	11/28/11	---	0.0253	\$ 58,259,965	11-0260
TOTAL			\$ 65,265,000			0.0253	\$ 65,261,601	
PLUS: Accrued Interest Purchased:							\$ -	
							\$ 65,261,601	

BOND FUND

7/11/2011	06422TWD1	Bankers Acceptance (n/a) 0.00 09/13/1	\$ 6,849,000	09/13/11	---	0.1943	\$ 6,846,687	11-0193
9/15/2011	06422TXQ1	Bankers Acceptance (n/a) 0.00 10/24/	\$ 6,375,000	10/24/11	---	0.2442	\$ 6,373,343	11-0251
9/19/2011	06422TZD8	Bankers Acceptance (n/a) 0.00 12/13/1	\$ 6,149,000	12/13/11	---	0.3563	\$ 6,143,919	11-0253
9/19/2011	06422TZP1	Bankers Acceptance (n/a) 0.00 12/23/1	\$ 4,000,000	12/23/11	---	0.3563	\$ 3,996,306	11-0254
7/11/2011	06422ZW6	Bankers Acceptance (n/a) 0.00 12/30/1	\$ 7,000,000	12/30/11	---	0.3055	\$ 6,989,967	11-0194
7/13/2011	06422RA64	Bankers Acceptance (n/a) 0.00 01/06/1	\$ 2,500,000	01/06/12	---	0.3071	\$ 2,496,313	11-0195
8/9/2011	00084BAD6	ABN AMRO CP 0.00 01/13/12	\$ 10,000,000	01/13/12	---	0.3757	\$ 9,983,864	11-0212
7/14/2011	00084BAH7	ABN Amro CP 0.00 01/17/12	\$ 10,000,000	01/17/12	---	0.3351	\$ 9,982,858	11-0197
8/5/2011	17307RAW4	Citigroup Funding CP 0.00 01/30/12	\$ 10,000,000	01/30/12	---	0.3148	\$ 9,984,672	11-0208
8/1/2011	00084BB11	ABN Amro CP 0.00 02/01/12	\$ 15,000,000	02/01/12	---	0.3758	\$ 14,971,633	11-0204
8/5/2011	0027A0B18	Abbey National CP 0.00 02/01/12	\$ 10,000,000	02/01/12	---	0.6204	\$ 9,969,500	11-0207
8/4/2011	00084BBT0	ABN Amro CP 0.00 02/27/12	\$ 15,000,000	02/27/12	---	0.4064	\$ 14,965,500	11-0205
8/8/2011	0027A0C58	Abbey National CP 0.00 03/05/12	\$ 15,000,000	03/05/12	---	0.6919	\$ 14,940,500	11-0209
8/4/2011	0027A0DT5	Abbey National CP 0.00 04/27/12	\$ 15,000,000	04/27/12	---	0.7842	\$ 14,914,338	11-0206
7/11/2011	313374JL5	FHLB Callable (monthly-5) 0.35 07/24/	\$ 5,000,000	07/24/12	08/11/11	0.3500	\$ 5,000,000	11-0192
TOTAL			\$ 137,873,000			0.4473	\$ 137,559,398	
PLUS: Accrued Interest Purchased:							\$ -	
							\$ 137,559,398	

GRAND TOTAL \$ 692,343,000 0.4752 \$ 691,668,860

Security Transactions - Maturities & Calls

4th Qtr FY11

Sale Date	Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
OPERATING FUND							
7/5/2011	MAT	07/05/11 Bankers Acceptance (n/a) 0.00 07/05	\$ 10,000,000	0.3828	0.3828	\$ 9,984,061	11-0080-01
7/8/2011	MAT	07/08/11 Bankers Acceptance (n/a) 0.00 07/08/	\$ 7,980,000	0.4131	0.4131	\$ 7,964,550	11-0074-01
7/14/2011	MAT	07/14/11 ABN Amro CP 0.00 07/14/11	\$ 10,000,000	0.2130	0.2130	\$ 9,994,750	11-0110-01
7/15/2011	MAT	07/15/11 UBS CP 0.00 07/15/11	\$ 10,000,000	0.5084	0.5084	\$ 9,962,500	11-0017-01
7/15/2011	MAT	07/15/11 UBS CP 0.00 07/15/11	\$ 10,000,000	0.5084	0.5084	\$ 9,962,639	11-0019-01
8/17/2011	MAT	08/17/11 Bankers Acceptance 0.00 08/17/11	\$ 6,502,000	0.2113	0.2113	\$ 6,498,738	11-0141-01
8/22/2011	MAT	08/22/11 Bankers Acceptance (n/a) 0.00 08/22/	\$ 4,470,572	0.2718	0.2718	\$ 4,466,649	11-0114-01
7/25/2011	PSL	08/25/11 FFCB (n/a) 3.875 08/25/11	\$ 4,500,000	0.8461	0.8461	\$ 4,739,580	10-0006-01
8/25/2011	MAT	08/25/11 FFCB (n/a) 3.875 08/25/11	\$ 5,500,000	0.8461	0.8461	\$ 5,792,820	10-0006-02
8/29/2011	MAT	08/29/11 Bankers Acceptance (n/a) 0.00 08/29/	\$ 10,000,000	0.3849	0.3849	\$ 9,983,744	11-0098-01
9/9/2011	MAT	09/09/11 Reckitt Ben CP 0.00 09/09/11	\$ 10,000,000	0.4879	0.4879	\$ 9,969,067	11-0075-01
9/19/2011	MAT	09/19/11 Bankers Acceptance (n/a) 0.00 09/19/	\$ 8,262,000	0.4121	0.4121	\$ 8,246,210	11-0104-01
9/28/2011	MAT	09/28/11 FHLMC (n/a) 0.52 09/28/11	\$ 5,000,000	0.5200	0.5200	\$ 5,000,000	11-0097-01
7/25/2011	FSL	10/11/11 Citigroup CP 0.00 10/11/11	\$ 10,000,000	0.3046	0.3046	\$ 9,984,833	11-0107-01
7/25/2011	FSL	11/04/11 Citigroup CP 0.00 11/04/11	\$ 10,000,000	0.3148	0.3148	\$ 9,983,725	11-0116-01
7/25/2011	FSL	11/23/11 FNMA (n/a) 1.00 11/23/11	\$ 5,000,000	0.8714	0.8714	\$ 5,012,700	10-0013-01
7/25/2011	FSL	12/02/11 Citigroup CP 0.00 12/02/11	\$ 10,000,000	0.3437	0.3437	\$ 9,980,072	11-0121-01
7/25/2011	FSL	01/12/12 FFCB (n/a) 1.10 01/12/12	\$ 10,000,000	1.0103	1.0103	\$ 10,017,700	10-0053-01
7/25/2011	FSL	08/10/12 FFCB (n/a) 0.625 08/10/12	\$ 8,000,000	0.5402	0.5402	\$ 8,009,200	11-0099-01
9/7/2011	CAL	09/07/12 FNMA Callable (9/7/11-10) 0.65 09/07/	\$ 5,000,000	0.6500	0.6500	\$ 5,000,000	10-0147-01
9/7/2011	CAL	09/07/12 FNMA Callable (9/7/11-10) 0.65 09/07/	\$ 5,000,000	0.6500	0.6500	\$ 5,000,000	10-0148-01
7/25/2011	FSL	09/21/12 FNMA Callable (9/21/11-10) 0.70 09/2	\$ 5,000,000	0.7000	0.7000	\$ 5,000,000	10-0159-01
7/25/2011	FSL	09/24/12 FNMA (n/a) 0.625 09/24/12	\$ 5,000,000	0.7002	0.7002	\$ 4,992,300	10-0144-01
7/25/2011	FSL	09/28/12 FFCB Callable (any>9/27/11-7) 0.65 0	\$ 5,000,000	0.6500	0.6500	\$ 5,000,000	10-0176-01
7/25/2011	FSL	10/15/12 FNMA Callable (sem 10/15/11-10) 0.65	\$ 5,000,000	0.6500	0.6500	\$ 5,000,000	11-0014-01
9/6/2011	CAL	10/26/12 FFCB Callable (anytime-7) 0.49 10/26/	\$ 10,000,000	0.7000	0.7000	\$ 9,965,200	11-0087-01
7/29/2011	CAL	10/29/12 FHLB Callable (qtrly-5) 0.54 10/29/12	\$ 10,000,000	0.5400	0.5400	\$ 10,000,000	11-0115-01
7/25/2011	FSL	11/01/12 FNMA Callable (11/1/11-10) 0.55 11/0	\$ 10,000,000	0.5500	0.5500	\$ 10,000,000	11-0037-01
8/23/2011	CAL	11/23/12 FHLMC Callable (qtrly-5) 0.75 11/23/1:	\$ 10,000,000	0.7681	0.7921	\$ 9,996,875	11-0085-01
7/20/2011	PCL	12/20/12 FHLB Callable (monthly-5) 0.50 12/20/	\$ 2,500,000	0.5000	0.5000	\$ 2,500,000	11-0164-01
8/20/2011	CAL	12/20/12 FHLB Callable (monthly-5) 0.50 12/20/	\$ 2,500,000	0.5000	0.5000	\$ 2,500,000	11-0164-02
8/28/2011	CAL	12/28/12 FHLB Callable (monthly-5) 0.50 12/28/	\$ 10,000,000	0.5000	0.5000	\$ 10,000,000	11-0174-01
7/25/2011	FSL	01/07/13 FHLMC Callable (qtrly-5) 0.69 01/07/1:	\$ 5,000,000	0.6900	0.6900	\$ 5,000,000	11-0105-01
7/18/2011	CAL	01/18/13 FNMA Step Callable (qtrly-10) 0.625 0	\$ 5,050,000	0.8751	0.6673	\$ 5,050,000	11-0077-01
7/28/2011	CAL	01/28/13 FNMA Callable (qtrly-10) 1.00 01/28/1:	\$ 2,100,000	0.9340	0.8118	\$ 2,102,625	11-0089-01
7/25/2011	FSL	03/08/13 FNMA Callable (9/8/11-10) 0.84 03/08/	\$ 5,000,000	0.8400	0.8400	\$ 5,000,000	10-0149-01
8/20/2011	CAL	03/20/13 FHLB Callable (monthly-5) 0.55 03/20/	\$ 5,000,000	0.5500	0.5500	\$ 5,000,000	11-0165-01
7/5/2011	CAL	04/05/13 FNMA Callable (7/5/11-10) 1.00 04/05/	\$ 5,000,000	1.0000	1.0000	\$ 5,000,000	11-0072-01
7/19/2011	CAL	04/19/13 FHLMC Step Callable (qtrly-5) 0.50 04	\$ 5,000,000	1.0213	0.5624	\$ 5,000,000	11-0018-01
9/8/2011	CAL	05/01/13 FFCB Callable (anytime-5) 0.64 05/01/	\$ 5,000,000	0.6400	0.6400	\$ 5,000,000	11-0146-01
8/24/2011	CAL	05/24/13 FHLMC Callable (8/24/11-5) 1.00 05/2	\$ 10,000,000	1.0000	1.0000	\$ 10,000,000	11-0101-01
9/7/2011	CAL	06/07/13 FHLMC Callable (qtrly-5) 0.78 06/07/1:	\$ 5,000,000	0.7800	0.7800	\$ 5,000,000	11-0150-01
7/25/2011	PSL	08/16/13 FHLMC Step Callable (qtrly-5) 0.75 08	\$ 5,000,000	1.3775	1.1021	\$ 4,990,000	11-0084-01
8/16/2011	CAL	08/16/13 FHLMC Step Callable (qtrly-5) 0.75 08	\$ 2,750,000	1.3775	1.1021	\$ 2,744,500	11-0084-02
8/21/2011	CAL	08/21/13 FHLB Callable (monthly-5) 0.75 08/21/	\$ 10,000,000	0.7500	0.7500	\$ 10,000,000	11-0168-01
9/27/2011	CAL	09/27/13 FHLMC Callable (monthly-5) 0.80 09/2	\$ 10,000,000	0.8000	0.8000	\$ 10,000,000	11-0171-01
7/7/2011	CAL	10/07/13 FHLB Step Callable (qtrly-5) 0.75 10/0	\$ 4,000,000	1.2857	0.7500	\$ 4,000,000	11-0003-01
7/25/2011	CAL	10/25/13 FHLB Step Callable (qtrly-5) 0.75 10/2	\$ 7,450,000	1.0601	0.7500	\$ 7,450,000	11-0025-01
7/25/2011	FSL	11/15/13 FNMA Callable (11/15/11-10) 0.90 11/	\$ 5,000,000	0.9000	0.9000	\$ 5,000,000	11-0055-01
7/25/2011	FSL	11/22/13 FNMA Step Callable (11/22/11-10 0.75	\$ 5,000,000	0.7500	0.7500	\$ 5,000,000	11-0058-01
7/25/2011	FSL	12/16/13 FFCB Callable (any>12/15/11-5) 1.35	\$ 2,500,000	1.3500	1.3500	\$ 2,500,000	11-0063-01
7/25/2011	FSL	12/16/13 FHLB Callable (qtrly-5) 1.00 12/16/13	\$ 5,000,000	1.0000	1.0000	\$ 5,000,000	11-0159-01

Security Transactions - Maturities & Calls

4th Qtr FY11

Sale Date		Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
9/23/2011	CAL	12/23/13	FFCB Callable (any>9/22/11-5) 0.85 1: \$	5,000,000	0.8500	0.8500	\$ 5,000,000	11-0179-01
7/25/2011	FSL	12/30/13	FHLB (n/a) 1.00 12/30/13 \$	5,000,000	1.0000	1.0000	\$ 5,000,000	10-0181-01
8/18/2011	CAL	02/18/14	FHLMC Step Callable (qtrly-5) 0.50 02 \$	10,000,000	1.3003	0.6248	\$ 10,000,000	11-0056-01
9/7/2011	CAL	03/07/14	FFCB Callable (anytime-5) 1.00 03/07/ \$	5,000,000	1.0000	1.0000	\$ 5,000,000	11-0149-01
9/7/2011	CAL	03/07/14	FFCB Callable (anytime-5) 1.00 03/07/ \$	5,000,000	1.0000	1.0000	\$ 5,000,000	11-0162-01
7/25/2011	FSL	03/13/14	FHLB Callable (any>9/12/11-5) 1.15 0: \$	5,000,000	1.1500	1.1500	\$ 5,000,000	11-0154-01
8/24/2011	CAL	04/21/14	FFCB Callable (anytime-7) 0.98 04/21/ \$	10,000,000	0.9800	0.9800	\$ 10,000,000	11-0020-01
9/13/2011	CAL	06/13/14	FHLB Step Callable (qtrly-5) 1.00 06/1 \$	5,000,000	1.2479	1.0000	\$ 5,000,000	11-0155-01
9/30/2011	CAL	06/30/14	FHLMC Step Callable (qtrly-5) 0.50 06 \$	5,000,000	1.4817	0.5625	\$ 5,000,000	11-0186-01
8/19/2011	CAL	03/02/15	FHLB Callable (anytime-5) 1.45 03/02/ \$	4,800,000	1.4526	1.4526	\$ 4,799,520	11-0145-02
TOTAL \$				408,864,572	0.7492	0.6870	\$ 409,144,559	
INSURANCE FUND								
8/19/2011	CAL	10/28/13	FHLB Callable (anytime-5) 0.75 10/28/ \$	3,000,000	0.7500	0.7500	\$ 3,000,000	11-0031-01
9/30/2011	CAL	12/30/14	FHLB Step Callable (qtrly-5) 1.00 12/3 \$	1,500,000	1.7486	1.0002	\$ 1,500,000	10-0178-02
8/26/2011	CAL	02/26/14	FHLMC Step Callable (qtrly-5) 0.50 02 \$	1,330,000	1.7392	0.6249	\$ 1,330,000	11-0143-01
TOTAL \$				5,830,000	1.3365	0.8192	\$ 5,830,000	
BOND FUND								
9/13/2011	MAT	09/13/11	Bankers Acceptance (n/a) 0.00 09/13/ \$	6,849,000	0.1943	0.1943	\$ 6,846,687	11-0193-01
7/1/2011	MAT	07/01/11	Abbey National CP 0.00 07/01/11 \$	30,000,000	0.7331	0.7331	\$ 29,839,800	11-0005-01
7/8/2011	MAT	07/08/11	Abbey National CP 0.00 07/08/11 \$	30,000,000	0.7126	0.7126	\$ 29,843,083	11-0010-01
7/11/2011	MAT	07/11/11	Prudential CP 0.00 07/11/11 \$	30,000,000	0.7740	0.7740	\$ 29,828,367	11-0012-01
7/13/2011	MAT	07/13/11	Dexia CP 0.00 07/13/11 \$	10,000,000	0.4524	0.4524	\$ 9,990,589	11-0113-01
8/4/2011	MAT	08/04/11	Prudential CP 0.00 08/04/11 \$	10,000,000	0.2029	0.2029	\$ 9,994,889	11-0119-01
7/19/2011	CAL	07/26/12	FFCB Callable (anytime-7) 0.42 07/26/ \$	20,900,000	0.4200	0.4200	\$ 20,900,000	11-0028-01
7/26/2011	CAL	08/03/12	FFCB Callable (anytime-5) 0.43 08/03/ \$	25,000,000	0.4300	0.4300	\$ 25,000,000	11-0042-01
9/6/2011	CAL	10/26/12	FFCB Callable (anytime-7) 0.49 10/26/ \$	15,000,000	0.6874	0.6874	\$ 14,951,400	11-0090-01
8/15/2011	CAL	01/28/13	FHLB Callable (anytime-5) 0.55 01/28/ \$	20,000,000	0.5500	0.5500	\$ 20,000,000	11-0032-01
8/23/2011	CAL	08/01/13	FHLB Callable (anytime-5) 0.75 08/01/ \$	15,000,000	0.7500	0.7500	\$ 15,000,000	11-0036-01
9/14/2011	CAL	12/14/12	FHLMC Callable (qtrly-5) 0.80 12/14/1: \$	15,000,000	0.8000	0.8000	\$ 15,000,000	11-0093-01
7/29/2011	CAL	04/29/13	FHLMC Step Callable (qtrly-5) 0.375 0 \$	15,000,000	0.8227	0.4374	\$ 15,000,000	11-0034-01
7/29/2011	CAL	04/29/13	FNMA Callable (qtrly-10) 0.675 04/29/ \$	15,000,000	0.6750	0.6750	\$ 15,000,000	11-0035-01
9/27/2011	CAL	09/27/12	FNMA Callable (9/27/11-10) 0.80 09/2 \$	9,000,000	0.8061	0.8061	\$ 8,999,100	11-0082-01
TOTAL \$				266,749,000	0.6312	0.6104	\$ 266,193,914	
FINANCIAL RESERVE FUND								
9/30/2011	CAL	09/30/15	FHLMC Step Callable (qtrly-5) 1.00 09 \$	3,500,000	2.2820	1.1605	\$ 3,497,375	10-0179-01
9/23/2011	CAL	06/23/14	FHLMC Step Callable (qtrly-5) 0.50 06 \$	5,450,000	1.3767	0.5000	\$ 5,450,000	11-0170-01
TOTAL \$				8,950,000	1.7300	0.7500	\$ 8,947,375	
GRAND TOTAL \$				690,393,572	0.7511	0.6676	\$ 690,115,848	

Current Portfolio - Total

4th Qtr FY11

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
Citigroup CP 0.00 10/03/ 17307SX31	\$	10,000,000	0.000	10/03/11	0.2232	---	0.2232	\$ 9,999,878	\$ 9,999,100	06/02/11	11-0147
Prudential CP 0.00 10/1/ 7443M3XB5	\$	10,000,000	0.000	10/11/11	0.3046	---	0.3046	\$ 9,999,167	\$ 9,999,000	05/11/11	11-0127
Bankers Acceptance (n/a) 06422TXH6	\$	10,000,000	0.000	10/13/11	0.3766	---	0.3766	\$ 9,998,744	\$ 9,997,800	08/18/11	11-0220
Bankers Acceptance (n/a) 06422TXH1	\$	13,000,000	0.000	10/17/11	0.2849	---	0.2849	\$ 12,998,349	\$ 12,998,570	08/29/11	11-0236
Bankers Acceptance (n/a) 06422TXQ1	\$	6,375,000	0.000	10/24/11	0.2442	---	0.2442	\$ 6,374,023	\$ 6,373,916	09/15/11	11-0251
Bankers Acceptance (n/a) 06422TXQ1	\$	5,044,000	0.000	10/24/11	0.3565	---	0.3565	\$ 5,042,853	\$ 5,043,143	04/26/11	11-0112
Societe Generale CP 0.0 83365SY80	\$	10,000,000	0.000	11/08/11	0.3555	---	0.3555	\$ 9,996,306	\$ 9,994,000	05/12/11	11-0128
Bank of America CP 0.0 06422TYE7	\$	10,197,000	0.000	11/14/11	0.2741	---	0.2741	\$ 10,193,635	\$ 10,195,980	05/17/11	11-0133
Reckitt Benske CP 0.00 7562E1YE8	\$	10,000,000	0.000	11/14/11	0.3046	---	0.3046	\$ 9,996,333	\$ 9,994,000	05/20/11	11-0136
Prudential CP 0.00 11/ 7443M3YG3	\$	10,000,000	0.000	11/16/11	0.3555	---	0.3555	\$ 9,995,528	\$ 9,994,000	05/16/11	11-0132
Reckitt Benske CP 0.0 7562E1YP3	\$	10,000,000	0.000	11/23/11	0.3046	---	0.3046	\$ 9,995,583	\$ 9,993,000	05/24/11	11-0142
FHLMC Disc Note (n/a) 0.0 313396PV9	\$	7,002,000	0.000	11/28/11	0.0253	---	0.0253	\$ 7,001,718	\$ 6,931,231	09/14/11	11-0259
FHLMC Disc Note (n/a) 0.0 313396PV9	\$	58,263,000	0.000	11/28/11	0.0253	---	0.0253	\$ 58,260,653	\$ 57,674,136	09/14/11	11-0260
Prudential CP 0.00 12/08 7443M3Z80	\$	15,000,000	0.000	12/08/11	0.2536	---	0.2536	\$ 14,992,917	\$ 14,986,500	08/31/11	11-0238
Bankers Acceptance 0.00 06422TZ97	\$	8,000,000	0.000	12/09/11	0.3055	---	0.3055	\$ 7,995,386	\$ 7,994,000	06/20/11	11-0166
Reckitt Benckiser CP 0.0 7562E1Z98	\$	5,000,000	0.000	12/09/11	0.3860	---	0.3860	\$ 4,996,358	\$ 4,997,000	05/09/11	11-0124
Reckitt Benske CP 0.00 7562E1ZC1	\$	10,000,000	0.000	12/12/11	0.3046	---	0.3046	\$ 9,994,000	\$ 9,990,000	05/18/11	11-0134
Bankers Acceptance (n/a) 06422TZD8	\$	6,149,000	0.000	12/13/11	0.3563	---	0.3563	\$ 6,144,644	\$ 6,144,142	09/19/11	11-0253
Abbey National CP 0.00 0027A1ZG7	\$	5,000,000	0.000	12/16/11	0.8661	---	0.8661	\$ 4,991,028	\$ 4,998,000	03/25/11	11-0095
Bankers Acceptance (n/a) 06422TZP1	\$	4,000,000	0.000	12/23/11	0.3563	---	0.3563	\$ 3,996,777	\$ 3,996,400	09/19/11	11-0254
UBS CP 0.00 12/29/11 90262DZV0	\$	10,000,000	0.000	12/29/11	0.3045	---	0.3045	\$ 9,992,583	\$ 9,985,000	08/29/11	11-0235
Bankers Acceptance (n/a) 06422TZW6	\$	7,000,000	0.000	12/30/11	0.3055	---	0.3055	\$ 6,994,716	\$ 6,993,140	07/11/11	11-0194
Bankers Acceptance (n/a) 06422RA64	\$	2,500,000	0.000	01/06/12	0.3071	---	0.3071	\$ 2,497,975	\$ 2,497,075	07/13/11	11-0195
Citigroup CP 0.00 01/ 17307RA61	\$	10,000,000	0.000	01/06/12	0.3250	---	0.3250	\$ 9,991,378	\$ 9,986,900	05/16/11	11-0130
Citigroup CP 0.00 01/ 17307RA61	\$	15,000,000	0.000	01/06/12	0.4062	---	0.4062	\$ 14,983,833	\$ 14,980,350	08/16/11	11-0218
ABN AMRO CP 0.00 0 00084BAD6	\$	10,000,000	0.000	01/13/12	0.3757	---	0.3757	\$ 9,989,311	\$ 9,985,000	08/09/11	11-0212
ABN AMRO CP 0.00 0 00084BAD6	\$	10,000,000	0.000	01/13/12	0.3757	---	0.3757	\$ 9,989,311	\$ 9,985,000	08/09/11	11-0214
FHLB (n/a) 0.14 01/17/12 313374C24	\$	10,000,000	0.140	01/17/12	0.1536	---	0.1536	\$ 9,999,600	\$ 9,997,700	06/15/11	11-0158
ABN Amro CP 0.00 01/1 00084BAH7	\$	10,000,000	0.000	01/17/12	0.3351	---	0.3351	\$ 9,990,100	\$ 9,985,000	07/14/11	11-0197
Citigroup Funding CP 0 17307RAW4	\$	10,000,000	0.000	01/30/12	0.3148	---	0.3148	\$ 9,989,581	\$ 9,978,000	08/05/11	11-0208
ABN Amro CP 0.00 02/ 00084BB11	\$	15,000,000	0.000	02/01/12	0.3758	---	0.3758	\$ 14,981,038	\$ 14,979,000	08/01/11	11-0204
Abbey National CP 0.00 0027A0B18	\$	10,000,000	0.000	02/01/12	0.6204	---	0.6204	\$ 9,979,158	\$ 9,985,000	08/05/11	11-0207
UBS Funding CP 0.00 90262CBA4	\$	10,000,000	0.000	02/10/12	0.3657	---	0.3657	\$ 9,986,800	\$ 9,982,125	08/10/11	11-0216
Reckitt Benske CP 0.00 7562E0BA3	\$	5,000,000	0.000	02/10/12	0.4167	---	0.4167	\$ 4,992,483	\$ 4,990,000	05/16/11	11-0129
Prudential CP 0.00 02/ 7443M2BA3	\$	15,000,000	0.000	02/10/12	0.6510	---	0.6510	\$ 14,964,800	\$ 14,983,500	08/08/11	11-0210
UBS CP 0.00 02/13/12 90262CBD8	\$	10,000,000	0.000	02/13/12	0.3047	---	0.3047	\$ 9,988,750	\$ 9,975,000	05/19/11	11-0135
FNMA (n/a) 3.625 02/14/12 3136F84J1	\$	1,000,000	3.625	02/14/12	3.6250	---	3.6250	\$ 1,000,000	\$ 1,011,230	02/14/08	08-0066
ABN AMRO CP 0.00 0 00084BBH6	\$	10,000,000	0.000	02/17/12	0.4166	---	0.4166	\$ 9,984,169	\$ 9,978,000	08/08/11	11-0211
ABN Amro CP 0.00 02/2 00084BBT0	\$	15,000,000	0.000	02/27/12	0.4064	---	0.4064	\$ 14,975,167	\$ 14,964,000	08/04/11	11-0205
Citigroup CP 0.00 03/0 17307RC10	\$	5,000,000	0.000	03/01/12	0.3556	---	0.3556	\$ 4,992,611	\$ 4,985,500	06/21/11	11-0169
Prudential CP 0.00 03/ 7443M2C20	\$	15,000,000	0.000	03/02/12	0.6612	---	0.6612	\$ 14,958,563	\$ 14,980,350	09/02/11	11-0240
Abbey National CP 0.0 0027A0C58	\$	15,000,000	0.000	03/05/12	0.6919	---	0.6919	\$ 14,955,800	\$ 14,971,500	08/08/11	11-0209
Citigroup CP 0.00 04 17307RDD3	\$	10,000,000	0.000	04/13/12	0.4472	---	0.4472	\$ 9,976,167	\$ 9,956,000	08/10/11	11-0215
FNMA (n/a) 1.875 04/20/12 31398AWK4	\$	10,000,000	1.875	04/20/12	0.2031	---	0.2031	\$ 10,092,286	\$ 10,093,400	06/08/11	11-0151
Citigroup CP 0.00 04 17307RDL5	\$	10,000,000	0.000	04/20/12	0.4472	---	0.4472	\$ 9,975,311	\$ 9,953,000	08/15/11	11-0217
FFCB (n/a) 2.25 04/24/12 31331GNQ8	\$	4,685,000	2.250	04/24/12	0.4143	---	0.4143	\$ 4,733,318	\$ 4,739,159	02/09/11	11-0081
Abbey National CP 0.00 0027A0DT5	\$	15,000,000	0.000	04/27/12	0.7842	---	0.7842	\$ 14,932,946	\$ 14,953,500	08/04/11	11-0206
Abbey National CP 0.0 0027A0E23	\$	15,000,000	0.000	05/02/12	0.7842	---	0.7842	\$ 14,931,342	\$ 14,950,500	08/09/11	11-0213
FFCB (n/a) 0.21 05/16/12 31331KKT6	\$	5,000,000	0.210	05/16/12	0.2100	---	0.2100	\$ 5,000,000	\$ 4,998,800	05/16/11	11-0131
FHLB (n/a) 1.125 05/18/12 31333XPV3	\$	5,000,000	1.125	05/18/12	0.2170	---	0.2170	\$ 5,028,579	\$ 5,029,000	05/09/11	11-0123

Current Portfolio - Total

4th Qtr FY11

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FHLB (n/a) 1.125 05/18/12 3133XXPV3	\$	5,000,000	1.125	05/18/12	0.2235	---	0.2235	\$ 5,028,375	\$ 5,029,000	05/10/11	11-0125
FFCB (n/a) 0.20 05/23/12 31331KLQ1	\$	5,000,000	0.200	05/23/12	0.2000	---	0.2000	\$ 5,000,000	\$ 4,995,650	05/23/11	11-0138
FFCB (n/a) 0.20 05/23/12 31331KLQ1	\$	5,000,000	0.200	05/23/12	0.2000	---	0.2000	\$ 5,000,000	\$ 4,995,650	05/23/11	11-0140
FFCB (n/a) 1.125 06/11/12 31331G6G9	\$	4,800,000	1.125	06/11/12	1.1852	---	1.1852	\$ 4,798,023	\$ 4,824,864	07/01/11	10-0050
FFCB (n/a) 2.125 06/18/12 31331GYP8	\$	5,000,000	2.125	06/18/12	0.2334	---	0.2334	\$ 5,067,401	\$ 5,068,000	06/15/11	11-0157
FFCB (n/a) 0.24 06/20/12 31331KPJ3	\$	5,000,000	0.240	06/20/12	0.2286	---	0.2286	\$ 5,000,410	\$ 4,999,200	06/20/11	11-0161
FNMA (n/a) 1.25 06/22/12 31398AP71	\$	5,000,000	1.250	06/22/12	0.2541	---	0.2541	\$ 5,036,026	\$ 5,037,750	05/06/11	11-0122
FNMA (n/a) 1.25 06/22/12 31398AP71	\$	5,000,000	1.250	06/22/12	0.2543	---	0.2543	\$ 5,036,021	\$ 5,037,750	05/20/11	11-0137
FHLMC Callable (12/28/11- 3134G2NA6	\$	5,000,000	0.600	06/28/12	0.6000	12/28/11	0.6000	\$ 5,000,000	\$ 5,003,250	06/28/11	11-0175
FHLMC Callable (12/28/11- 3134G2NA6	\$	5,000,000	0.600	06/28/12	0.6000	12/28/11	0.6000	\$ 5,000,000	\$ 5,003,250	06/28/11	11-0177
FHLB Callable (qtrly-5) 0.3 313374F70	\$	5,000,000	0.330	07/16/12	0.3300	12/29/11	0.3300	\$ 5,000,000	\$ 4,999,900	06/29/11	11-0180
FHLB Callable (monthly-5) 313374JL5	\$	5,000,000	0.350	07/24/12	0.3500	10/11/11	0.3500	\$ 5,000,000	\$ 5,000,000	07/11/11	11-0192
FHLMC (n/a) 1.125 07/27/12 3137EACK3	\$	10,000,000	1.125	07/27/12	0.3247	---	0.3247	\$ 10,065,614	\$ 10,073,000	05/04/11	11-0120
FHLB Callable (qtrly-5) 0.3 313374SU5	\$	5,000,000	0.350	08/10/12	0.3500	10/28/11	0.3500	\$ 5,000,000	\$ 5,000,200	07/28/11	11-0202
FFCB Callable (any>11/21/1 31331KVN7	\$	10,000,000	0.270	08/22/12	0.2700	11/22/11	0.2700	\$ 10,000,000	\$ 9,993,700	08/22/11	11-0222
FFCB Callable (any>11/21/1 31331KVN7	\$	10,000,000	0.270	08/22/12	0.2700	11/22/11	0.2700	\$ 10,000,000	\$ 9,993,700	08/22/11	11-0224
FHLB Callable (qtrly-5) 0.3 313375DC8	\$	10,000,000	0.350	09/12/12	0.3500	12/01/11	0.3500	\$ 10,000,000	\$ 10,001,500	09/01/11	11-0239
FHLB Callable (monthly-5) 313375GU5	\$	10,000,000	0.425	09/21/12	0.4250	10/12/11	0.4250	\$ 10,000,000	\$ 9,999,900	09/12/11	11-0249
FHLB Callable (qtrly-5) 0.3 313375MR5	\$	10,000,000	0.300	09/28/12	0.3000	12/28/11	0.3000	\$ 10,000,000	\$ 9,998,500	09/28/11	11-0256
FFCB Callable (anytime-5) 31331KMP2	\$	5,000,000	0.350	10/02/12	0.3500	anytime	0.3500	\$ 5,000,000	\$ 4,989,200	06/03/11	11-0148
FFCB Callable (anytime-5) 31331KMP2	\$	9,500,000	0.350	10/02/12	0.3500	anytime	0.3500	\$ 9,500,000	\$ 9,479,480	06/08/11	11-0152
FFCB Callable (any>10/11/1 31331JQ71	\$	5,000,000	0.550	10/12/12	0.5500	10/12/11	0.5500	\$ 5,000,000	\$ 4,998,300	10/12/10	11-0008
FHLMC Callable (qtrly-5) 0. 3134G1XH2	\$	20,000,000	0.600	11/02/12	0.6000	11/02/11	0.6000	\$ 20,000,000	\$ 19,986,800	11/02/10	11-0040
FHLB (n/a) 0.33 11/30/12 3133744N7	\$	8,500,000	0.330	11/30/12	0.3300	---	0.3300	\$ 8,500,000	\$ 8,501,700	06/10/11	11-0153
FHLB Callable (qtrly-5) 0.3 313374DB3	\$	5,000,000	0.350	12/28/12	0.3500	12/28/11	0.3500	\$ 5,000,000	\$ 4,994,450	06/28/11	11-0173
FFCB Callable (anytime-5) 31331KKR0	\$	5,000,000	0.530	01/11/13	0.5300	anytime	0.5300	\$ 5,000,000	\$ 4,999,900	05/11/11	11-0126
FFCB Callable (any>11/24/1 31331KWN6	\$	10,000,000	0.350	02/25/13	0.3600	11/25/11	0.4101	\$ 9,999,100	\$ 10,002,700	08/25/11	11-0231
FFCB Callable (any>12/7/11 31331KXX3	\$	11,375,000	0.350	03/08/13	0.3668	12/08/11	0.4547	\$ 11,372,785	\$ 11,367,493	09/12/11	11-0246
FHLMC Callable (qtrly-5) 0. 3134G2B92	\$	10,000,000	0.500	03/13/13	0.5000	12/13/11	0.5000	\$ 10,000,000	\$ 10,002,400	09/13/11	11-0250
FFCB Callable (anytime-5) 31331KNE6	\$	5,000,000	0.480	03/13/13	0.4800	anytime	0.4800	\$ 5,000,000	\$ 4,991,100	06/13/11	11-0156
FHLB Callable (qtrly-5) 1.0 313372TA2	\$	5,000,000	1.000	03/21/13	0.7174	03/21/12	0.3798	\$ 5,014,604	\$ 5,015,400	05/23/11	11-0139
FFCB Callable (any>10/17/1 31331KRG7	\$	5,000,000	0.480	04/18/13	0.4800	10/18/11	0.4800	\$ 5,000,000	\$ 4,999,250	07/18/11	11-0198
FFCB (n/a) 0.40 04/29/13 31331KQF0	\$	5,000,000	0.400	04/29/13	0.4000	---	0.4000	\$ 5,000,000	\$ 5,002,300	06/29/11	11-0181
FFCB (n/a) 0.40 04/29/13 31331KQF0	\$	5,000,000	0.400	04/29/13	0.4000	---	0.4000	\$ 5,000,000	\$ 5,002,300	06/29/11	11-0183
FNMA (n/a) 0.65 05/09/13 3136FPWF0	\$	15,000,000	0.650	05/09/13	0.6500	---	0.6500	\$ 15,000,000	\$ 15,032,700	11/09/10	11-0051
FFCB Callable (any>11/09/1 31331KTZ3	\$	8,000,000	0.400	05/10/13	0.4000	11/10/11	0.4000	\$ 8,000,000	\$ 7,993,040	08/24/11	11-0228
FFCB Callable (any>11/09/1 31331KTZ3	\$	10,000,000	0.400	05/10/13	0.4000	11/10/11	0.4000	\$ 10,000,000	\$ 9,991,300	08/25/11	11-0230
FHLB Callable (qtrly-5) 0.6 313371EM4	\$	15,000,000	0.600	06/03/13	0.6000	11/03/11	0.6000	\$ 15,000,000	\$ 14,995,200	11/03/10	11-0043
FFCB Callable (anytime-5) 31331KPL8	\$	5,000,000	0.570	06/21/13	0.5700	anytime	0.5700	\$ 5,000,000	\$ 4,990,950	06/21/11	11-0167
FHLB Callable (qtrly-5) 0.6 313374BF6	\$	5,000,000	0.600	06/28/13	0.6000	12/28/11	0.6000	\$ 5,000,000	\$ 5,000,800	06/28/11	11-0172
FHLB Callable (monthly-5) 313374F21	\$	10,000,000	0.700	07/05/13	0.7000	10/05/11	0.7000	\$ 10,000,000	\$ 10,000,800	07/05/11	11-0190
FHLMC Callable (qtrly-5) 0. 3134G2NL2	\$	5,000,000	0.650	07/05/13	0.6500	01/05/12	0.6500	\$ 5,000,000	\$ 5,000,900	07/05/11	11-0189
FFCB Callable (any>7/4/12- 31331KQK9	\$	5,000,000	0.570	07/05/13	0.5700	07/05/12	0.5700	\$ 5,000,000	\$ 5,004,400	07/05/11	11-0188
FHLMC Callable (qtrly-5) 0. 3134G1WP5	\$	15,000,000	0.750	07/25/13	0.7500	10/25/11	0.7500	\$ 15,000,000	\$ 14,970,450	10/25/10	11-0023
FHLB Callable (qtrly-5) 0.7 313374NF3	\$	5,000,000	0.750	07/25/13	0.7500	10/25/11	0.7500	\$ 5,000,000	\$ 5,001,000	07/25/11	11-0200
FHLB Callable (monthly-5) 313374TW0	\$	5,000,000	0.700	08/01/13	0.7000	11/01/11	0.7000	\$ 5,000,000	\$ 5,000,350	08/01/11	11-0203
FFCB Callable (any>11/21/1 31331KUV0	\$	10,000,000	0.430	08/22/13	0.4300	11/22/11	0.4300	\$ 10,000,000	\$ 9,983,300	08/22/11	11-0225
FHLMC Callable (qtrly-5) 0. 3134G2WU2	\$	10,000,000	0.600	08/22/13	0.6000	02/22/12	0.6000	\$ 10,000,000	\$ 10,000,600	08/22/11	11-0226
FHLMC Callable (9/6/12-5) 3134G2YK2	\$	10,000,000	0.450	09/06/13	0.4500	09/06/12	0.4500	\$ 10,000,000	\$ 9,980,000	09/06/11	11-0241
FHLB Callable (6/27/12-5) 3133747F1	\$	5,000,000	0.700	09/27/13	0.7000	06/27/12	0.7000	\$ 5,000,000	\$ 5,006,700	06/28/11	11-0176

Current Portfolio - Total

4th Qtr FY11

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FNMA Step Calable (10/21/11) 3136FPSE8	\$	10,000,000	0.650	10/21/13	0.6500	10/21/11	0.6500	\$ 10,000,000	\$ 10,001,000	10/21/10	11-0021
FFCB Callable (any>11/17/11) 31331KUW8	\$	10,000,000	0.500	11/18/13	0.5000	11/18/11	0.5000	\$ 10,000,000	\$ 9,999,000	08/18/11	11-0219
FFCB (n/a) 0.625 11/20/13 31331KPD6	\$	5,000,000	0.625	11/20/13	0.6250	---	0.6250	\$ 5,000,000	\$ 5,011,700	06/20/11	11-0163
FHLB Callable (any>12/11/11) 313375EJ2	\$	10,000,000	0.550	12/12/13	0.5500	12/12/11	0.5500	\$ 10,000,000	\$ 9,983,700	09/12/11	11-0247
FFCB Callable (any>12/15/11) 31331KYF1	\$	10,000,000	0.510	12/16/13	0.5100	12/16/11	0.5100	\$ 10,000,000	\$ 9,992,300	09/16/11	11-0252
FHLB Callable (qtrly-5) 0.87 313374EL0	\$	1,000,000	0.875	12/30/13	0.8750	12/30/11	0.8750	\$ 1,000,000	\$ 1,000,970	06/30/11	11-0187
FHLMC (n/a) 2.50 01/07/14 3137EABX6	\$	200,000	2.500	01/07/14	2.5850	---	2.5850	\$ 199,638	\$ 209,088	03/06/09	09-0060
FHLMC Step Callable (qtrly- 3134G2NM0	\$	5,000,000	0.550	01/13/14	0.9827	10/13/11	0.5500	\$ 5,000,000	\$ 5,000,300	07/13/11	11-0196
FNMA Step Callable (1/27/11) 3136FP3T2	\$	4,000,000	0.750	01/27/14	0.7500	01/27/12	0.7500	\$ 4,000,000	\$ 4,002,840	01/27/11	11-0079
FHLMC Step Callable (qtrly- 3134G2VR0	\$	10,000,000	0.500	02/25/14	0.9894	11/25/11	0.4199	\$ 10,001,200	\$ 10,001,100	08/25/11	11-0233
FHLMC Step Callable (qtrly- 3134G2VR0	\$	5,000,000	0.500	02/25/14	0.9975	11/25/11	0.5000	\$ 5,000,000	\$ 5,000,550	08/25/11	11-0232
FFCB Callable (any>12/5/11) 31331KXL9	\$	10,000,000	0.610	03/06/14	0.6100	12/06/11	0.6100	\$ 10,000,000	\$ 9,989,000	09/06/11	11-0242
FNMA Callable (qtrly-10) 0.1 3135G0CP6	\$	3,500,000	0.600	03/06/14	0.6000	03/06/12	0.6000	\$ 3,500,000	\$ 3,495,870	09/30/11	11-0258
FHLB Callable (any>12/6/11) 313375E29	\$	10,000,000	0.625	03/07/14	0.6250	12/07/11	0.6250	\$ 10,000,000	\$ 9,990,800	09/07/11	11-0243
FFCB Callable (any>3/27/12) 31331KGD6	\$	1,500,000	1.375	03/28/14	1.4263	03/28/12	1.5275	\$ 1,498,888	\$ 1,502,355	03/30/11	11-0100
FNMA Callable (10/25/11-11) 3136FSPH1	\$	10,000,000	1.000	04/25/14	1.0000	10/25/11	1.0000	\$ 10,000,000	\$ 10,005,400	10/25/10	11-0027
FFCB Callable (any>11/22/11) 31331KVQ0	\$	10,000,000	0.690	05/23/14	0.6900	11/23/11	0.6900	\$ 10,000,000	\$ 9,994,400	08/23/11	11-0227
FNMA Step Callable (qtrly-1 3136FRPS6	\$	5,000,000	0.700	06/16/14	1.2961	12/16/11	0.7000	\$ 5,000,000	\$ 4,996,100	06/16/11	11-0160
FNMA Step Callable (qtrly-1 3136FR5W9	\$	5,500,000	0.375	06/27/14	0.3750	03/27/12	0.3750	\$ 5,500,000	\$ 5,487,900	09/27/11	11-0255
FNMA Step Callable (qtrly-1 3135G0BS1	\$	5,000,000	0.750	06/30/14	1.4493	12/30/11	0.7500	\$ 5,000,000	\$ 5,005,300	06/30/11	11-0185
FFCB Callable (any>10/6/11) 31331KQR4	\$	5,000,000	1.100	07/07/14	1.1000	10/07/11	1.1000	\$ 5,000,000	\$ 5,000,650	07/07/11	11-0191
FHLMC Step Callable (qtrly- 3134G2SE3	\$	2,000,000	0.500	07/25/14	0.5000	10/25/11	0.5000	\$ 2,000,000	\$ 2,000,100	07/25/11	11-0199
FHLMC Step Callable (qtrly- 3134G2SU7	\$	5,000,000	0.750	07/28/14	1.6547	10/28/11	0.7500	\$ 5,000,000	\$ 5,001,700	07/28/11	11-0201
FHLB Callable (qtrly-5) 0.65 313375CH8	\$	3,000,000	0.650	08/22/14	0.6500	08/22/12	0.6500	\$ 3,000,000	\$ 2,993,310	08/22/11	11-0221
FHLB Callable (qtrly-5) 0.65 313375CH8	\$	5,000,000	0.650	08/22/14	0.6669	08/22/12	0.7003	\$ 4,997,771	\$ 4,988,850	08/22/11	11-0223
FFCB Callable (any>11/24/11) 31331KVP2	\$	10,000,000	0.750	08/25/14	0.7500	11/25/11	0.7500	\$ 10,000,000	\$ 10,002,200	08/25/11	11-0229
FFCB Callable (any>11/24/11) 31331KVP2	\$	10,000,000	0.750	08/25/14	0.7500	11/25/11	0.7500	\$ 10,000,000	\$ 10,002,200	08/25/11	11-0234
FNMA Callable (8/28/12-10) 3135G0CN1	\$	1,330,000	0.650	08/28/14	0.6584	08/28/12	0.6752	\$ 1,329,697	\$ 1,327,978	08/29/11	11-0237
FNMA Step Callable (qtrly-1 3136FRX99	\$	10,000,000	0.500	09/09/14	1.0043	03/09/12	0.5000	\$ 10,000,000	\$ 9,993,500	09/09/11	11-0244
FNMA Step Callable (qtrly-1 3136FRS53	\$	10,000,000	0.500	09/09/14	0.8311	03/09/12	0.5000	\$ 10,000,000	\$ 9,983,100	09/09/11	11-0245
FHLMC Step Callable (qtrly- 3134G2ZT2	\$	10,000,000	0.500	09/12/14	0.9745	12/12/11	0.5000	\$ 10,000,000	\$ 9,991,800	09/12/11	11-0248
FNMA Callable (qtrly-10) 0.1 3136FTBT5	\$	1,500,000	0.750	10/01/14	0.7500	10/01/12	0.7500	\$ 1,500,000	\$ 1,499,340	09/30/11	11-0257
FHLB Callable (6/29/12-5) 1 313374AZ3	\$	3,570,000	1.200	12/29/14	1.2000	06/29/12	1.2000	\$ 3,570,000	\$ 3,583,959	06/29/11	11-0178
FHLB Callable (6/29/12-5) 1 3134G2PM8	\$	5,900,000	1.250	12/29/14	1.2500	06/29/12	1.2500	\$ 5,900,000	\$ 5,930,562	06/29/11	11-0182
FHLB Step Callable (qtrly-5) 313374CY4	\$	1,700,000	0.750	12/30/14	1.4542	03/30/12	0.7502	\$ 1,700,000	\$ 1,704,080	06/30/11	11-0184
AIM MMF	MMF	\$ 14,007,823	0.076	---	0.0758	---	0.0758	\$ 14,007,823	\$ 14,007,823	04/16/03	AR-0008
Blackrock - Op	MMF	\$ 16,009,582	0.079	---	0.0789	---	0.0789	\$ 16,009,582	\$ 16,009,582	10/31/01	AR-0001
Blackrock Fin Reserve	MMF	\$ 97,130	0.079	---	0.0789	---	0.0789	\$ 97,130	\$ 97,130	09/30/01	AR-0006
Bond SEAF - Citi	MMF	\$ 5,144,757	0.129	---	0.1289	---	0.1289	\$ 5,144,757	\$ 5,144,757	08/31/08	AR-0015
Bond SEAF - Fidelity	MMF	\$ 9,770,835	0.137	---	0.1371	---	0.1371	\$ 9,770,835	\$ 9,770,835	07/31/08	AR-0014
Bond SEAF - Wells Fargo	MMF	\$ 2,388,820	0.109	---	0.1085	---	0.1085	\$ 2,388,820	\$ 2,388,820	06/30/08	AR-0013
Deutsche MMF - 2100	MMF	\$ 112,571	0.022	---	0.0222	---	0.0222	\$ 112,571	\$ 112,571	09/30/01	AR-0002
Fidelity Op MMF	MMF	\$ 18,009,682	0.137	---	0.1371	---	0.1371	\$ 18,009,682	\$ 18,009,682	08/31/11	AR-0023
Premium Bond - B of A	MMF	\$ 4,186,938	0.250	---	0.2500	---	0.2500	\$ 4,186,938	\$ 4,186,938	08/26/09	AR-0018
Premium Op - B of A	MMF	\$ 44,880,186	0.250	---	0.2500	---	0.2500	\$ 44,880,186	\$ 44,880,186	08/31/09	AR-0016
RTR N. Carrollton	MMF	\$ 2,119,792	0.079	---	0.0789	---	0.0789	\$ 2,119,792	\$ 2,119,792	02/17/10	AR-0021
RTR Plano Park & Ride	MMF	\$ 8,290,158	0.010	---	0.0100	---	0.0100	\$ 8,290,158	\$ 8,290,158	02/16/10	AR-0019
Street Car Fund - Wells	MMF	\$ 1,511,091	0.010	---	0.0100	---	0.0100	\$ 1,511,091	\$ 1,511,091	12/10/10	AR-0022
GRAND TOTALS		\$ 1,236,619,364	0.3360		0.4567		0.4280	\$ 1,236,456,472	\$ 1,235,668,040		

Portfolio Analysis by Fund

4th Qtr FY11

(\$ = 000's)	Gen Oper	Fin Res	Insurance	State	Debt Srv	Bond	TOTAL
Par Value	\$768,478	\$23,097	\$13,730	\$11,921	\$65,378	\$354,015	\$1,236,619
Market Value	\$768,236	\$23,127	\$13,751	\$11,921	\$64,718	\$353,914	\$1,235,668
Unrealized Gain (Loss)	<u>-\$138</u>	<u>\$33</u>	<u>\$22</u>	<u>\$0</u>	<u>-\$657</u>	<u>-\$49</u>	<u>-\$788</u>
Book Value	\$768,374	\$23,094	\$13,730	\$11,921	\$65,375	\$353,963	\$1,236,456
Accrued Interest	<u>\$534</u>	<u>\$32</u>	<u>\$24</u>	<u>\$0</u>	<u>\$0</u>	<u>\$288</u>	<u>\$878</u>
Total Book Value	\$768,908	\$23,127	\$13,753	\$11,921	\$65,375	\$354,250	\$1,237,334
Cash Balance	<u>\$594</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$594</u>
TOTAL FUND VALUE	<u>\$769,502</u>	<u>\$23,127</u>	<u>\$13,753</u>	<u>\$11,921</u>	<u>\$65,375</u>	<u>\$354,250</u>	<u>\$1,237,929</u>
Liquid Securities (Mkt. value)	\$120,947						\$120,947
Yield to Call	0.45%	0.91%	0.90%	0.02%	0.03%	0.41%	0.43%
Wgt. Average Maturity (days)	418	750	1,097	1	59	214	351
KEY COMPLIANCE TARGETS							
Minimum Requirement	\$82,639	\$22,000	\$13,315 ¹				
Maximum Average Maturity	18 Months	30 Months	48 Months	1 Day	12 Months	30 Months	
Max. Average Maturity (days)	548	912	1,460	1	365	912	
Is Fund in Compliance ?	Yes	Yes	Yes	Yes	Yes	Yes	
INVESTMENT COMPARISON							
6-Month T-Bill	0.04%	0.04%	0.04%	0.04%	0.04%	0.04%	0.04%
Wgt Average Fund Variance	0.42%	0.87%	0.86%	-0.01%	-0.01%	0.37%	0.39%

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 FY11

Fund	Security Description	Rate	Maturity	Call Date	Par Value	6/30/11 Market Value	9/30/11 Market Value	Change from Prior Quarter
Bond	Citigroup CP 0.00 10/03/11	0.000	10/03/11	---	\$ 10,000,000	\$ 9,994,000	\$ 9,999,100	\$ 5,100
Bond	Prudential CP 0.00 10/11/11	0.000	10/11/11	---	\$ 10,000,000	\$ 9,991,400	\$ 9,999,000	\$ 7,600
Operating	Bankers Acceptance (n/a) 0.00 10/2	0.000	10/24/11	---	\$ 5,044,000	\$ 5,040,066	\$ 5,043,143	\$ 3,077
Bond	Societe Generale CP 0.00 11/08/1	0.000	11/08/11	---	\$ 10,000,000	\$ 9,976,300	\$ 9,994,000	\$ 17,700
Operating	Bank of America CP 0.00 11/14/1	0.000	11/14/11	---	\$ 10,197,000	\$ 10,183,438	\$ 10,195,980	\$ 12,542
Bond	Reckitt Benske CP 0.00 11/14/11	0.000	11/14/11	---	\$ 10,000,000	\$ 9,986,700	\$ 9,994,000	\$ 7,300
Operating	Prudential CP 0.00 11/16/11	0.000	11/16/11	---	\$ 10,000,000	\$ 9,986,100	\$ 9,994,000	\$ 7,900
Operating	Reckitt Benske CP 0.00 11/23/1	0.000	11/23/11	---	\$ 10,000,000	\$ 9,984,900	\$ 9,993,000	\$ 8,100
Bond	Reckitt Benckiser CP 0.00 12/09/11	0.000	12/09/11	---	\$ 5,000,000	\$ 4,991,450	\$ 4,997,000	\$ 5,550
Bond	Bankers Acceptance 0.00 12/09/11	0.000	12/09/11	---	\$ 8,000,000	\$ 7,989,520	\$ 7,994,000	\$ 4,480
Operating	Reckitt Benske CP 0.00 12/12/11	0.000	12/12/11	---	\$ 10,000,000	\$ 9,981,200	\$ 9,990,000	\$ 8,800
Operating	Abbey National CP 0.00 12/16/11	0.000	12/16/11	---	\$ 5,000,000	\$ 4,989,650	\$ 4,998,000	\$ 8,350
Bond	Citigroup CP 0.00 01/06/12	0.000	01/06/12	---	\$ 10,000,000	\$ 9,981,100	\$ 9,986,900	\$ 5,800
Bond	FHLB (n/a) 0.14 01/17/12	0.140	01/17/12	---	\$ 10,000,000	\$ 9,998,700	\$ 9,997,700	\$ (1,000)
Bond	Reckitt Benske CP 0.00 02/10/12	0.000	02/10/12	---	\$ 5,000,000	\$ 4,984,000	\$ 4,990,000	\$ 6,000
Operating	UBS CP 0.00 02/13/12	0.000	02/13/12	---	\$ 10,000,000	\$ 9,965,200	\$ 9,975,000	\$ 9,800
Fin Res	FNMA (n/a) 3.625 02/14/12	3.625	02/14/12	---	\$ 1,000,000	\$ 1,019,360	\$ 1,011,230	\$ (8,130)
Bond	Citigroup CP 0.00 03/01/12	0.000	03/01/12	---	\$ 5,000,000	\$ 4,980,200	\$ 4,985,500	\$ 5,300
Bond	FNMA (n/a) 1.875 04/20/12	1.875	04/20/12	---	\$ 10,000,000	\$ 10,132,300	\$ 10,093,400	\$ (38,900)
Operating	FFCB (n/a) 2.25 04/24/12	2.250	04/24/12	---	\$ 4,685,000	\$ 4,762,115	\$ 4,739,159	\$ (22,957)
Operating	FFCB (n/a) 0.21 05/16/12	0.210	05/16/12	---	\$ 5,000,000	\$ 5,001,200	\$ 4,998,800	\$ (2,400)
Operating	FHLB (n/a) 1.125 05/18/12	1.125	05/18/12	---	\$ 5,000,000	\$ 5,038,950	\$ 5,029,000	\$ (9,950)
Operating	FHLB (n/a) 1.125 05/18/12	1.125	05/18/12	---	\$ 5,000,000	\$ 5,038,950	\$ 5,029,000	\$ (9,950)
Bond	FFCB (n/a) 0.20 05/23/12	0.200	05/23/12	---	\$ 5,000,000	\$ 4,998,300	\$ 4,995,650	\$ (2,650)
Operating	FFCB (n/a) 0.20 05/23/12	0.200	05/23/12	---	\$ 5,000,000	\$ 4,998,300	\$ 4,995,650	\$ (2,650)
Operating	FFCB (n/a) 1.125 06/11/12	1.125	06/11/12	---	\$ 4,800,000	\$ 4,836,768	\$ 4,824,864	\$ (11,904)
Bond	FFCB (n/a) 2.125 06/18/12	2.125	06/18/12	---	\$ 5,000,000	\$ 5,089,650	\$ 5,068,000	\$ (21,650)
Bond	FFCB (n/a) 0.24 06/20/12	0.240	06/20/12	---	\$ 5,000,000	\$ 5,000,750	\$ 4,999,200	\$ (1,550)
Operating	FNMA (n/a) 1.25 06/22/12	1.250	06/22/12	---	\$ 5,000,000	\$ 4,997,900	\$ 5,037,750	\$ 39,850
Bond	FNMA (n/a) 1.25 06/22/12	1.250	06/22/12	---	\$ 5,000,000	\$ 4,997,900	\$ 5,037,750	\$ 39,850
Operating	FHLMC Callable (12/28/11-5) 0.60 06	0.600	06/28/12	12/28/11	\$ 5,000,000	\$ 4,997,100	\$ 5,003,250	\$ 6,150
Operating	FHLMC Callable (12/28/11-5) 0.60 06	0.600	06/28/12	12/28/11	\$ 5,000,000	\$ 4,997,100	\$ 5,003,250	\$ 6,150
Operating	FHLB Callable (qtrly-5) 0.33 07/16/12	0.330	07/16/12	12/29/11	\$ 5,000,000	\$ 5,001,050	\$ 4,999,900	\$ (1,150)
Operating	FHLMC (n/a) 1.125 07/27/12	1.125	07/27/12	---	\$ 10,000,000	\$ 10,089,200	\$ 10,073,000	\$ (16,200)
Bond	FFCB Callable (anytime-5) 0.35 10/02/12	0.350	10/02/12	anytime	\$ 5,000,000	\$ 5,000,450	\$ 4,989,200	\$ (11,250)
Operating	FFCB Callable (anytime-5) 0.35 10/02/12	0.350	10/02/12	anytime	\$ 9,500,000	\$ 9,500,855	\$ 9,479,480	\$ (21,375)
Operating	FFCB Callable (any>10/11/11-7) 0.55	0.550	10/12/12	10/12/11	\$ 5,000,000	\$ 5,001,900	\$ 4,998,300	\$ (3,600)
Bond	FHLMC Callable (qtrly-5) 0.60 11/02/11	0.600	11/02/12	11/02/11	\$ 20,000,000	\$ 19,999,000	\$ 19,986,800	\$ (12,200)
Bond	FHLB (n/a) 0.33 11/30/12	0.330	11/30/12	---	\$ 8,500,000	\$ 8,502,635	\$ 8,501,700	\$ (935)
Bond	FHLB Callable (qtrly-5) 0.35 12/28/12	0.350	12/28/12	12/28/11	\$ 5,000,000	\$ 4,999,550	\$ 4,994,450	\$ (5,100)
Operating	FFCB Callable (anytime-5) 0.53 01/11/13	0.530	01/11/13	anytime	\$ 5,000,000	\$ 5,001,000	\$ 4,999,900	\$ (1,100)
Operating	FFCB Callable (anytime-5) 0.48 03/13/13	0.480	03/13/13	anytime	\$ 5,000,000	\$ 4,998,800	\$ 4,991,100	\$ (7,700)
Bond	FHLB Callable (qtrly-5) 1.00 03/21/13	1.000	03/21/13	03/21/12	\$ 5,000,000	\$ 5,025,200	\$ 5,015,400	\$ (9,800)
Operating	FFCB (n/a) 0.40 04/29/13	0.400	04/29/13	---	\$ 5,000,000	\$ 4,997,250	\$ 5,002,300	\$ 5,050
Operating	FFCB (n/a) 0.40 04/29/13	0.400	04/29/13	---	\$ 5,000,000	\$ 4,997,250	\$ 5,002,300	\$ 5,050
Bond	FNMA (n/a) 0.65 05/09/13	0.650	05/09/13	---	\$ 15,000,000	\$ 15,000,900	\$ 15,032,700	\$ 31,800
Bond	FHLB Callable (qtrly-5) 0.60 06/03/13	0.600	06/03/13	11/03/11	\$ 15,000,000	\$ 14,957,850	\$ 14,995,200	\$ 37,350
Operating	FFCB Callable (anytime-5) 0.57 06/21/13	0.570	06/21/13	anytime	\$ 5,000,000	\$ 4,996,150	\$ 4,990,950	\$ (5,200)
Operating	FHLB Callable (qtrly-5) 0.60 06/28/13	0.600	06/28/13	12/28/11	\$ 5,000,000	\$ 4,996,750	\$ 5,000,800	\$ 4,050
Bond	FHLMC Callable (qtrly-5) 0.75 07/25/11	0.750	07/25/13	10/25/11	\$ 15,000,000	\$ 14,964,300	\$ 14,970,450	\$ 6,150
Operating	FHLB Callable (6/27/12-5) 0.70 09/27	0.700	09/27/13	06/27/12	\$ 5,000,000	\$ 4,995,950	\$ 5,006,700	\$ 10,750
Operating	FNMA Step Calable (10/21/11-10) 0.6	0.650	10/21/13	10/21/11	\$ 10,000,000	\$ 9,991,700	\$ 10,001,000	\$ 9,300

Change in Market Value of Investments

4th Qtr FY11

Fund	Security Description	Rate	Maturity	Call Date	Par Value	6/30/11 Market Value	9/30/11 Market Value	Change from Prior Quarter
Operating	FFCB (n/a) 0.625 11/20/13	0.625	11/20/13	---	\$ 5,000,000	\$ 4,995,350	\$ 5,011,700	\$ 16,350
Fin Res	FHLB Callable (qtrly-5) 0.875 12/30/1	0.875	12/30/13	12/30/11	\$ 1,000,000	\$ 998,780	\$ 1,000,970	\$ 2,190
Operating	FHLMC (n/a) 2.50 01/07/14	2.500	01/07/14	---	\$ 200,000	\$ 208,572	\$ 209,088	\$ 516
Fin Res	FNMA Step Callable (1/27/12-10) 0.75	0.750	01/27/14	01/27/12	\$ 4,000,000	\$ 4,003,360	\$ 4,002,840	\$ (520)
Fin Res	FFCB Callable (any>3/27/12-5) 1.375	1.375	03/28/14	03/28/12	\$ 1,500,000	\$ 1,505,700	\$ 1,502,355	\$ (3,345)
Operating	FNMA Callable (10/25/11-10) 1.00 04	1.000	04/25/14	10/25/11	\$ 10,000,000	\$ 9,978,400	\$ 10,005,400	\$ 27,000
Operating	FNMA Step Callable (qtrly-10) 0.70 01	0.700	06/16/14	12/16/11	\$ 5,000,000	\$ 5,005,700	\$ 4,996,100	\$ (9,600)
Operating	FNMA Step Callable (qtrly-10) 0.75 01	0.750	06/30/14	12/30/11	\$ 5,000,000	\$ 4,999,900	\$ 5,005,300	\$ 5,400
Operating	FHLB Callable (6/29/12-5) 1.20 12/29	1.200	12/29/14	06/29/12	\$ 3,570,000	\$ 3,559,540	\$ 3,583,959	\$ 24,419
Insurance	FHLB Callable (6/29/12-5) 1.25 12/29	1.250	12/29/14	06/29/12	\$ 5,900,000	\$ 5,886,194	\$ 5,930,562	\$ 44,368
Fin Res	FHLB Step Callable (qtrly-5) 0.75 12/30	0.750	12/30/14	03/30/12	\$ 1,700,000	\$ 1,697,756	\$ 1,704,080	\$ 6,324

Sub-total for Securities held at the end of both periods	\$ 424,767,559	\$ 424,976,260	\$ 208,700
% Change as a result of market movement			0.05%
Holdings at 6/30/11 maturing during Q4, FY11	\$ 212,250,705		\$ (212,250,705)
Holdings at 6/30/11 called during Q4, FY11	\$ 350,749,450		\$ (350,749,450)
Holdings at 6/30/11 sold during Q4, FY11	\$ 122,636,480		\$ (122,636,480)
Values of Money Market Mutual Funds (All)	\$ 94,805,697	\$ 126,529,364	\$ 31,723,667
Holdings at 9/30/11 purchased during Q4, FY11		\$ 684,162,416	\$ 684,162,416
TOTAL PORTFOLIO VALUE	\$ 1,205,209,890	\$ 1,235,668,040	\$ 30,458,149

Callable Securities Analysis

4th Qtr FY11

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
11-0175	Operating	06/28/12	FHLMC Callable (12/28/11-5) 0.60 06/28/12	3134G2NA6	12/28/11	5	\$ 5,000,000	0.600	0.100	Extreme
11-0177	Operating	06/28/12	FHLMC Callable (12/28/11-5) 0.60 06/28/12	3134G2NA6	12/28/11	5	\$ 5,000,000	0.600	0.100	Extreme
11-0180	Operating	07/16/12	FHLB Callable (qtrly-5) 0.33 07/16/12	313374F70	12/29/11	5	\$ 5,000,000	0.330	0.100	High
11-0192	Bond	07/24/12	FHLB Callable (monthly-5) 0.35 07/24/12	313374JL5	10/11/11	5	\$ 5,000,000	0.350	0.100	High
11-0202	Operating	08/10/12	FHLB Callable (qtrly-5) 0.35 08/10/12	313374SU5	10/28/11	5	\$ 5,000,000	0.350	0.100	High
11-0222	Operating	08/22/12	FFCB Callable (any>11/21/11-5) 0.27 08/22/12	31331KVN7	11/22/11	5	\$10,000,000	0.270	0.100	High
11-0224	Operating	08/22/12	FFCB Callable (any>11/21/11-5) 0.27 08/22/12	31331KVN7	11/22/11	5	\$10,000,000	0.270	0.100	High
11-0239	Operating	09/12/12	FHLB Callable (qtrly-5) 0.35 09/12/12	313375DC8	12/1/11	5	\$10,000,000	0.350	0.100	High
11-0249	Operating	09/21/12	FHLB Callable (monthly-5) 0.425 09/21/12	313375GU5	10/12/11	5	\$10,000,000	0.425	0.100	High
11-0256	Operating	09/28/12	FHLB Callable (qtrly-5) 0.30 09/28/12	313375MR5	12/28/11	5	\$10,000,000	0.300	0.100	High
11-0148	Bond	10/02/12	FFCB Callable (anytime-5) 0.35 10/02/12	31331KMP2	anytime	5	\$ 5,000,000	0.350	0.100	High
11-0152	Operating	10/02/12	FFCB Callable (anytime-5) 0.35 10/02/12	31331KMP2	anytime	5	\$ 9,500,000	0.350	0.100	High
11-0008	Operating	10/12/12	FFCB Callable (any>10/11/11-7) 0.55 10/12/12	31331JQ71	10/12/11	7	\$ 5,000,000	0.550	0.100	Extreme
11-0040	Bond	11/02/12	FHLMC Callable (qtrly-5) 0.60 11/02/12	3134G1XH2	11/2/11	5	\$20,000,000	0.600	0.100	Extreme
11-0173	Bond	12/28/12	FHLB Callable (qtrly-5) 0.35 12/28/12	313374DB3	12/28/11	5	\$ 5,000,000	0.350	0.150	High
11-0126	Operating	01/11/13	FFCB Callable (anytime-5) 0.53 01/11/13	31331KKR0	anytime	5	\$ 5,000,000	0.530	0.150	High
11-0231	Operating	02/25/13	FFCB Callable (any>11/24/11-5) 0.35 02/25/13	31331KWN6	11/25/11	5	\$10,000,000	0.350	0.150	High
11-0246	Operating	03/08/13	FFCB Callable (any>12/7/11-5) 0.35 03/08/13	31331KXX3	12/8/11	5	\$11,375,000	0.350	0.150	High
11-0156	Operating	03/13/13	FFCB Callable (anytime-5) 0.48 03/13/13	31331KNE6	anytime	5	\$ 5,000,000	0.480	0.150	High
11-0250	Operating	03/13/13	FHLMC Callable (qtrly-5) 0.50 03/13/13	3134G2B92	12/13/11	5	\$10,000,000	0.500	0.150	High
11-0139	Bond	03/21/13	FHLB Callable (qtrly-5) 1.00 03/21/13	313372TA2	3/21/12	5	\$ 5,000,000	1.000	0.150	Extreme
11-0198	Operating	04/18/13	FFCB Callable (any>10/17/11-5) 0.48 04/18/13	31331KRG7	10/18/11	5	\$ 5,000,000	0.480	0.150	High
11-0228	Operating	05/10/13	FFCB Callable (any>11/09/11-5) 0.40 05/10/13	31331KTZ3	11/10/11	5	\$ 8,000,000	0.400	0.200	High
11-0230	Operating	05/10/13	FFCB Callable (any>11/09/11-5) 0.40 05/10/13	31331KTZ3	11/10/11	5	\$10,000,000	0.400	0.200	High
11-0043	Bond	06/03/13	FHLB Callable (qtrly-5) 0.60 06/03/13	313371EM4	11/3/11	5	\$15,000,000	0.600	0.200	Extreme
11-0167	Operating	06/21/13	FFCB Callable (anytime-5) 0.57 06/21/13	31331KPL8	anytime	5	\$ 5,000,000	0.570	0.200	High
11-0172	Operating	06/28/13	FHLB Callable (qtrly-5) 0.60 06/28/13	313374BF6	12/28/11	5	\$ 5,000,000	0.600	0.200	Extreme
11-0188	Operating	07/05/13	FFCB Callable (any>7/4/12-5) 0.57 07/05/13	31331KQK9	7/5/12	5	\$ 5,000,000	0.570	0.200	High
11-0189	Operating	07/05/13	FHLMC Callable (qtrly-5) 0.65 07/05/13	3134G2NL2	1/5/12	5	\$ 5,000,000	0.650	0.200	Extreme
11-0190	Operating	07/05/13	FHLB Callable (monthly-5) 0.70 07/05/13	313374F21	10/5/11	5	\$10,000,000	0.700	0.200	Extreme
11-0023	Bond	07/25/13	FHLMC Callable (qtrly-5) 0.75 07/25/13	3134G1WP5	10/25/11	5	\$15,000,000	0.750	0.200	Extreme
11-0200	Operating	07/25/13	FHLB Callable (qtrly-5) 0.75 07/25/13	313374NF3	10/25/11	5	\$ 5,000,000	0.750	0.200	Extreme
11-0203	Operating	08/01/13	FHLB Callable (monthly-5) 0.70 08/01/13	313374TW0	11/1/11	5	\$ 5,000,000	0.700	0.200	Extreme
11-0225	Operating	08/22/13	FFCB Callable (any>11/21/11-5) 0.43 08/22/13	31331KUV0	11/22/11	5	\$10,000,000	0.430	0.250	Moderate
11-0226	Operating	08/22/13	FHLMC Callable (qtrly-5) 0.60 08/22/13	3134G2WU2	2/22/12	5	\$10,000,000	0.600	0.250	High
11-0241	Operating	09/06/13	FHLMC Callable (9/6/12-5) 0.45 09/06/13	3134G2YK2	9/6/12	5	\$10,000,000	0.450	0.250	High
11-0176	Operating	09/27/13	FHLB Callable (6/27/12-5) 0.70 09/27/13	3133747F1	6/27/12	5	\$ 5,000,000	0.700	0.250	Extreme
11-0021	Operating	10/21/13	FNMA Step Callable (10/21/11-10) 0.65 10/21/13	3136FPSE8	10/21/11	10	\$10,000,000	0.650	0.250	Extreme
11-0219	Operating	11/18/13	FFCB Callable (any>11/17/11-5) 0.50 11/18/13	31331KUW8	11/18/11	5	\$10,000,000	0.500	0.250	High
11-0247	Operating	12/12/13	FHLB Callable (any>12/11/11-5) 0.55 12/12/13	313375EJ2	12/12/11	5	\$10,000,000	0.550	0.300	High
11-0252	Operating	12/16/13	FFCB Callable (any>12/15/11-5) 0.51 12/16/13	31331KYF1	12/16/11	5	\$10,000,000	0.510	0.300	Moderate
11-0187	Fin. Res	12/30/13	FHLB Callable (qtrly-5) 0.875 12/30/13	313374EL0	12/30/11	5	\$ 1,000,000	0.875	0.300	Extreme
11-0196	Operating	01/13/14	FHLMC Step Callable (qtrly-5) 0.55 01/13/14	3134G2NM0	10/13/11	5	\$ 5,000,000	0.550	0.300	High
11-0079	Fin. Res	01/27/14	FNMA Step Callable (1/27/12-10) 0.75 01/27/14	3136FP3T2	1/27/12	10	\$ 4,000,000	0.750	0.300	Extreme
11-0232	Operating	02/25/14	FHLMC Step Callable (qtrly-5) 0.50 02/25/14	3134G2VR0	11/25/11	5	\$ 5,000,000	0.500	0.300	Moderate
11-0233	Operating	02/25/14	FHLMC Step Callable (qtrly-5) 0.50 02/25/14	3134G2VR0	11/25/11	5	\$10,000,000	0.500	0.300	Moderate
11-0258	Fin. Res	03/06/14	FNMA Callable (qtrly-10) 0.60 03/06/14	3135G0CP6	3/6/12	10	\$ 3,500,000	0.600	0.300	High
11-0242	Operating	03/06/14	FFCB Callable (any>12/5/11-5) 0.61 03/06/14	31331KXL9	12/6/11	5	\$10,000,000	0.610	0.300	High
11-0243	Operating	03/07/14	FHLB Callable (any>12/6/11-5) 0.625 03/07/14	313375E29	12/7/11	5	\$10,000,000	0.625	0.300	High

Callable Securities Analysis

4th Qtr FY11

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
11-0100	Fin. Res	03/28/14	FFCB Callable (any>3/27/12-5) 1.375 03/28/14 31331KGD6	3/28/12	5	\$ 1,500,000	1.375	0.350	Extreme	
11-0027	Operating	04/25/14	FNMA Callable (10/25/11-10) 1.00 04/25/14 3136FPSH1	10/25/11	10	\$10,000,000	1.000	0.350	Extreme	
11-0227	Operating	05/23/14	FFCB Callable (any>11/22/11-5) 0.69 05/23/14 31331KVQ0	11/23/11	5	\$10,000,000	0.690	0.350	High	
11-0160	Operating	06/16/14	FNMA Step Callable (qtrly-10) 0.70 06/16/14 3136FRPS6	12/16/11	10	\$ 5,000,000	0.700	0.350	High	
11-0255	Fin. Res	06/27/14	FNMA Step Callable (qtrly-10) 0.375 06/27/14 3136FR5W9	3/27/12	10	\$ 5,500,000	0.375	0.350	Low	
11-0185	Operating	06/30/14	FNMA Step Callable (qtrly-10) 0.75 06/30/14 3135G0BS1	12/30/11	10	\$ 5,000,000	0.750	0.350	Extreme	
11-0191	Operating	07/07/14	FFCB Callable (any>10/6/11-5) 1.10 07/07/14 31331KQR4	10/7/11	5	\$ 5,000,000	1.100	0.350	Extreme	
11-0199	Ins	07/25/14	FHLMC Step Callable (qtrly-5) 0.50 07/25/14 3134G2SE3	10/25/11	5	\$ 2,000,000	0.500	0.400	Low	
11-0201	Operating	07/28/14	FHLMC Step Callable (qtrly-5) 0.75 07/28/14 3134G2SU7	10/28/11	5	\$ 5,000,000	0.750	0.400	High	
11-0221	Ins	08/22/14	FHLB Callable (qtrly-5) 0.65 08/22/14 313375CH8	8/22/12	5	\$ 3,000,000	0.650	0.400	Moderate	
11-0223	Operating	08/22/14	FHLB Callable (qtrly-5) 0.65 08/22/14 313375CH8	8/22/12	5	\$ 5,000,000	0.650	0.400	Moderate	
11-0229	Operating	08/25/14	FFCB Callable (any>11/24/11-5) 0.75 08/25/14 31331KVP2	11/25/11	5	\$10,000,000	0.750	0.400	High	
11-0234	Operating	08/25/14	FFCB Callable (any>11/24/11-5) 0.75 08/25/14 31331KVP2	11/25/11	5	\$10,000,000	0.750	0.400	High	
11-0237	Ins	08/28/14	FNMA Callable (8/28/12-10) 0.65 08/28/14 3135G0CN1	8/28/12	10	\$ 1,330,000	0.650	0.400	Moderate	
11-0245	Operating	09/09/14	FNMA Step Callable (qtrly-10) 0.50 09/09/14 3136FRS53	3/9/12	10	\$10,000,000	0.500	0.400	Low	
11-0244	Operating	09/09/14	FNMA Step Callable (qtrly-10) 0.50 09/09/14 3136FRX99	3/9/12	10	\$10,000,000	0.500	0.400	Moderate	
11-0248	Operating	09/12/14	FHLMC Step Callable (qtrly-5) 0.50 09/12/14 3134G2ZT2	12/12/11	5	\$10,000,000	0.500	0.400	Low	
11-0257	Ins	10/01/14	FNMA Callable (qtrly-10) 0.75 10/01/14 3136FTBT5	10/1/12	10	\$ 1,500,000	0.750	0.400	High	
11-0178	Operating	12/29/14	FHLB Callable (6/29/12-5) 1.20 12/29/14 313374AZ3	6/29/12	5	\$ 3,570,000	1.200	0.450	Extreme	
11-0182	Ins	12/29/14	FHLB Callable (6/29/12-5) 1.25 12/29/14 3134G2PM8	6/29/12	5	\$ 5,900,000	1.250	0.450	Extreme	
11-0184	Fin. Res	12/30/14	FHLB Step Callable (qtrly-5) 0.75 12/30/14 313374CY4	3/30/12	5	\$ 1,700,000	0.750	0.450	High	

Defined Benefit Plan Summary

4th Qtr FY11

	Market				Realized	Unrealized				Market
	Value		Benefit		Gain/	Gain/	Contributions			Value
	<u>30-Jun-11</u>	<u>Income</u>	<u>Payments</u>	<u>Transfers</u>	<u>(loss)</u>	<u>(loss)</u>	<u>Employer</u>	<u>Employee</u>	<u>Other</u>	<u>30-Sep-11</u>
<u>Equity Managers</u>										
Large Cap:										
Washington Mutual	8,159,234	0	0	(8,164,844)	2,624,511	(2,618,902)	0	0	1	\$0
Capital Guardian	0	0	0	0	0	0	0	0	0	\$0
Goldman	25	0	0	(25)	0	0	0	0	0	\$0
SSGA Wilshire 5000	23,957,011	(8,563)	0	5,673,407	14,332	(4,701,904)	0	0	(1)	\$24,934,282
Small Cap:										
Friess	415	0	0	(415)	0	0	0	0	0	\$0
Earnest Partners	11,500,590	5,946	0	0	474,784	(2,799,115)	0	0	0	\$9,182,205
International:										
Dodge & Cox	9,892,245	0	0	(9,440,397)	4,172,370	(4,624,218)	0	0	0	\$0
Capital Resources	11,857,928	0	0	(11,569,980)	(67,276)	(220,671)	0	0	(1)	\$0
SSGA Internat. Index	8,712,224	0	0	21,204,713	0	(5,371,774)	0	0	0	\$24,545,163
<u>Fixed Income Managers</u>										
PIMCO Total Return	22,453,693	173,663	0	0	0	(411,321)	0	0	(1)	\$22,216,034
SSGA Index	13,302,485	0	0	0	0	504,117	0	0	1	\$13,806,603
PIMCO IG Corp	10,770,235	140,664	0	0	0	(174,050)	0	0	(1)	\$10,736,848
<u>Real Estate</u>										
UBS	11,797,986	749,233	0	(91,247)	0	0	0	0	1	\$12,455,973
<u>Gold</u>										
	286,185	0	0	(65)	37,710	(13,994)	0	0	1	\$309,837
<u>Cash</u>										
	1,975,957	(38,352)	(2,687,411)	2,388,853	0	0	0	507	0	\$1,639,554
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Total	\$134,666,213	\$1,022,591	(\$2,687,411)	\$0	\$7,256,431	(\$20,431,832)	\$0	\$507	\$0	\$119,826,499
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Obligations

4th Qtr FY11

Commercial Paper

Maturity Date	Issue Date	Par Value	Coupon %	Issue Term (Days)	Dealer
10/7/2011	7/7/2011	\$ 20,000,000	0.14%	92	JPMorgan
11/17/2011	8/25/2011	\$ 50,000,000	0.31%	84	Loop
11/17/2011	8/25/2011	\$ 15,000,000	0.31%	84	Loop
12/5/2011	9/6/2011	\$ 25,000,000	0.20%	90	JPMorgan
12/5/2011	9/7/2011	\$ 100,000	0.20%	89	JPMorgan
12/5/2011	9/9/2011	\$ 3,900,000	0.25%	87	JPMorgan
12/5/2011	9/9/2011	\$ 1,000,000	0.20%	87	JPMorgan
12/6/2011	8/4/2011	\$ 35,000,000	0.24%	124	Loop

Total:	\$ 150,000,000	0.25%	96
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Bonds

Series	Rates	Remaining Principal
2002	4.902%	\$ 1,000,000
2007	4.492%	\$ 750,970,000
2008	4.973%	\$ 721,835,000
2009	4.017%	\$ 1,000,000,000
2010	3.210%	\$ 824,625,000
		\$ 3,298,430,000

Major Contracts Funded by CP / Bonds

4th Qtr FY11

01014604	Abacus	Mobile Data Computers
01007732	ACT 21	NW SE LRT Build-Out
01012000	Advanced Track	NW SE LRT Build-Out
01004187	AECOM	NW SE LRT Build-Out
01010950	3I Construction	WSA Yard Paving
01011780	American Intl	OCIP, GL WC Insurance
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01012392	Archerwestern	NW SE LRT Build-out
N/A	AT&T	LRT Build-out Utility Relo
01012966	Austin Bridge	Lisa/Perkins Double Track
01014614-2	Austin Bridge	Rowlett-1 Line Section
01015482	Austin Ribbon & Computer	Police MDC's
01011656	Barrier Systems	LBJ HOV East/West
01012081	Benchmark Environmental	Build-Out
01017713	BKM Total Office	Trash Receptacles
01008589	Bombardier	Commuter Rail Vehicles
01016302	Bombardier	Commuter Rail Vehicles
01013454	Brad Oldham	Artwork
01004732	Bridgefarmer/Farradyne	HOV Projects
01016425	Caldwell Country Chev	Non-Revenue Vehicles
01016547	Calence Physical Sec.	Security
01011527	Carcon	Walnut Hill Parking exp.
01017401	Chavez Concrete	Misc. Construction On Call
N/A	Chicago Title Insurance	Rowlett Extension
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
01017971	Enigma Inc	Electronic Parts
01006471	F Hall Mowing	NW SE LRT Build-out
01009337	GE Transportation	NW SE LRT Build-out
01010224	GE Security	Bus Surveillance System Pilot
01008612	Gilbert May	Demo NW SE LRT Build-out
01010399	Gilbert May	WSA Annexes Upgrade
01002608	Gilbert May Inc.	Misc. Construction – Various
01011941	Gilbert May Inc.	Misc. Construction – Various
01012813	Gilbert May Inc.	CBD Level Boarding
01016053	Gilbert May Inc.	CBD Level Boarding
01016434	Gilbert May Inc.	Glenn Heights Parking Exp.
01017045	Gilbert May Inc.	Monroe Shops
01016241	Gilbert May Inc.	Love Field Improvements
01017779	Gilbert May Inc.	DART Police Facility
01018601	Gilbert May Inc.	Walnut Hill Parking
01011028	Greyhawk Tech.	Paratransit VBS Equipment
01006552	Greyhawk Tech	VBS
01006362	Halff Associates	NW SE LRT Build-out
01012080	Halff Associates	Environmental

Major Contracts Funded by CP / Bonds

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01014813	Harris Corp	Radio Replacement
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
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
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01013706	Kinkisharyo	SLRV's
01020796	Kratos	NWROF Surveillance
01012000	LB Foster	Track Materials
01014938	LB Foster	Track Materials
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
01012392	MACTON	NWROF
01003569	Malcolm Pirnie	NW SE LRT Build-out
01012392	Mass Electric	NWROF
01003568	Maxim Technologies	NW SE LRT Build-out
01012696	McCarthy	Beltline Grade Separation
01012448	McKinney Dodge	NRV's
01015378	McKinney Dodge	NRV's
01011418	Messaging Architects	Email Archive/Retrieve
01011941	Mitchell	Misc. Construction
01015379	Modern Track Machinery	Equipment
01018492	NABI Inc.	CNG Bus Purchase
N/A	National Union Fire Ins.	Build-Out Projects
01019181	Nelson Nygaard	Mobility Management
01004832	Neon Electric	Bus Passenger Amenities
01013062	Nextel Comms	NW SE LRT Build-ou
01008230	North Star Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
01015627	Omega Contracting	LRT parking expansion
01015568	Omega Contracting	LRT parking expansion
01016965	Omega Contracting	Frankford Station Parking
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

Major Contracts Funded by CP / Bonds

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01018584	Planet Dodge	NRV's
01012441	Planet Ford 6	NRV's
01008230	Ponce/Ice/North Star	Asbestos Abatement
01013342	Priority Public Safety Eqp	Operating Vehicles for HOV
01009684	Progress Rail	NW SE LRT Build-out
01014938	Progress Rail	Rail Materials Build out
01016855	Progress Rail	Rail Materials Valley View
01011171	Proofrock	1401 Pacific exterior
01011114	RAK Main Place	NW SE LRT Build-out
01015530	RAK Main Place	Irv/Rowlett LRT Build-out
01011044	RAM COMM Inc	Build-Out
01015405	RELCO	TRE Vehicle Overhaul
01007671	Reliant/Texas Gen Land	LRT Utility Relo
01009684	ROCLA	NW SE LRT Build-out
01016425	Sam Packs Five Star Ford	NRV's
01016696	Sam Packs Five Star Ford	NRV's
01017015	Sam Packs Five Star Ford	NRV's
01010224	SECURENET INC	Facility Surveillance Pilot
01012105	Siemens	NW SE LRT Build-out
01014066	Solid IT Network	Agency WAN/LAN Upgrade
01012440	Southwest Intl Trucks	High Rail Equipment
01014833	Stromberg's	Passenger Amenities
01002450	Sunland/ACT 21	NW SE LRT Build-out
01014197	Telco Solutions	Telephone System Upgrade
01004732	Telvent Farradyne	TSP LRT Project
01013585	Texas Transportation Inst	LRT Signal Prioritization
01012819	Tolar Mfg	Bus shelters
01013219	Track 3	LRT Build-Out
01017103	Transportation Technology	TRE Vehicle Overhaul
01015617	Trapeze Software	Para-trans CERT module
01016551	Trapeze Software	Trapeze Modifications
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

DART MEMBER CITIES

