

Quarterly Operating & Financial Performance Report

First Quarter FY 2007
October – December 2006



DALLAS AREA RAPID TRANSIT

RAIL



BUS



COMMUTER
RAIL



HOV



PARATRANSIT



working HARDER going FARTHER

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FY 2007 First Quarter Highlights

This report is for the first quarter of FY 2007 ending December 31, 2006.

Total agency passenger trips for the first quarter of FY 2007 were 26.0 million, an increase of 0.55 million (0.2%) over the same period last year and 0.21 million better than budget.

Fixed route ridership for the first quarter was 17.0 million, an increase of 0.62 million (3.8%) over the same period last year and 0.49 million better than budget for FY07.

Sales tax receipts for the first quarter were \$101.0 million, \$0.4 million (0.4%) over the projected \$100.6 million.

Total system subsidy per passenger for the first quarter was \$2.31, \$0.46 (16.6%) better than budget.

Fixed route on-time performance was 94.4% for the first quarter, 0.9% short of target, although the rolling four-quarter average is in line with the target.

Administrative ratio for the first quarter was 7.4%, 1.0% better than the target of 8.4%.

The first quarter ended with a **Sales taxes for operating expense** ratio of 54.1%, 14.8% better than the target of 68.9%.

General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2007 first quarter is October through December 2006.

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

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

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

Green – It is probable that the FY 2007 target will be met. Indicative of performance within established parameters.

Yellow – Close monitoring of performance is needed.

Red – It is probable that the FY 2007 target will not be achieved.

Capital and Non-Operating Budget Summary – Exhibit 10 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 – Exhibit 11 (Appendix) summarizes actual revenues and expenditures against budget by object classification.

The Agency's Balance Sheet, Profit and Loss Statement, and Glossary of Terms/Definitions are located in the Appendix beginning on page 14.

Agency-Wide Operating Performance

Complaints per 100k Passengers information can be found in the modal sections on the following pages.

Exhibit 1					
Agency Scorecard - Key Performance Indicators					
Indicators	Q 1/06	Q 1/07	Qtrly	FY07 Target	Status
Customer/Quality Indicators					
Total Agency Ridership (M)	99.3	103.4	26.0	104.3	Green
Fixed Route (M)	61.3	65.8	16.5	67.1	Green
Total System Subsidy Per Passenger	\$2.60	\$2.56	\$2.31	\$2.77	Green
Fixed Route Subsidy Per Passenger	\$3.85	\$3.51	\$3.18	\$3.76	Green
On-Time Performance (Fixed Route)	96.2%	95.2%	94.4%	95.3%	Green
Fixed Route Complaints Per 100,000 Passengers	39.8	43.8	40.6	39.6	Yellow
Fixed Route Accidents Per 100,000 Miles	1.51	1.43	1.12	1.69	Green
Sales Taxes for Operating Expense	74.7%	68.3%	54.1%	68.9%	Green
Administrative Ratio	8.7%	7.9%	7.4%	8.4%	Green

Ridership

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs.

Exhibit 2		Q 1/06	Q 1/07	Qtrly	FY07 Target	Status
	RIDERSHIP					
	Total Agency (M)	99.3	103.4	26.0	104.3	Green
	Fixed Route (M)	61.3	65.8	16.5	67.1	Green
	Bus (M)	41.5	44.8	11.3	45.7	Green
	LRT (M)	17.6	18.6	4.6	19.0	Yellow
	Commuter Rail (M)	2.2	2.4	0.6	2.4	Green
	Paratransit (000s)	642.1	666.8	166.0	650.1	Yellow
	HOV (M)	36.9	36.5	9.3	36.0	Green
	Vanpool (000s)	380.0	444.5	116.4	575.5	Yellow

See modal sections for variance explanations.



Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

Exhibit 3		Q 1/06	Q 1/07	Qtrly	FY07 Target	Status
	Efficiency Indicator - Subsidy Per Passenger					
	Total System	\$2.60	\$2.56	\$2.31	\$2.77	Green
	Fixed Route	\$3.85	\$3.51	\$3.18	\$3.76	Green
	Bus	\$3.97	\$3.58	\$3.27	\$3.85	Green
	LRT	\$3.28	\$2.94	\$2.62	\$3.18	Green
	Commuter Rail	\$6.07	\$6.44	\$5.81	\$6.71	Green
	Paratransit	\$42.46	\$43.18	\$40.08	\$47.07	Green
	HOV	\$0.13	\$0.14	\$0.11	\$0.19	Green
	Vanpool	\$0.76	\$0.53	\$0.31	\$0.47	Green

Modal Update

DART provides six modes of transportation: bus; light rail transit; 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, carpool services, and bicycle programs). DART has strategic initiatives in place to improve the quality, efficiency, and effectiveness of each of these modes.

Bus and On-Call Service



DART continues to operate all fixed-route bus service out of three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. DART operates a total of 673 buses and maintains a contingency fleet of 69 buses. In addition to buses, DART maintains an extensive bus and rail passenger amenity and facility infrastructure including: 11,961 bus stops, 742 bus shelters, 1,369 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 29 million square feet.

DART On-Call service is provided in areas that do not meet ridership and efficiency standards for traditional fixed-route service. DART currently has nine On-Call zones in operation throughout the Service Area. Seven zones are operated by Veolia Transportation, Inc. under the direction of the Paratransit Services staff. Two additional zones are operated through agreements with rural transit providers for Collin and Hunt counties.

Exhibit 4 is DART's Bus Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 4	Bus Scorecard - Key Performance Indicators					
	Indicators	Q 1/06	Q 1/07	Qtrly	FY07 Target	Status
	Customer/Quality Indicators					
	Bus Ridership (including Charter) (M)	41.5	44.8	11.3	45.7	Green
	On-Time Performance	92.6%	90.7%	88.6%	92.0%	Yellow
	Complaints Per 100k Passengers	52.6	58.1	53.2	52.0	Yellow
	Mean Distance Between Service Calls	4,902	5,085	4,892	4,400	Green
	Vehicle Accidents Per 100k Miles	1.78	1.68	1.31	2.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$3.97	\$3.58	\$3.27	\$3.85	Green

On-Time Performance for the 1st Quarter trended below the goal of 92%. Increased ridership over the past 18 months has contributed to a decrease in on-time performance. During the economic downturn between 2001 and 2004, ridership levels had declined and many route schedules were adjusted to reflect the lower ridership. The recent ridership growth has stretched the required travel times, as a result of greater dwell time associated with passenger boarding and alighting. An increase has also been seen in boardings of wheelchair-using passengers as well as passengers requiring the use of the wheelchair lift to board. These types of boardings require additional dwell time and negatively impact the schedule. An On-Time Performance Task Force with cross-departmental representation has been initiated. This Task Force is charged with developing and tracking the implementation of strategies to improve on-time performance and reduce bus timeliness complaints.

Complaints per 100k Passengers for the quarter exceeded the target. Several factors contributed to this result. Ridership on the bus system in FY 2006 was up in excess of 11% over the previous year's levels, due primarily to increases in fuel prices. The ridership increase on the bus system has continued into the 1st Quarter of FY 2007 with an average weekday growth rate of approximately 5%. As noted above, the increased ridership has impacted on-time performance levels on some of our heavier ridership routes, resulting in increased customer complaints. Transportation and Service Planning management are addressing a number of the route-specific issues through schedule refinements to be implemented in February 2007.

Relating to management's response to the increased customer complaint activity, a number of initiatives are planned or underway. Transportation management is finalizing a Complaint Handling Standard Operating Procedure that will address the investigation of complaints, employee counseling, and guidelines for corrective action related to customer complaints. A cross-functional process team has been established to focus on bus timeliness complaints, which represent 58% of DART's complaint activity. This team will coordinate existing initiatives to reduce on-time performance complaints, as well as to identify and implement new strategies. Also, the Operator Training section of the Transit Operations Division has developed a one-day customer relations training class for operators experiencing a higher than normal level of complaint activity.

Light Rail Transit (LRT)

DART's twenty-mile Light Rail Starter System was opened in three phases from June 1996 through May 1997. DART completed the build-out of the Starter System in December 2002 with an additional 24 miles of light rail extending from Mockingbird Station to Downtown Garland (Northeast Corridor) and from Park Lane Station to Richardson and Plano (North Central Corridor). A 1.5-mile extension was completed in November 2004 to Victory Station at the American Airlines Center (AAC).

The Agency is currently designing two additional rail extensions – the Southeast Corridor (from Downtown Dallas to Pleasant Grove) and the Northwest Corridor (from Downtown Dallas to Farmers Branch and Carrollton). Planning is also underway for an additional line through the Central Business District (CBD), and extensions to Rowlett and Irving and to the South Oak Cliff (SOC) line.

DART currently operates and maintains 35 rail stations and a fleet of 115 revenue vehicles. The Service & Inspection Facility (S&I) located near Fair Park is currently undergoing expansion to support and operate the additional fleet.

Exhibit 5 is DART's Light Rail Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 5	Light Rail Scorecard - Key Performance Indicators					
	Indicators	Q 1/06	Q 1/07		FY07 Target	Status
	Customer/Quality Indicators					
	LRT Ridership (M)	17.6	18.6	4.6	19.0	Yellow
	On-Time Performance	98.2%	96.3%	98.0%	97.0%	Green
	Complaints Per 100k Passengers	13.6	14.2	14.1	13.6	Yellow
	Mean Distance Between Service Calls (000s)	45.8	38.6	33.2	42.0	Yellow
	Accidents per 100k Miles	0.29	0.33	0.36	0.35	Green
	Financial/Efficiency Indicators					
Subsidy Per Passenger	\$3.28	\$2.94	\$2.62	\$3.18	Green	
Subsidy Per Passenger Mile	\$0.40	\$0.35	\$0.31	\$0.40	Green	

Light rail ridership totaled 4.6 million riders in the first quarter, a net decrease of 0.2% from Q1 2006. While some of the changes are due to variations in the calendar, we believe the most significant factor is variation in fuel prices. Fuel price increases led to significant increases in LRT ridership levels during 2006, and these trends influenced 2007 ridership projections. Fuel prices began to decline significantly in August, and Q1 2007 fuel prices were well below levels for the previous year. While DART retained most of the riders gained during 2006, further growth in overall LRT ridership did not occur during the first quarter.

Complaints per 100k Passengers for the quarter exceeded the target. Several factors contributed to this result. Increased fuel prices contributed to a significant number of new riders on the system toward the end of FY 2005 and during FY 2006. As ridership has increased, the number of reports of overcrowding on trains, lack of available parking at rail stations, and off-schedule trains has increased. Transportation management is finalizing a Complaint Handling Standard Operating Procedure that will address the investigation of complaints, employee counseling, and guidelines for corrective action related to customer complaints. Tracking of complaints by type, employee, location, and time is underway. This will allow management staff to identify and overcome undesirable trends.

Distance Between Service Calls was short of the target, due in substantial part to a continued increase in the failure rate of the traction power control systems on the first three sub-fleets of LRVs. Maintenance and Project Management have worked with the car manufacturer to identify a solution to these failures. The cars are being reworked by the manufacturer at a rate of 2 to 3 cars per day, so the fix should be done over the next 60 days. Maintenance management anticipates a marked improvement in the performance of this sub-system once this fix is completed.

Trinity Railway Express (TRE)

TRE commuter rail 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. (Herzog) to maintain and operate the commuter rail vehicles and the corridor. The TRE is 34 miles and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART. The vehicle fleet is made up of 13 rail diesel cars, 6 locomotives, 10 bi-level coaches, and 7 bi-level cab cars.

TRE currently operates Monday through Saturday from Fort Worth's Texas & Pacific (T&P) Station to Dallas' Union Station with seven intermediate stops. TRE also serves Victory Station with DART's Light Rail at the American Airlines Center in Dallas that opened in November 2004. Service at this location is on event-days only, and results in ridership increases of approximately 1,000 passengers per day.

Exhibit 6 is DART's Commuter Rail Scorecard and provides the FY 2007 KPI targets and historical KPIs.

Exhibit 6	Commuter Rail - TRE Scorecard - Key Performance Indicators					
	Indicators	Q 1/06	Q 1/07	Qtrly	FY07 Target	Status
	Customer/Quality Indicators					
	TRE Ridership (M)	2.2	2.4	0.6	2.4	Green
	On-Time Performance	97.9%	98.5%	96.7%	97.0%	Green
	Complaints Per 100k Passengers	8.32	6.14	4.97	8.00	Green
	Accidents Per 100k Miles	0.24	0.17	0.23	0.30	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$6.07	\$6.44	\$5.81	\$6.71	Green
	Subsidy Per Passenger Mile	\$0.35	\$0.37	\$0.34	\$0.39	Green

Paratransit Services

Paratransit Services provides accessible, curb-to-curb public transportation in accordance with the Board-approved Accessible Services Policy No. III.14, which complies with the Americans with Disabilities Act of 1990 (ADA). Paratransit Services is responsible for planning/scheduling, dispatching, field supervision, rider eligibility, outreach, and other administrative functions. X-Press Booking (XPB), an automated scheduling feature allows riders wishing to schedule trips when the Scheduling Center is closed to do so by using either XPB or an automated voice-mail system. Service is currently contracted with one vendor who operates and maintains a total of 99 vans and 76 sedans. DART staff performs the scheduling, dispatching, certification, and administrative functions.

Exhibit 7 is DART's Paratransit Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 7	Paratransit Scorecard - Key Performance Indicators					
	Indicators	Q 1/06	Q 1/07	Qtrly	FY07 Target	Status
	Customer/Quality Indicators					
	Paratransit Ridership (000s)	642.1	666.8	166.0	650.1	Yellow
	Revenue Hours (000s)	418.6	440.0	109.8	448.8	Green
	Paratransit Passengers per Hour	1.53	1.52	1.51	1.45	Green
	On-Time Performance	90.2%	87.3%	85.3%	86.0%	Green
	Accidents per 100K miles	2.24	2.03	1.59	2.50	Green
	Complaints per 1k Passengers	3.48	3.74	4.16	5.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$42.46	\$43.18	\$40.08	\$47.07	Green

The continuing level of higher-than-targeted **Paratransit Ridership** can be attributed to the quality and use of modern technology, reliable vehicles, and a general increase in the aging population as well as those customers now using mobility devices. Additionally, Paratransit Ridership “spiked” in the second quarter of FY06 and has continued to increase since then. FY07 Ridership projections were made prior to that spike, and as a result, the FY07 Ridership target was understated.

High Occupancy Vehicle Transitway Services

DART currently operates 31 miles of Interim or Immediate Action HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 9:00 a.m. in the westbound direction and from 3:30 p.m. to 7:00 p.m. in the eastbound direction. The I-35E/US 67 HOV lanes are a combination of concurrent flow buffer-separated and reversible facilities. The concurrent flow section is open 24-hours a day and the reversible part operates weekdays from 6:00 a.m. to 10:00 a.m. in the northbound direction, and from 2:30 p.m. to 7:00 p.m. in the southbound direction.

Exhibit 8 is DART's HOV Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs.

Exhibit 8	HOV Scorecard - Key Performance Indicators					
	Indicators	Q 1/06	Q 1/07	Qtrly	FY07 Target	Status
	Customer/Quality Indicators					
	Ridership (M)	36.9	36.5	9.3	36.0	Green
	Avg. Weekday Ridership (000s)	112.7	111.3	113.6	110.5	Green
	Operating Speed Ratio (Qtrly)*	1.50	1.70	1.70	1.50	Green
	Lane Availability	100.0%	99.5%	99.0%	99.9%	Green
	Complaints per 100K Passengers	NA**	0.14	0.14	0.20	Green
Financial/Efficiency Indicators						
Subsidy Per Passenger	\$0.13	\$0.14	\$0.11	\$0.19	Green	

*Number stated is a quarterly number

**KPI being computed for the first time in FY 2007

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 7- to 15-person vans through a contractor. This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. Vanpool riders are responsible for 50% of cost, as well as fuel. NCTCOG pays 80% of the operating costs not paid by vanpool riders; DART administers the Vanpool Program and incurs the remainder of the total program costs.

Exhibit 9 is DART's Vanpool Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs.

Exhibit 9	General Mobility (Vanpool) - Key Performance Indicators					
			FY07			
	Indicators	Q 1/06	Q 1/07	Qtrly	Target	Status
	Customer/Quality Indicators					
	Ridership (000s)	380.0	444.5	116.4	575.5	Yellow
	Number Of Vanpools (current)	83	87	87	133	Yellow
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.76	\$0.53	\$0.31	\$0.47	Green

Ridership during the first quarter was below the fiscal year target. DART is aggressively working with NCTCOG to expand the vanpool program for FY 2007 to address regional air quality targets, and 2007 KPIs reflect this expansion. Fuel prices played a significant role in growth of interest and participation in vanpools during 2006; however, after maintaining high levels during most of the year, prices began to decline in August, and have fallen below levels from the previous year. We believe this may have affected interest in new vanpool participation.

The number of vanpools similarly came up short of target, as vanpool numbers and ridership normally track closely to each other, and fuel prices have influenced the slower growth in the program seen for 2007 so far. DART and the NCTCOG have been exploring the potential for bringing additional NCTCOG financial support to the vanpool program this year, and reductions in user fees for vans (currently \$500 per month per van) – which should increase the attractiveness of the program and offer an incentive for higher participation. DART has also initiated a new marketing campaign in support of the vanpool expansion, including direct mailings to and telephone contacts with major employers. Program advertisements are appearing in a number of local newspapers. Incentives for new vanpools – gas cards and gift cards for participants – are also available through the end of FY 2007.

Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating costs for the first quarter of FY 2007.

Exhibit 10	Actuals vs. Budget Capital and Non-Operating Costs Through the First Quarter, FY 2007 (In Thousands)			
	Mode	FY07 Actuals	FY07 Budget	Unspent Balance
	Agency-Wide	\$51	\$15,576	\$15,525
	Bus	1,618	14,398	12,780
	LRT	50,008	490,847	440,839
	Commuter Rail	5,621	59,378	53,757
	Paratransit	1	21,416	21,415
	HOV	1,316	10,918	9,601
	Total Projects	\$58,617	\$612,533	\$553,916
	P&D/Startup/Non-Ops	\$4,304	\$26,219	\$21,915
	Road Improvements/ITS	190	5,000	4,810
	Total Capital	\$63,111	\$643,752	\$580,641

For FY 2007, it is anticipated that a high percentage of budgeted capital expenditures will occur later in the fiscal year.

APPENDIX



Revenues, Operating Expenses and Net Financing Costs Exhibit 11 - Actuals vs. Budget First Quarter, FY 2007 Dollars in Thousands					
Revenues:	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Passenger Revenues (Fixed Route)	\$9,581	\$9,952	(372)	(3.7)%	\$39,808
Special Events Passenger Revenue	252	220	32	14.6%	549
Vanpool Passenger Revenues	130	129	1	0.5%	624
Paratransit Passenger Revenues	360	378	(18)	(4.7)%	1,542
Passenger Revenues	\$10,322	\$10,679	(\$356)	(3.3)%	\$42,523
Advertising and Other	\$2,116	\$2,026	\$90	4.5%	\$8,984
Operating Grant Revenues	189	191	(2)	(1.0)%	1,702
Total Other Revenues	\$2,305	\$2,216	\$89	4.0%	\$10,686
Total Operating Revenues	\$12,627	\$12,895	(\$268)	(2.1)%	\$53,209
Sales Tax Revenues	\$100,955	\$100,580	\$375	0.4%	\$384,454
Interest Income *1	5,515	6,052	(536)	(8.9)%	24,207
Other Non-Operating Revenues	1,770	1,898	(127)	(6.7)%	7,591
Total Revenues	\$120,868	\$121,424	(\$556)	(0.5)%	\$469,460
Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget	Total Budget
Salaries & Wages *2	\$38,240	\$39,042	(\$803)	(2.1)%	\$160,657
Benefits *2	15,056	15,926	(870)	(5.8)%	67,531
Services *2	4,561	5,516	(955)	(20.9)%	25,918
Materials & Supplies *2	10,563	10,409	154	1.5%	43,162
Utilities	2,389	2,409	(20)	(0.8)%	10,814
Casualty and liability *2	844	892	(48)	(5.7)%	3,679
Purchased Transportation *2	10,085	10,117	(33)	(0.3)%	42,504
Taxes, Leases, and Other *2	987	1,157	(170)	(17.2)%	5,117
Management & Fuel Reserves	-	-	-	0.0%	4,189
Total Operating Expenses	\$82,725	\$85,469	(\$2,744)	(3.3)%	\$363,571
Capital Allocation	(\$4,304)	(\$4,464)	\$160	(3.7)%	(\$21,456)
Total Ops Expense after Allocations	\$78,421	\$81,005	(\$2,584)	-3.3%	\$342,114
Net Financing Costs	YTD Actuals	YTD Budget	YTD {Better}/Worse	% Over / (Under) Budget	Total Budget
Financing Costs	\$10,094	\$13,923	(\$3,829)	(37.9)%	\$55,261
Principal Repayments	10,820	10,820	0	0.0%	10,820
DTL Costs	5,459	5,785	(326)	(6.0)%	23,138
Less: DTL Income	(5,459)	(5,785)	326	(6.0)%	(23,138)
Less: Interest Income	(5,515)	(6,052)	536	(9.7)%	(24,207)
Total Net Financing Costs	\$15,398	\$18,691	(\$3,293)	-21.4%	\$41,874

*1) Accounting rules require DART to value to market its investments as if sold in that month. However DART does not sell investments, they are allowed to mature. Therefore, the accounting for those amounts is not reflected in interest income. *2) Expenditures do not include items that were budgeted for Board-approved capital and non-operating projects, but for financial reporting purposes, cannot be capitalized.

DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE YEAR ENDED DECEMBER 31, 2006 AND 2005		
	(In thousands)	
	Year ended	
	12/31/2006	12/31/2005
	Unaudited	Unaudited
OPERATING REVENUES:		
Passenger	\$10,326	\$10,108
Advertising, rent and other	2,185	2,107
Total Operating Revenues	\$12,511	\$12,215
OPERATING EXPENSES:		
Labor	\$38,378	\$36,509
Benefits	15,056	16,923
Services	4,882	4,857
Materials and Supplies	10,704	11,502
Purchased Transportation	10,085	9,559
Depreciation and amortization	26,199	25,925
Utilities	2,389	2,528
Taxes, Leases, and Other	965	803
Casualty and liability	844	978
TOTAL OPERATING EXPENSES	\$109,502	\$109,584
NET OPERATING LOSS	(\$96,991)	(\$97,369)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	\$100,955	\$93,212
Investment Income	6,009	3,106
Interest Income from investments held to pay capital lease	5,459	6,522
Interest expense on capital leases	(5,459)	(6,522)
Local Assistance Program and Street improvements	(190)	(498)
Interest and financing expenses	(7,034)	(6,669)
Other non-operating revenues and expenses, net	2,816	1,741
Other non-operating expenses	(1,046)	(29)
TOTAL NET NON-OPERATING REVENUES	\$101,510	\$90,863
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	\$4,519	(\$6,506)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	\$6,286	\$6,212
Total capital contributions	\$6,286	\$6,212
Federal grants and reimbursements	\$477	\$163
State grants and reimbursements		
Total grants and reimbursements	\$477	\$163
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	\$6,763	\$6,375
CHANGE IN NET ASSETS	\$11,282	(\$131)
TOTAL NET ASSETS - Beginning of the year	1,976,722	1,958,508
TOTAL NET ASSETS - End of the quarter	<u><u>\$1,988,004</u></u>	<u><u>\$1,958,377</u></u>

DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS

AS OF DECEMBER 31, 2006 AND SEPTEMBER 30, 2006

	(In thousands)	
	12/31/2006	9/30/2006
	Unaudited	
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$98,845	\$77,249
Investments	305,725	347,526
Current portion of restricted assets	5,111	19,344
Current portion of investment held to pay capital lease liability	38,358	36,525
Sales tax receivable	72,100	64,768
Transit Revenue Rec., Net	2,574	2,070
Due from Other Governments	1,226	1,956
Materials and supplies inventory	22,596	22,773
Prepaid transit expenses and other	4,639	4,354
TOTAL CURRENT ASSETS	551,174	576,565
NONCURRENT ASSETS		
Note Receivable	3,136	3,112
Restricted assets	412	29,460
Investments in joint venture	9,525	9,654
Capital assets		
Land and rights of way	387,009	387,009
Depreciable capital assets, net of depreciation	1,573,191	1,599,253
Projects in progress	536,059	469,652
Long-term investments held to pay capital lease/lease back liabilities	408,544	410,600
Net pension asset	3,716	3,716
Unamortized long-term debt issuance costs	4,562	3,811
TOTAL NONCURRENT ASSETS	2,926,154	2,916,267
TOTAL ASSETS	\$3,477,328	\$3,492,832

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS - CONT'D
AS OF DECEMBER 31, 2006 AND SEPTEMBER 30, 2006

	(In thousands)	
	12/31/2006 Unaudited	9/30/2006
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$65,313	\$107,089
Commercial paper notes payable	445,645	415,645
Current portion of Capital lease/leaseback liabilities	38,358	36,525
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	20,644	21,684
Retainage Payable	16,020	15,773
Other Current Liabilities	11,649	10,213
Payable from restricted assets		
Interest payable	5,230	9,678
Current portion of senior lien sales tax revenue bonds payable	9,240	10,820
TOTAL CURRENT LIABILITIES	612,923	628,251
NON-CURRENT LIABILITIES		
Repayment due to State Comptroller	12,154	12,360
Senior lien sales tax revenue bonds payable	408,544	464,899
Capital lease/leaseback liabilities	455,703	410,600
TOTAL NON-CURRENT LIABILITIES	876,401	887,859
TOTAL LIABILITIES	1,489,324	1,516,110
NET ASSETS		
Invested in capital assets, net of related debt	1,574,011	1,582,230
Restricted for		
Debt Service	-	9,666
Unrestricted	413,993	384,826
TOTAL NET ASSETS	\$1,988,004	\$1,976,722

Glossary of Terms/Definitions

Accidents per 100,000 Miles – Measures vehicle accidents reported (bus and light rail) per 100,000 miles of actual fixed route 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.

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

Annulled Trips – The number of trips eliminated from the schedule prior to scheduled departure due to adverse equipment, track, or dispatch conditions. TRE does not include annulled trips as part of the on-time performance calculation.

Average Fare – Represents the average fare paid per passenger boarding on fixed route modes of service during the period.

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

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 – Fixed route quality ratio that measures the number of service complaints per 100,000 passenger boardings. Management's objective is to reduce this ratio.

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

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

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

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.

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.

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



Glossary of Terms/Definitions (Cont.)

Missed Work Days – Occurs when an operator is not available for his or her scheduled/assigned work and has not received prior approval to be absent.

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 on those trains.

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

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.

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

Pay-to-Platform Ratio - Hours – This efficiency ratio measures, in hours, the total amount of time for which operators are paid as a percentage of their platform time. Platform time is the time when the operator is on the bus/train operating the revenue vehicle, and includes revenue service, deadheading, and recovery time. Other wage categories that may be paid to the operator include other scheduled time, scheduled and unscheduled absences, unscheduled work, safety and training, and administration.

$$\text{Calculation} = [\text{Total Operators Hours Paid} / \text{Operators Platform Hours Paid}]$$

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.

$$\text{Calculation} = (\# \text{ of Calls Answered or Abandoned Within the Specified Time Period}) / (\# \text{ of Calls Received Within the Specified Time Period})$$

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.

$$\text{Calculation} = [(\text{Operating Expenses} - \text{Operating Revenues}) / \text{Passenger Boardings}]$$

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 primarily 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 (*i.e.* passenger boardings are counted resulting in a transferring passenger being counted as two trips or riders). 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 Ridership
R3-5	Charts 2-4	Average Weekday Ridership (Bus, LRT, Commuter Rail)
R6	Table 1	Monthly Trending Report
R7	Table 2	Weekday Trending Report
R8	Table 3	Passengers Boarding by Member City
R9-12	N/A	Service Standards Monitoring Report
R13	Table 4 & 5	Crosstown and Express Routes Performance
R14	Table 6	Rail Feeder Route Performance
R15	Table 7	Transit Center Feeder Route Performance
R16	Table 8	Local Route Performance
R17	Tables 9 & 10	Site-Specific Shuttles and DART-on-Call Performance
Following	Charts 5-9	Route Performance Index Charts

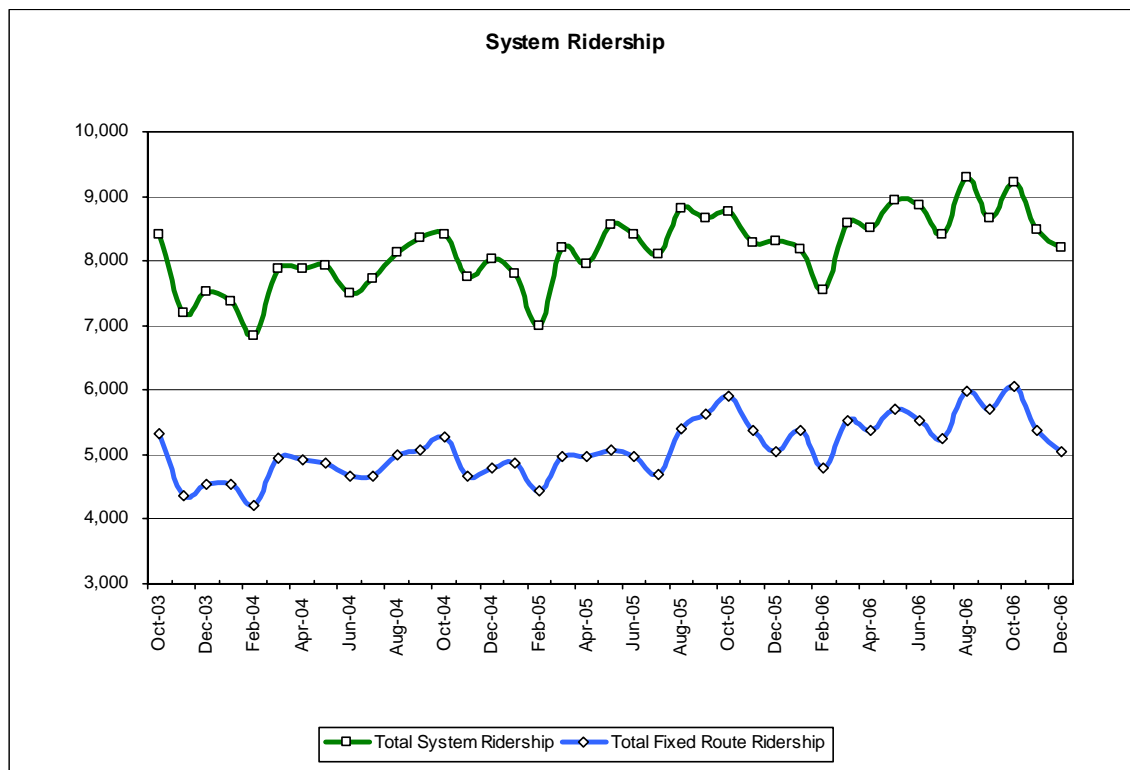
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

Bus ridership is derived daily from automated fareboxes. Light Rail ridership is determined through statistical sampling on a monthly basis. Commuter rail ridership is manually counted on a daily basis. HOV ridership is determined monthly on a sampling basis. Paratransit ridership compiled daily as actual trips are taken.

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 in the services monitored. The Board also asked that routes be ranked according to their performance in each metric and the results be reported along with the RPI ranking of routes.

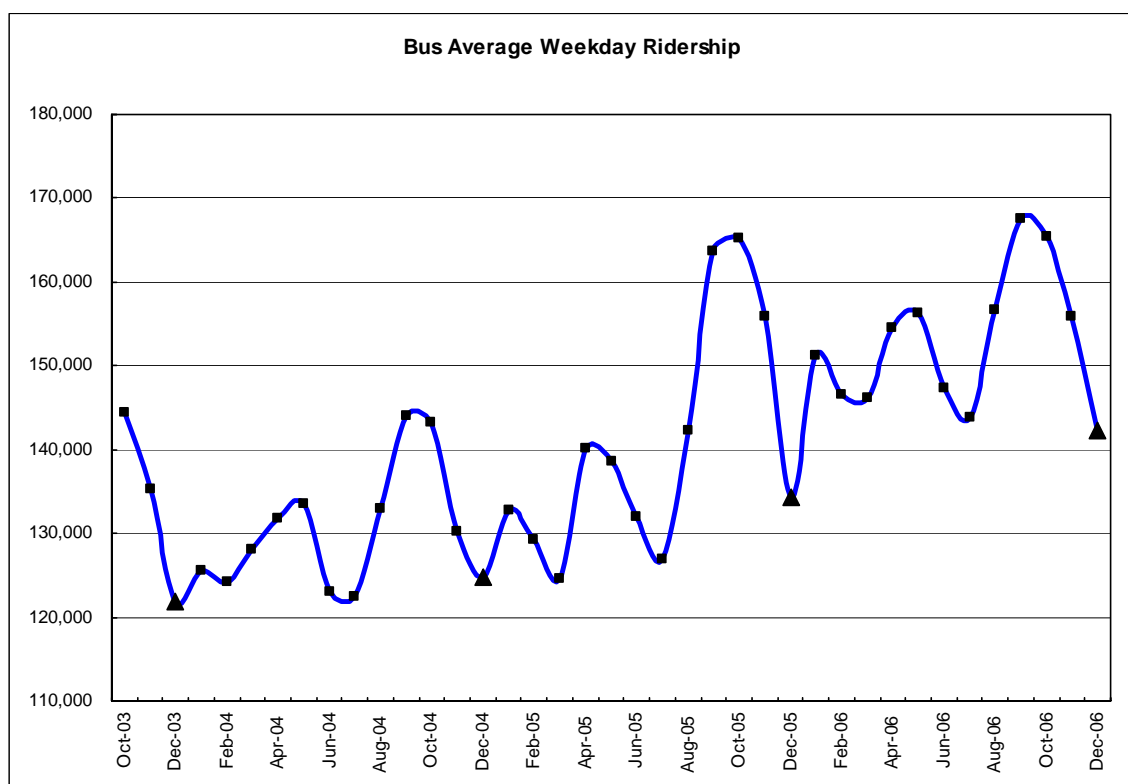
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

Total System Ridership



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the first quarter of FY 2007 was 25.9 million riders, an increase of 2.1 percent over the first quarter of FY 2006.
- Fixed route ridership totaled 16.5 million passengers in the first quarter of FY 2007, an increase of 0.8 percent over the first quarter of FY 2006. Much of this increase is attributable to improving service quality and service improvements.
- Trinity Railway Express ridership was over 603,000 passengers in the first quarter, a decrease of 0.1 percent from last year. This decrease is the result of lower ridership to special events at American Airlines Center at Victory Station.
- Light rail ridership was 4.6 million riders in the first quarter. This 0.2 percent decrease is attributed to decreases in fuel prices and variations in the calendar.
- Paratransit ridership increased to 166,023 trips in the first quarter of FY 2007, an increase of 4.1 percent from FY 2006 levels.
- Total HOV usage in the first quarter of FY 2007 was 9.3 million persons, up 4.5 percent from the first quarter of FY 2006. Decreases in fuel prices appear to have stimulated more automobile travel.

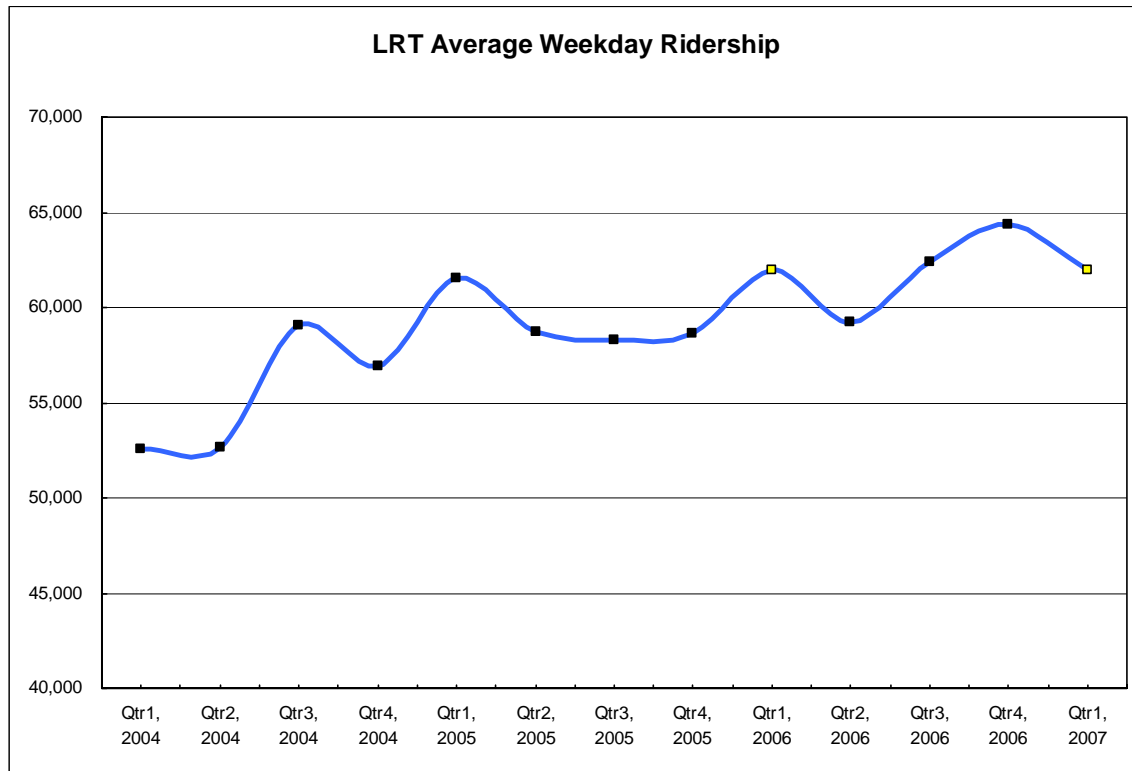
Bus System Ridership



- Total bus ridership in the first quarter of FY 2007 was 11.2 million riders, a 1.5 percent increase from the first quarter of FY 2006.
- Average weekday ridership in the first quarter was 154,510 riders, an 1.8 percent increase from last year's average.
- Ridership on Crosstown, Rail Station Feeder and Transit Center Feeder routes increased over the first quarter last year.
- Crosstown routes increased by 2.2 percent, Transit Center Feeder routes increased by 18.4 percent, Rail Station Feeder routes increased by 3.3 percent.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

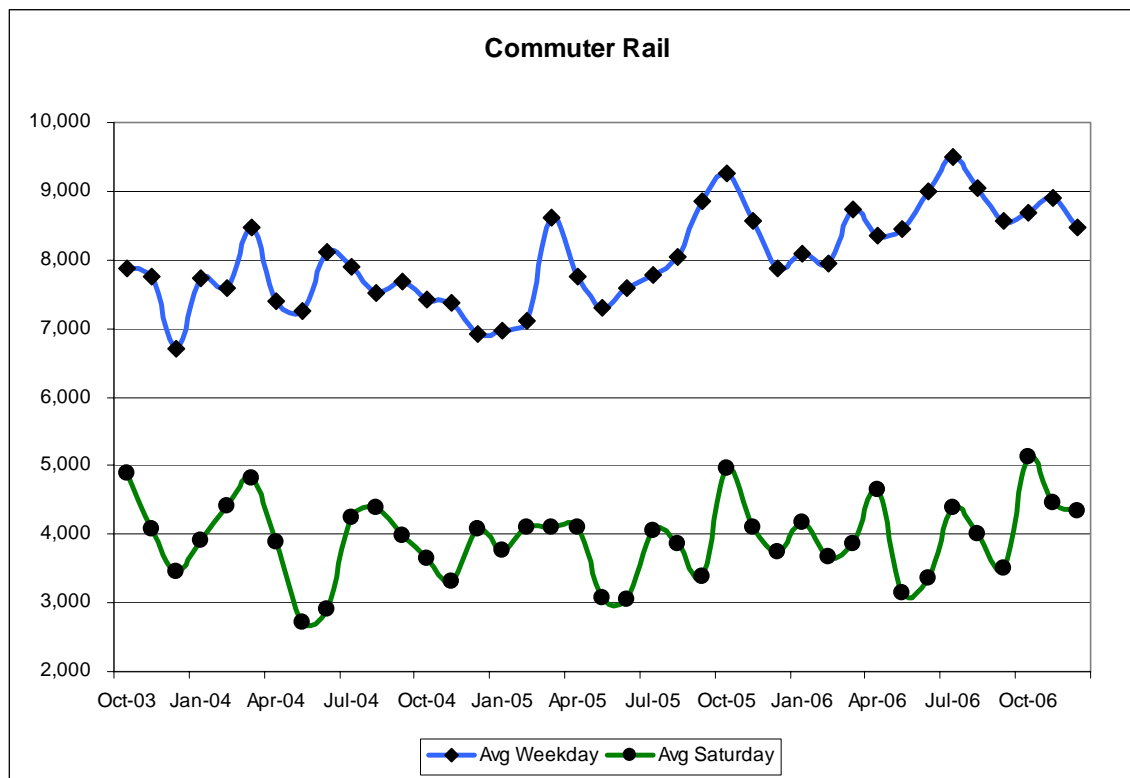
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	466	6,852
Express	283	1,179
Rail Feeder	583	3,954
TC Feeder	378	1,734
Local	44	7,511

LRT Ridership



- LRT ridership in the first quarter totaled 4.59 million riders, a decrease of 0.2 percent from the first quarter of FY 2006.
- Weekday ridership in the first quarter averaged 61,990 passengers, a decrease of twenty-two riders from the first quarter of FY 2006.
- Saturday ridership in the first quarter averaged about 30,200 passengers, an increase of 6.2 percent over the FY 2006 level.
- Sunday ridership in the first quarter averaged 20,000 passengers, a decrease of 6.6 percent from the FY 2006 level.
- Ridership in the fourth quarter was virtually the same as experienced in the first quarter last year. The retention of riders gained during the surge in fuel prices last year is a positive result. Reductions in fuel prices, calendar differences and weather conditions have combined to slow growth.
- The terminal light rail stations in Garland (Downtown Garland), Plano (Parker Road) and Dallas (Ledbetter and Westmoreland) have combined to contribute about 10,060 average weekday riders to the system in the first quarter, a decrease of 1.9 percent. These four stations served 16.2 percent of the system's average weekday ridership in the quarter.

Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership decreased in the first quarter. The TRE served a total of 603,141 passengers, a decrease of 0.1 percent from the first quarter of FY 2006.
- Weekday ridership on the TRE averaged 8,688 daily riders (a 1.1 percent increase over last year) in the first quarter.
- Saturday ridership in the first quarter averaged 4,638 daily riders, an increase of 5.5 percent over the first quarter of FY 2006.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the first quarter, 43,747 passengers were counted boarding and alighting TRE trains at the Victory station. This level represents a decrease of 26.2 percent from the first quarter last year.
- Union Station in downtown Dallas is the alighting location for about 62 percent of the Eastbound TRE riders and the boarding location for about 62 percent of westbound passengers.
- During the first quarter, ridership on the TRE exclusive of the special event ridership to Victory station increased by 2.4 percent, an increase of over 13,200 riders.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route
(Ridership in Thousands)					
2005	October	3,509	1,505	181	5,195
	November	3,042	1,451	168	4,661
	December	3,086	1,531	168	4,785
	January	3,206	1,486	160	4,852
	February	2,915	1,345	158	4,418
	March	3,288	1,473	206	4,967
	April	3,389	1,396	186	4,971
	May	3,351	1,425	166	4,942
	June	3,297	1,487	179	4,963
	July	3,081	1,409	176	4,666
	August	3,679	1,505	193	5,377
2006	October	4,055	1,556	219	5,830
	November	3,649	1,514	197	5,360
	December	3,335	1,526	188	5,049
	January	3,663	1,509	191	5,363
	February	3,293	1,325	174	4,792
	March	3,747	1,542	216	5,505
	April	3,637	1,536	190	5,363
	May	3,909	1,604	199	5,712
	June	3,674	1,633	211	5,518
	July	3,437	1,571	212	5,220
	August	4,052	1,705	224	5,981
	September	3,937	1,562	189	5,688
2007	October	4,141	1,643	212	5,996
	November	3,663	1,495	200	5,358
	December	3,405	1,450	191	5,046

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route
(Ridership in Thousands)					
2005	October	142.9	60.9	7.8	211.6
	November	130.1	61.3	7.1	198.5
	December	122.9	62.4	7.1	192.4
	January	132.3	60.7	7	200
	February	128.4	58.7	7.1	194.2
	March	124.2	56.7	8.6	189.5
	April	139.7	57.3	7.6	204.6
	May	138.2	58.2	7	203.4
	June	131.8	59.4	7.6	198.8
	July	126.9	58.1	7.8	192.8
	August	142.4	57.6	8.1	208.1
2006	October	165.2	62.6	9.3	237.1
	November	156	62.9	8.6	227.5
	December	134	60.3	7.9	202.2
	January	151.3	60.3	8.1	219.7
	February	146.6	57.8	7.9	212.3
	March	146.1	59.6	8.7	214.4
	April	154.4	60.7	8.3	223.4
	May	156.2	62.7	8.5	227.4
	June	147.3	63.9	9	220.2
	July	143.8	63.8	9.6	217.2
	August	156.7	64.6	9	230.3
	September	167.5	64.6	8.5	240.6
2007	October	165.3	64.2	8.7	238.2
	November	155.9	61.9	8.9	226.7
	December	142.2	59.9	8.5	210.6

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
December 31, 2006
 In Thousands

Description	Dec 2006	Dec 2005	%%%, (2) Change
Bus Ridership (1)			
Addison	28	25	15.4%
Carrollton	57	58	-1.4%
Farmers Branch	17	16	0.7%
Garland	204	187	9.1%
Glenn Heights	19	17	8.5%
Irving	190	184	3.0%
Plano	62	60	2.9%
Richardson	73	66	10.2%
Rowlett	5	7	-29.2%
Suburban Total	655	621	5.4%
Dallas Total (3)	2750	2714	1.3%
Bus Total	3,405	3,335	2.1%
Light Rail	1,450	1526	-5.0%
Commuter Rail	191	188	1.7%
Total Passenger Boardings	5,046	5,049	-0.1%

YTD 2007	YTD 2006	%%%, Change
96	81	17.5%
192	190	0.8%
56	54	2.4%
672	624	7.7%
66	60	10.6%
623	592	5.2%
204	196	4.1%
253	224	12.9%
19	24	-23.1%
2180	2046	6.5%
9029	8993	0.4%
11,210	11,039	1.5%
4588	4595	-0.2%
603	604	-0.1%
16,401	16,239	1.0%

Type of Day	Dec 2006	Dec 2005	Inc (Dec)
Weekdays	20	21	-1
Saturdays/Holiday	5	5	0
Sundays/Holiday	6	5	1
Total	31	31	0

YTD 2007	YTD 2006	Inc (Dec)
62	62	0
14	15	-1
16	15	1
92	92	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 mile, 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. This latter index measures performance against standards for subsidy per passenger and passengers per hour. The standards adopted for FY 2007 were used in compiling this report.

The Service Standards define an RPI (or SPI) of 0.6 or greater as satisfactory performance. Routes whose RPI values fall below 0.6 are targeted for corrective action up to and including elimination. Routes with an RPI 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.

Beginning in FY 2004, the policy requires that routes be ranked, by route type, according to each of the performance metrics used in compiling the RPI and that those routes falling into the lowest quartile in at least two performance metrics for their route type be identified. This ranking is performed for comparison purposes. Routes that fall into the lowest quartile in at least two of the performance metrics are identified separately from the RPI evaluation.

First Quarter Report

Crosstown Routes

- Five of the nineteen Crosstown routes had an RPI value of 1.0 or greater.
- Sixteen of the nineteen Crosstown routes perform at or above the 0.6 level.
- The three Crosstown routes that perform below the 0.6 level include routes 404 (0.4), 438 (0.1) and 475 (0.5).
- Route 475 serves the southeast Dallas area. A route restructuring plan has been developed for February 2007 implementation. The restructuring is planned increase ridership and streamline service to improve performance.
- Route 404 was restructured in February 2006. Its ridership patterns will be reviewed to develop an appropriate course of action to improve performance.
- Route 438 operates only on Saturdays connecting South Oak Cliff and West Oak Cliff areas to employment centers in North Irving. Its market is, primarily, call center workers. Ridership varies significantly depending upon employment levels of those call centers. A review of employment in the North Irving area will be undertaken to assess the appropriate course of action for this route.

Express Routes

- Nine of DART's ten Express routes had an RPI value of 0.7 or greater.
- Routes 205 (Addison), 278 (Red Bird), 206 (Glenn Heights) and 283 (Lake Ray Hubbard) had the highest RPI values among Express routes with RPIs of 1.5, 1.0, 0.9 and 0.8 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) was at 0.3 level.
- Route 247 was modified in February 2006. The modifications are anticipated to improve its performance to acceptable levels.

Rail Feeder Routes

- Eight of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 25 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 2.7. Route 702 (Northpark Shuttle) was second with an RPI of 2.6. Route 554 (Ledbetter Station/ Bonnieview) was third with an RPI of 1.5.
- Route 506 (Park Lane Station) was next with an RPI value of 1.4.
- One route recorded an RPI value of 0.5 during the first quarter. Route 505 (Walnut Hill Station/Forest Lane Station) has experienced ridership decreases because of population shifts. A revised route structure is being developed for Fall 2007 implementation.
- Routes 560 (LBJ/Skillman/Kingsley) and 566 (Downtown Garland) were restructured in February 2006 to improve performance. These routes will be reevaluated to determine appropriate additional action.
- Routes 536 (Forest Lane Station/Hamilton Park) with an RPI of 0.1 and 570 (East Plano) with an RPI of 0.2 will be reviewed to identify actions to improve their performance.

Transit Center Feeder Routes

- Twenty-five of the 26 of the Transit Center Feeder routes achieved RPI values of 0.6 or greater. Six of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central) and Route 301 (North Irving/South Irving) were the top performing Transit Center Feeder routes with RPI values of 1.6 and 1.4 respectively.
- Route 341 (Addison/Rosemeade) was next with an RPI value of 1.3.
- Three routes posted RPI values of 1.1, including routes 372 in Garland and Richardson, 374 and 376 in Northeast Dallas.
- Route 316 (West Plano/Hebron) performed at the 0.5 level.

Local Routes

- Thirty of the 32 Local routes posted RPI values of 0.6 or greater in the first quarter of FY 2007.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.6 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) placed second with an RPI value of 1.4.
- Routes 24 (Mockingbird Station) and 76(Lakewood/Keeneland) performed at the 1.2 level.
- Six routes had an RPI value of 1.01, four routes had RPI values of 0.9, four routes posted RPI values of 0.8 and another nine routes had 0.7 RPIs.
- Route 8 (Oak Lawn/Preston Center) and route 184 (Frankford) performed at the 0.4 level. Both of these routes were modified in February 2006.

Site-specific Shuttles

- All seven Site-specific Shuttles, including E-shuttles, performed at or above the 0.6 level.
- The Medical City Shuttle was the top performer with an RPI of 1.7.
- The UT Southwestern DFW and SMU shuttles were second with an RPI of 1.4.
- The TI shuttles operated at a 1.3 RPI level.
- The Campbell Center E-shuttle performed at a 0.9 level.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.8 level.

DART-on-Call

- Six of the nine DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The Lakewood on Call zone performed at a 1.1 level.
- The relatively new Glenn Heights zone performed at a 1.0 level.
- The East Plano and Rowlett zones performed at the 0.8 level.
- The Richardson and North Central Plano zones performed at the 0.7 level.
- The Lake Highlands zone, with an RPI of 0.5, is expected to improve in both ridership and performance as its service matures.
- The Farmers Branch and North Dallas zones performed at the 0.4 level
- The Farmers Branch and North Dallas zones are being examined to identify methods of increasing ridership, thereby improving performance.

Evaluation of Routes Ranked by Performance Metrics

The following table compares the results of ranking routes by performance metrics with the identification of poorly performing routes by the RPI process. Routes that fall into the lowest quartile in two or more of the performance metrics are identified as poorly performing.

<u>Crosstown</u>		<u>Express</u>		<u>Rail Feeders</u>		<u>T C Feeders</u>		<u>Local</u>	
<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>
404	400	247	210	536	501	316	302	8	8
438	404		247	560	505		303	184	21
475	438			566	536		311		31
	444			570	549		314		35
	475				551		316		42
					557				183
					560				184
					566				185
					570				

The ranking process identifies three more Crosstown routes and two more Express routes as poorly performing. Five more Rail Feeder routes, four Transit Center Feeder routes and six more Local routes are identified as poorly performing by the ranking process.

Crosstown Routes

Crosstown

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2007

		Avg Weekday	Avg Weekday								4Q06	1Q07	
		Pass	Pass	%	Sub/		Pass/		Pass/		Route	Route	RPI
LINE		1Q07	1Q06	Change	Pass	Index	Trip	Index	Rev	Index	Performance	Performance	Point
									Mile		Index	Index	Change
					\$2.60		33.00		1.80				
C	466	6,852	6,400	7.1%	\$1.91	1.4	71.5	2.2	2.3	1.3	1.7	1.6	-0.1
C	409	3,228	3,395	-4.9%	\$1.89	1.4	37.3	1.1	2.8	1.5	1.5	1.3	-0.1
C	486	2,772	2,930	-5.4%	\$2.24	1.2	42.7	1.3	2.1	1.2	1.4	1.2	-0.2
C	463	1,868	1,750	6.7%	\$2.52	1.0	32.1	1.0	2.1	1.2	1.2	1.1	-0.2
C	428	3,641	3,641	0.0%	\$2.94	0.9	38.2	1.2	1.8	1.0	1.1	1.0	-0.1
C	453	2,637	2,492	5.8%	\$2.99	0.9	30.9	0.9	1.9	1.0	1.1	0.9	-0.1
C	405	2,405	2,387	0.7%	\$2.93	0.9	31.0	0.9	1.7	0.9	1.1	0.9	-0.2
C	488	1,655	1,426	16.1%	\$3.13	0.8	29.1	0.9	1.8	1.0	1.0	0.9	-0.1
C	408	2,107	2,275	-7.4%	\$3.02	0.9	31.1	0.9	1.6	0.9	1.1	0.9	-0.2
C	441	1,932	2,013	-4.0%	\$3.24	0.8	25.2	0.8	1.6	0.9	0.9	0.8	-0.1
C	445	1,161	1,091	6.4%	\$3.08	0.8	14.5	0.4	2.1	1.2	0.9	0.8	-0.1
C	400	2,270	2,163	4.9%	\$4.21	0.6	37.6	1.1	1.2	0.7	0.9	0.8	-0.1
C	415	1,105	968	14.2%	\$3.40	0.8	23.8	0.7	1.7	0.9	0.8	0.8	0.0
C	451	2,335	2,169	7.6%	\$3.95	0.7	23.6	0.7	1.4	0.8	0.8	0.7	-0.1
C	410	1,210	1,011	19.7%	\$3.89	0.7	20.6	0.6	1.4	0.8	0.8	0.7	-0.1
C	444	1,013	966	4.9%	\$4.76	0.5	14.5	0.4	1.2	0.7	0.6	0.6	-0.1
C	475	910	830	9.7%	\$5.14	0.5	15.2	0.5	1.0	0.5	0.5	0.5	0.0
C	404	611	962	-36.5%	\$5.36	0.5	11.9	0.4	0.7	0.4	0.4	0.4	0.0
C	438	26		All	\$15.75	0.2	4.4	0.1	0.2	0.1		0.1	All

Express Routes

Express

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		Avg Weekday	Avg Weekday								4Q06	1Q07	
		Pass	Pass	%	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	Performance	Performance	RPI
LINE	1Q07	1Q06	Change								Index	Index	Point Change
					\$4.30		17.50		1.10				
E 205	819	574	42.7%	\$4.67	0.9	29.3	1.7	2.0	1.8		1.8	1.5	-0.3
E 278	711	692	2.6%	\$4.87	0.9	13.9	0.8	1.4	1.3		1.2	1.0	-0.2
E 206	1,013	920	10.0%	\$6.38	0.7	18.1	1.0	1.0	0.9		1.0	0.9	-0.2
E 283	1,179	1,049	12.4%	\$6.10	0.7	15.5	0.9	1.0	0.9		1.0	0.8	-0.1
E 202	950	1,193	-20.4%	\$4.67	0.9	12.2	0.7	0.9	0.9		0.9	0.8	-0.1
E 207	199	256	-22.3%	\$7.24	0.6	15.3	0.9	0.8	0.7		0.9	0.7	-0.1
E 204	1,160	1,306	-11.2%	\$8.07	0.5	13.5	0.8	0.6	0.6		0.8	0.6	-0.1
E 234	72	95	-24.0%	\$17.49	0.2	18.0	1.0	0.6	0.6		0.8	0.6	-0.1
E 210	578	612	-5.5%	\$10.66	0.4	12.9	0.7	0.6	0.5		0.7	0.6	-0.2
E 247	52	118	-55.6%	\$18.00	0.2	6.6	0.4	0.5	0.4		0.4	0.3	-0.1

Rail Feeder Routes

Rail Station Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2007

		Avg	Avg								4Q06	1Q07	
		Weekday	Weekday								Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Pass/		Performance	Performance	Point
LINE		1Q07	1Q06	Change	Pass	Index	Trip	Index	Rev	Index	Index	Index	Change
					\$3.45		13.00		1.90				
F1	583	3,954	3,185	24.1%	\$1.18	2.9	39.8	3.1	3.8	2.0	2.7	2.7	-0.1
F1	702	705	450	56.7%	\$1.19	2.9	8.7	0.7	7.9	4.2	2.6	2.6	0.0
F1	554	1,090	978	11.5%	\$1.60	2.2	13.1	1.0	2.8	1.5	1.6	1.5	0.0
F1	506	1,280	1,127	13.6%	\$2.20	1.6	12.3	0.9	3.3	1.7	1.6	1.4	-0.2
F1	519	1,568	1,511	3.8%	\$3.83	0.9	25.4	2.0	1.5	0.8	1.5	1.2	-0.3
F1	548	1,318	1,322	-0.3%	\$3.28	1.1	15.9	1.2	2.0	1.0	1.2	1.1	-0.1
F1	582	1,285	1,133	13.5%	\$3.16	1.1	15.5	1.2	1.7	0.9	1.2	1.1	-0.1
F1	555	766	743	3.0%	\$2.53	1.4	9.3	0.7	2.0	1.0	1.1	1.0	0.0
F1	562	875	721	21.3%	\$4.25	0.8	14.9	1.1	1.4	0.7	1.0	0.9	-0.1
F1	510	883	800	10.4%	\$3.97	0.9	10.6	0.8	1.6	0.8	0.9	0.8	-0.1
F1	568	1,039	1,048	-0.8%	\$4.32	0.8	12.1	0.9	1.2	0.6	0.9	0.8	-0.1
F1	522	847	906	-6.5%	\$4.11	0.8	9.6	0.7	1.4	0.8	0.8	0.8	-0.1
F1	574	514		All	\$4.24	0.8	12.0	0.9	1.1	0.6	0.9	0.8	-0.1
F1	571	748	675	10.8%	\$5.19	0.7	13.2	1.0	1.2	0.6	0.8	0.8	0.0
F1	547	612		All	\$3.73	0.9	9.0	0.7	1.1	0.6	0.8	0.7	0.0
F1	549	939	1,014	-7.4%	\$5.44	0.6	13.0	1.0	1.1	0.6	0.9	0.7	-0.1
F1	538	1,055	1,127	-6.4%	\$3.89	0.9	6.0	0.5	1.4	0.8	0.8	0.7	-0.1
F1	515	973	953	2.0%	\$5.09	0.7	10.4	0.8	1.1	0.6	0.8	0.7	-0.1
F1	513	340	299	13.8%	\$3.73	0.9	6.1	0.5	1.2	0.6	0.6	0.7	0.0
F1	553	406	402	1.0%	\$5.11	0.7	8.6	0.7	1.3	0.7	0.7	0.7	-0.1
F1	507	273	305	-10.7%	\$4.56	0.8	6.9	0.5	1.3	0.7	0.8	0.7	-0.1
F1	567	384	741	-48.1%	\$5.21	0.7	8.2	0.6	1.2	0.6	0.7	0.6	-0.1
F1	501	535	675	-20.8%	\$6.04	0.6	6.5	0.5	1.1	0.6	0.7	0.6	-0.2
F1	551	340	363	-6.2%	\$6.12	0.6	7.6	0.6	1.0	0.5	0.7	0.6	-0.1
F2	557				\$4.55	0.8	5.5	0.4	0.9	0.5		0.6	All
F1	505	383	527	-27.3%	\$4.44	0.8	3.7	0.3	1.0	0.5	0.6	0.5	-0.1
F1	560	409	495	-17.3%	\$8.84	0.4	7.2	0.6	0.7	0.4	0.5	0.4	-0.1
F1	566	285	325	-12.3%	\$10.21	0.3	7.1	0.5	0.8	0.4	0.5	0.4	0.0
F3	570				\$14.30	0.2	0.8	0.1	0.3	0.2		0.2	All
F1	536	23		All	\$17.56	0.2	0.4	0.0	0.3	0.1		0.1	All

Transit Center Feeder Routes

Transit Center Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2007

LINE	Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q06 Route Performance Index	1Q07 Route Performance Index	RPI Point Change
				\$4.15		12.50		1.20				
F2 378	1,734	1,674	3.5%	\$3.25	1.3	24.1	1.9	1.8	1.5	1.8	1.6	-0.2
F2 301	1,384	1,025	35.0%	\$5.26	0.8	27.7	2.2	1.4	1.2	1.7	1.4	-0.3
F2 341	864	736	17.5%	\$2.67	1.6	13.0	1.0	1.7	1.4	1.3	1.3	0.1
F2 374	556	553	0.7%	\$3.58	1.2	10.2	0.8	1.8	1.5	1.4	1.1	-0.2
F2 376	60		All	\$2.77	1.5	5.8	0.5	1.7	1.4		1.1	All
F2 372	850	771	10.3%	\$4.01	1.0	14.4	1.2	1.2	1.0	1.3	1.1	-0.2
F2 331	502	440	14.1%	\$4.48	0.9	11.0	0.9	1.2	1.0	1.1	0.9	-0.2
F2 361	559	392	42.5%	\$5.58	0.7	10.3	0.8	1.5	1.3	1.2	0.9	-0.3
F2 380	461	404	14.2%	\$4.61	0.9	9.2	0.7	1.4	1.2	1.2	0.9	-0.3
F2 360	1,134	706	60.6%	\$5.33	0.8	12.2	1.0	1.3	1.1	1.1	0.9	-0.1
F2 350	869	859	1.2%	\$5.48	0.8	14.6	1.2	1.1	0.9	1.2	0.9	-0.2
F2 308	480		All	\$4.98	0.8	10.4	0.8	1.2	1.0	0.9	0.9	0.0
F2 385	236		All	\$4.56	0.9	7.4	0.6	1.4	1.1	0.9	0.9	0.0
F2 333	540	748	-27.8%	\$4.76	0.9	10.5	0.8	0.9	0.7	0.6	0.8	0.2
F2 310	607	595	2.1%	\$5.17	0.8	9.2	0.7	1.0	0.8	0.9	0.8	-0.1
F2 377	708	705	0.4%	\$10.61	0.4	8.3	0.7	1.3	1.1	1.2	0.7	-0.5
F2 384	401		All	\$5.87	0.7	7.4	0.6	1.0	0.8	0.8	0.7	-0.1
F2 311	97	72	35.3%	\$10.67	0.4	12.1	1.0	0.8	0.7	0.8	0.7	-0.2
F2 307	473		All	\$7.74	0.5	10.3	0.8	0.8	0.7	0.8	0.7	-0.1
F2 305	346	836	-58.6%	\$6.07	0.7	7.2	0.6	0.9	0.8	0.7	0.7	0.0
F2 314	760	654	16.2%	\$7.85	0.5	11.6	0.9	0.7	0.6	0.8	0.7	-0.1
F2 344	291		All	\$9.36	0.4	9.4	0.8	0.9	0.8		0.7	All
F2 306	481	179	168.3%	\$7.87	0.5	9.6	0.8	0.7	0.6	0.8	0.6	-0.1
F2 302	421	291	44.6%	\$9.09	0.5	8.3	0.7	0.7	0.6	0.8	0.6	-0.2
F2 303	283	497	-43.1%	\$7.07	0.6	5.9	0.5	0.8	0.7	0.9	0.6	-0.3
F2 316	203		All	\$8.76	0.5	5.7	0.5	0.8	0.7	0.6	0.5	-0.1

Local Routes

Local

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2007

		Avg	Avg								4Q06	1Q07	
		Weekday	Weekday								Route	Route	RPI
		Pass	Pass	%	Sub/	Pass/		Pass/			Performance	Performance	Point
LINE		1Q07	1Q06	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$2.70		24.50		2.00				
L 44	7,511	7,858	-4.4%	\$1.87	1.4	51.5	2.1	2.7	1.4	1.7	1.6	-0.1	
L 26	4,780	4,889	-2.2%	\$1.85	1.5	33.6	1.4	3.0	1.5	1.5	1.4	-0.1	
L 19	3,753	3,588	4.6%	\$2.19	1.2	28.1	1.1	2.7	1.4	1.3	1.2	-0.1	
L 24	2,135	2,125	0.4%	\$2.06	1.3	18.0	0.7	3.3	1.6	1.3	1.2	-0.1	
L 76	1,938	1,869	3.7%	\$2.92	0.9	29.3	1.2	1.8	0.9	1.1	1.0	-0.1	
L 165	3,977	4,091	-2.8%	\$2.66	1.0	25.8	1.1	1.9	0.9	1.0	1.0	0.0	
L 29	1,430	1,472	-2.9%	\$2.52	1.1	16.6	0.7	2.5	1.2	1.1	1.0	-0.1	
L 1	2,933	2,857	2.6%	\$2.71	1.0	22.5	0.9	2.1	1.1	1.1	1.0	-0.1	
L 11	3,733	3,842	-2.8%	\$2.93	0.9	27.2	1.1	1.9	0.9	1.0	1.0	0.0	
L 12	1,262	1,168	8.0%	\$2.66	1.0	15.9	0.6	2.5	1.2	1.0	1.0	-0.1	
L 36	1,882	1,476	27.5%	\$3.54	0.8	26.9	1.1	1.7	0.9	0.9	0.9	0.0	
L 2	1,373	1,366	0.5%	\$2.78	1.0	17.1	0.7	2.1	1.0	1.0	0.9	-0.1	
L 52	1,193	1,231	-3.1%	\$2.64	1.0	13.6	0.6	2.3	1.1	0.9	0.9	0.0	
L 39	1,158	1,391	-16.8%	\$2.94	0.9	14.5	0.6	2.2	1.1	1.0	0.9	-0.1	
L 50	2,194	1,980	10.8%	\$3.39	0.8	23.6	1.0	1.6	0.8	0.9	0.8	0.0	
L 49	1,332	1,460	-8.8%	\$3.47	0.8	16.9	0.7	2.1	1.1	1.0	0.8	-0.1	
L 164	3,481	3,476	0.1%	\$3.48	0.8	21.9	0.9	1.6	0.8	0.9	0.8	-0.1	
L 21	2,015	1,836	9.8%	\$4.91	0.6	26.5	1.1	1.3	0.6	0.8	0.8	0.0	
L 161	2,553	2,620	-2.6%	\$3.60	0.7	18.6	0.8	1.4	0.7	0.8	0.7	0.0	
L 59	1,170	1,144	2.2%	\$3.91	0.7	19.3	0.8	1.5	0.7	0.7	0.7	0.0	
L 63	917	962	-4.7%	\$3.79	0.7	13.5	0.6	1.7	0.9	0.8	0.7	-0.1	
L 60	1,485	1,847	-19.6%	\$4.19	0.6	17.5	0.7	1.5	0.7	0.7	0.7	0.0	
L 31	1,345	1,484	-9.4%	\$4.42	0.6	21.0	0.9	1.2	0.6	0.8	0.7	-0.1	
L 42	1,951	1,990	-1.9%	\$4.73	0.6	23.1	0.9	1.1	0.6	0.7	0.7	0.0	
L 37	2,086	1,952	6.9%	\$4.29	0.6	18.9	0.8	1.3	0.6	0.7	0.7	0.0	
L 155	306	408	-25.0%	\$4.20	0.6	13.9	0.6	1.5	0.8	0.6	0.7	0.0	
L 51	1,240	1,361	-8.9%	\$4.11	0.7	15.6	0.6	1.4	0.7	0.7	0.7	0.0	
L 183	1,233	1,407	-12.4%	\$3.53	0.8	14.7	0.6	1.1	0.5	0.7	0.6	0.0	
L 185	1,397	1,287	8.5%	\$5.15	0.5	18.2	0.7	1.1	0.6	0.7	0.6	-0.1	
L 35	1,159	1,105	4.9%	\$5.63	0.5	17.8	0.7	1.0	0.5	0.6	0.6	0.0	
L 8	510	664	-23.2%	\$7.08	0.4	5.9	0.2	1.1	0.6	0.5	0.4	-0.1	
L 184	100	503	-80.1%	\$13.34	0.2	12.5	0.5	0.8	0.4	0.4	0.4	0.0	

Site-specific Shuttles

Site-Specific Shuttles

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2007

LINE	Avg Weekday Pass 1Q07	Avg Weekday Pass 1Q06	% Change	Sub/ Pass 1Q07	Index	Pass/ Trip 1Q07	Index	Pass/ Rev 1Q07	Index	4Q06 Route Performance Index	1Q07 Route Performance Index	RPI Point Change
				\$3.45		13.00		1.90				
SS MCE	146	116	26.7%	\$0.83	4.2	1.5	0.1	1.7	0.9	2.1	1.7	-0.4
SS UTSW	358	361	-1.0%	\$1.10	3.1	3.6	0.3	1.7	0.9	1.0	1.4	0.4
SS SMU	684	650	5.2%	\$1.39	2.5	7.9	0.6	2.2	1.2	1.7	1.4	-0.2
SS DFW	520	372	39.9%	\$1.08	3.2	3.4	0.3	1.4	0.7	1.4	1.4	-0.1
SS TI	1,199	1,199	0.0%	\$1.20	2.9	2.8	0.2	1.7	0.9	1.9	1.3	-0.5
SS CCE	75	72	4.0%	\$1.63	2.1	1.2	0.1	1.1	0.6	1.1	0.9	-0.2
SS PE	80	60	33.1%	\$1.83	1.9	1.4	0.1	0.7	0.4	1.2	0.8	-0.4

DART-on-Call

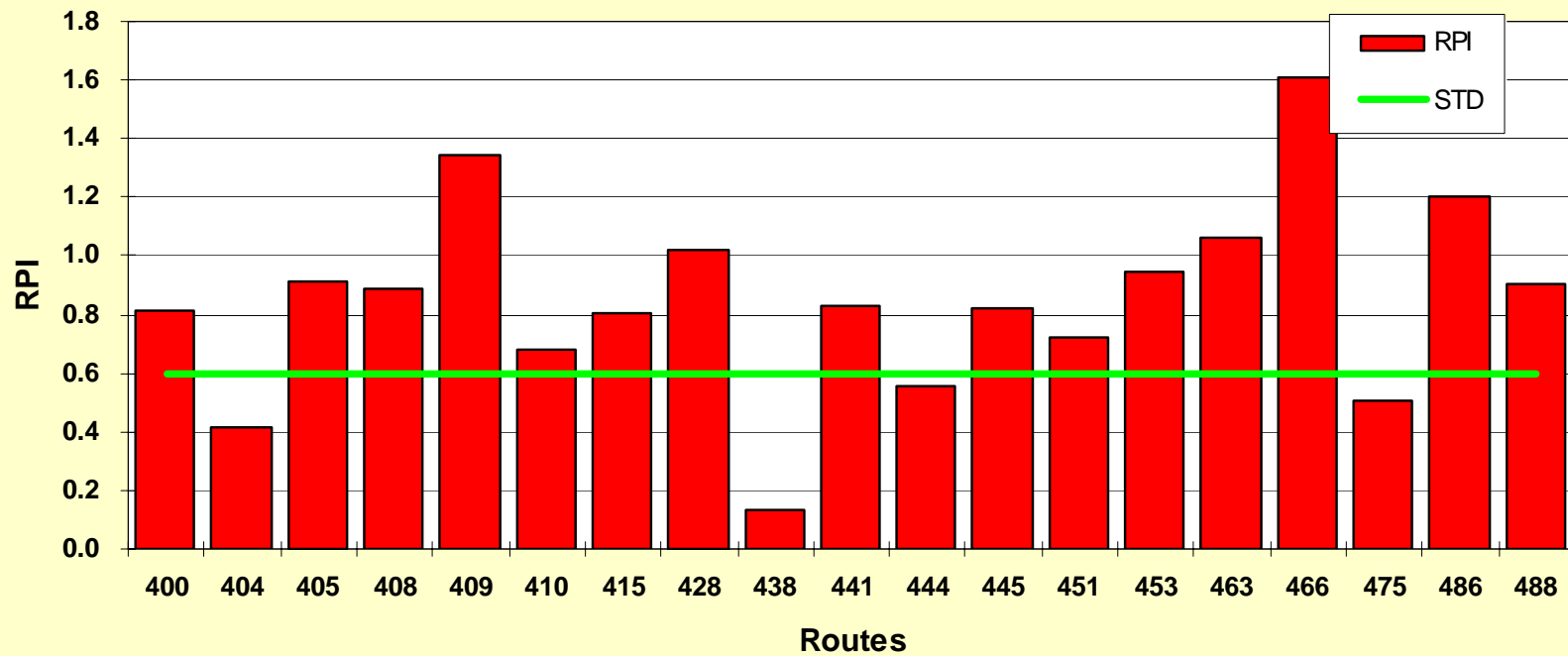
DART-on-Call

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2007

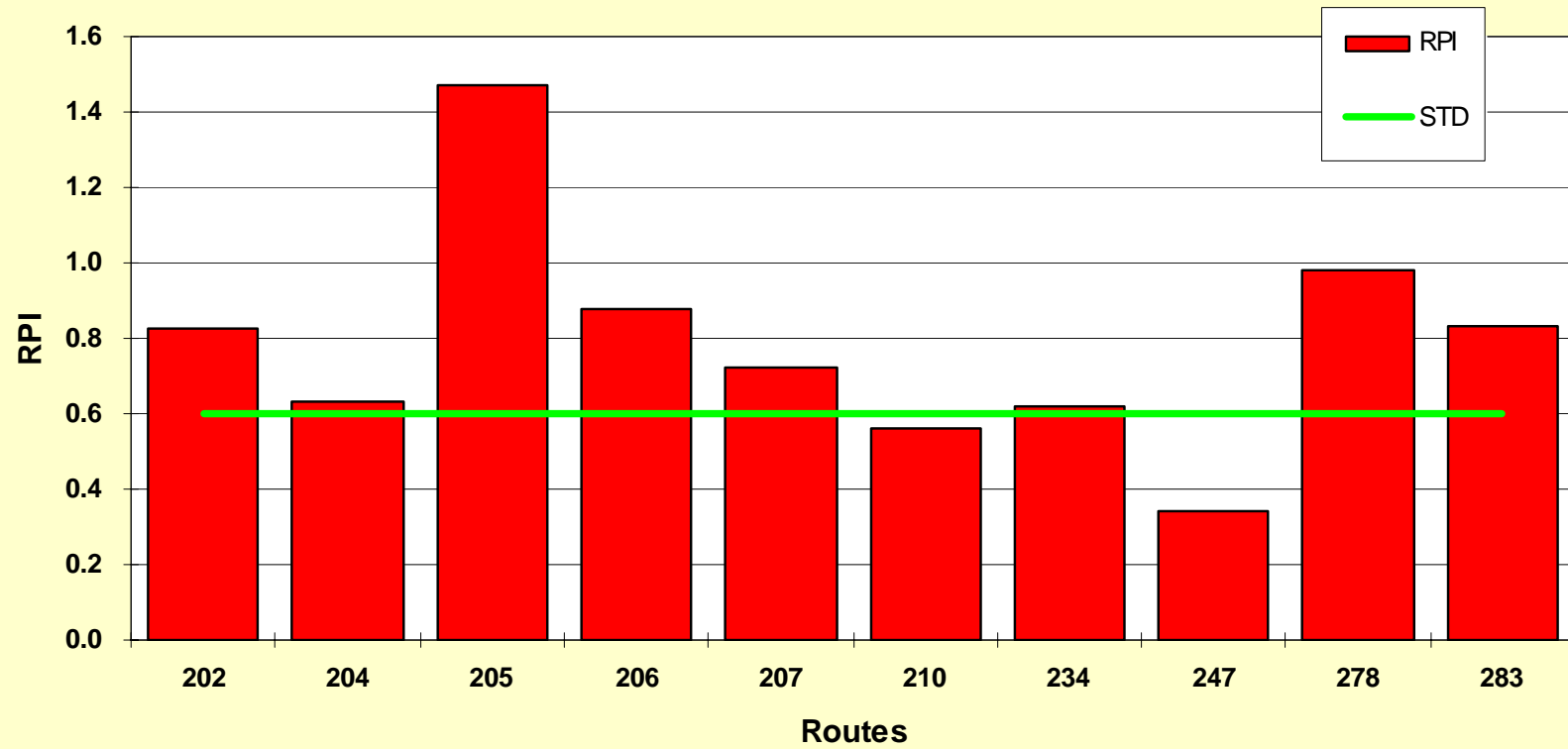
LINE	Avg Weekday Pass 1Q07	Avg Weekday Pass 1Q06	% Change	Sub/ Pass 1Q07	Index	Pass/ Trip 1Q07	Index	Pass/ Rev 1Q07	Index	4Q06 Service Performance Index	1Q07 Service Performance Index	SPI Point Change
				\$4.15				6.00				
D LoC	115	99	16.1%	\$4.23	1.0			7.6	1.3	1.2	1.1	0.0
D GH	43		All	\$5.62	0.7			7.1	1.2	0.8	1.0	0.1
D EPoC	79	66	18.8%	\$5.85	0.7			5.5	0.9	0.8	0.8	0.0
D RoC	74	47	55.9%	\$6.29	0.7			5.2	0.9	0.7	0.8	0.1
D Rich	50	33	53.0%	\$6.46	0.6			5.0	0.8	0.7	0.7	0.0
D NCPoC	113	102	11.0%	\$7.20	0.6			5.4	0.9	0.7	0.7	0.0
D LHoC	47		All	\$10.67	0.4			3.2	0.5	0.5	0.5	0.0
D FBoC	32	31	5.2%	\$11.60	0.4			2.8	0.5	0.3	0.4	0.1
D ND0C	45	41	9.4%	\$11.54	0.4			2.8	0.5	0.5	0.4	-0.1

ROUTE PERFORMANCE INDEX

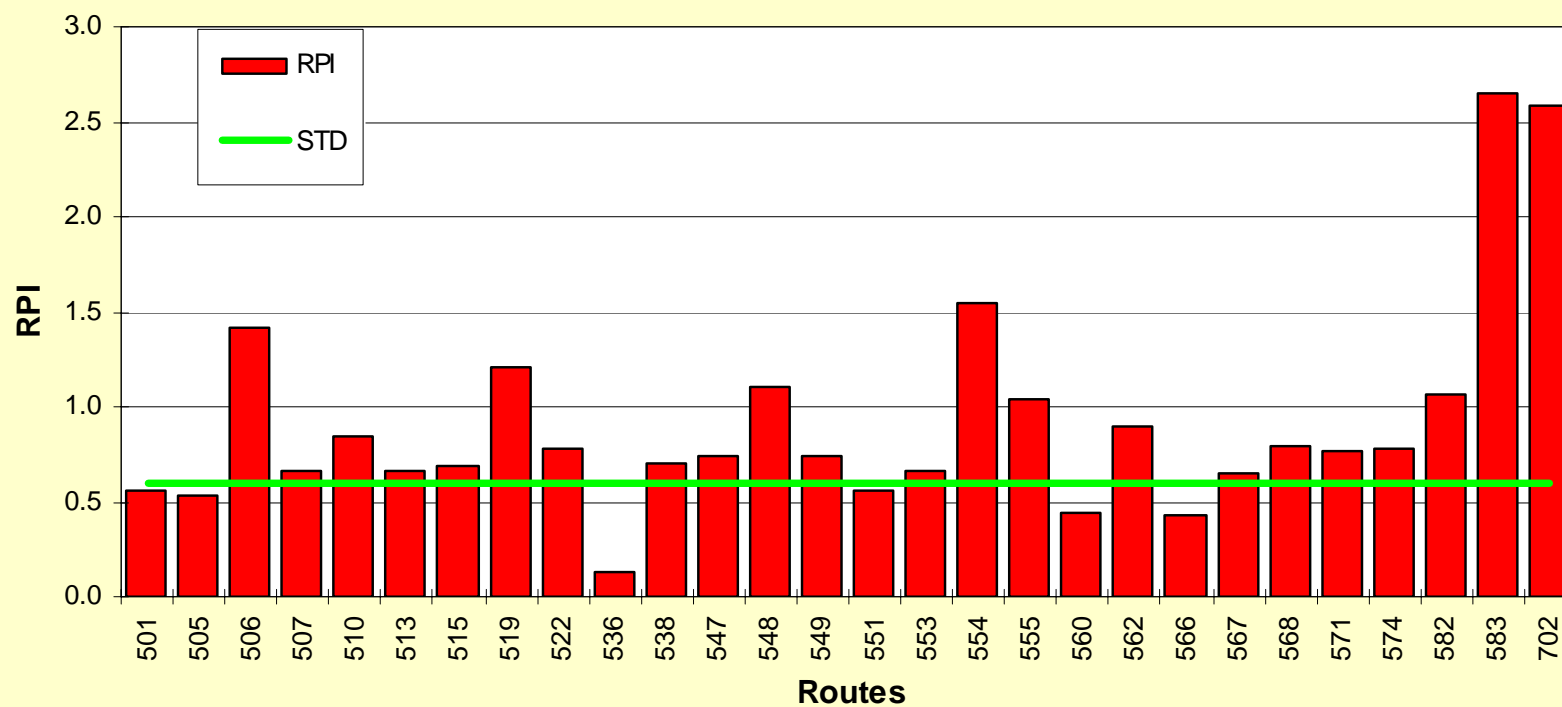
Crosstown Routes



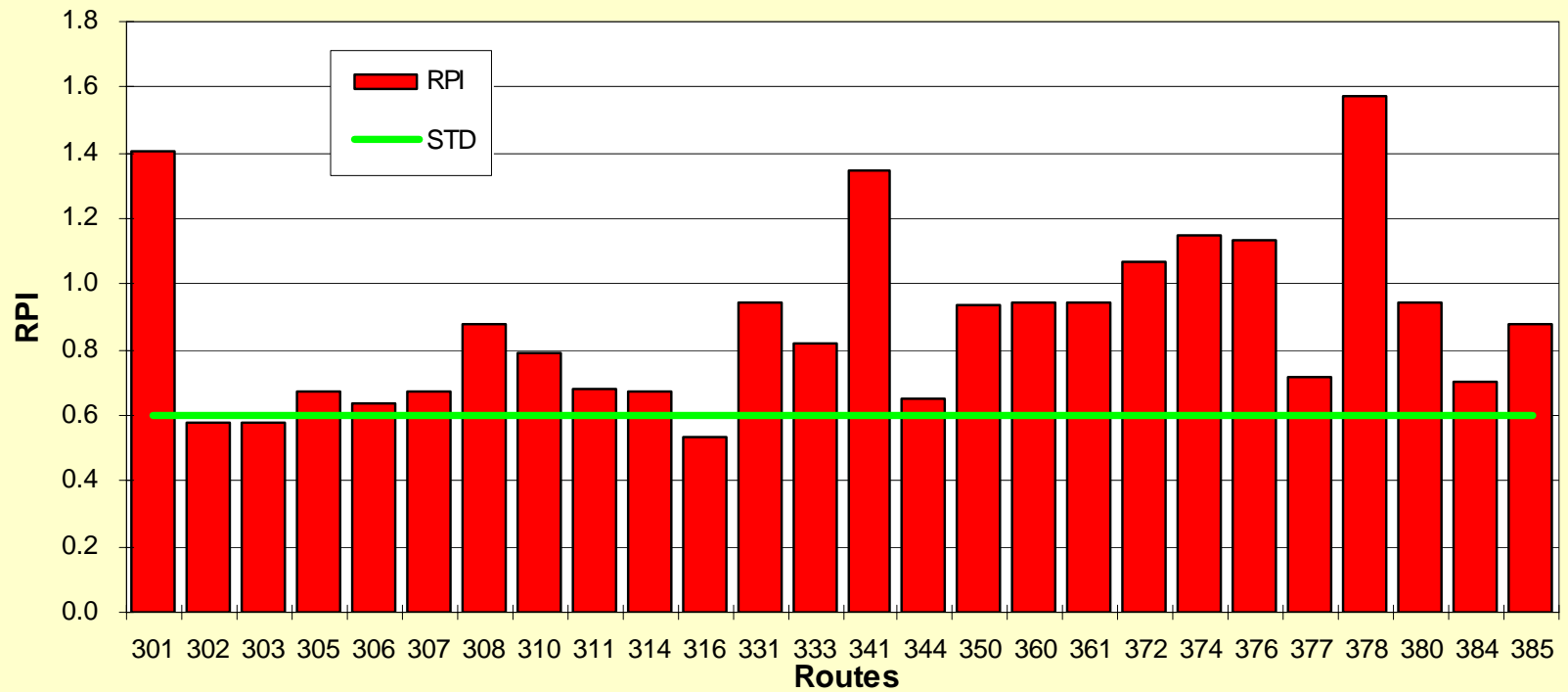
ROUTE PERFORMANCE INDEX Express Routes



ROUTE PERFORMANCE INDEX Rail Feeder Routes

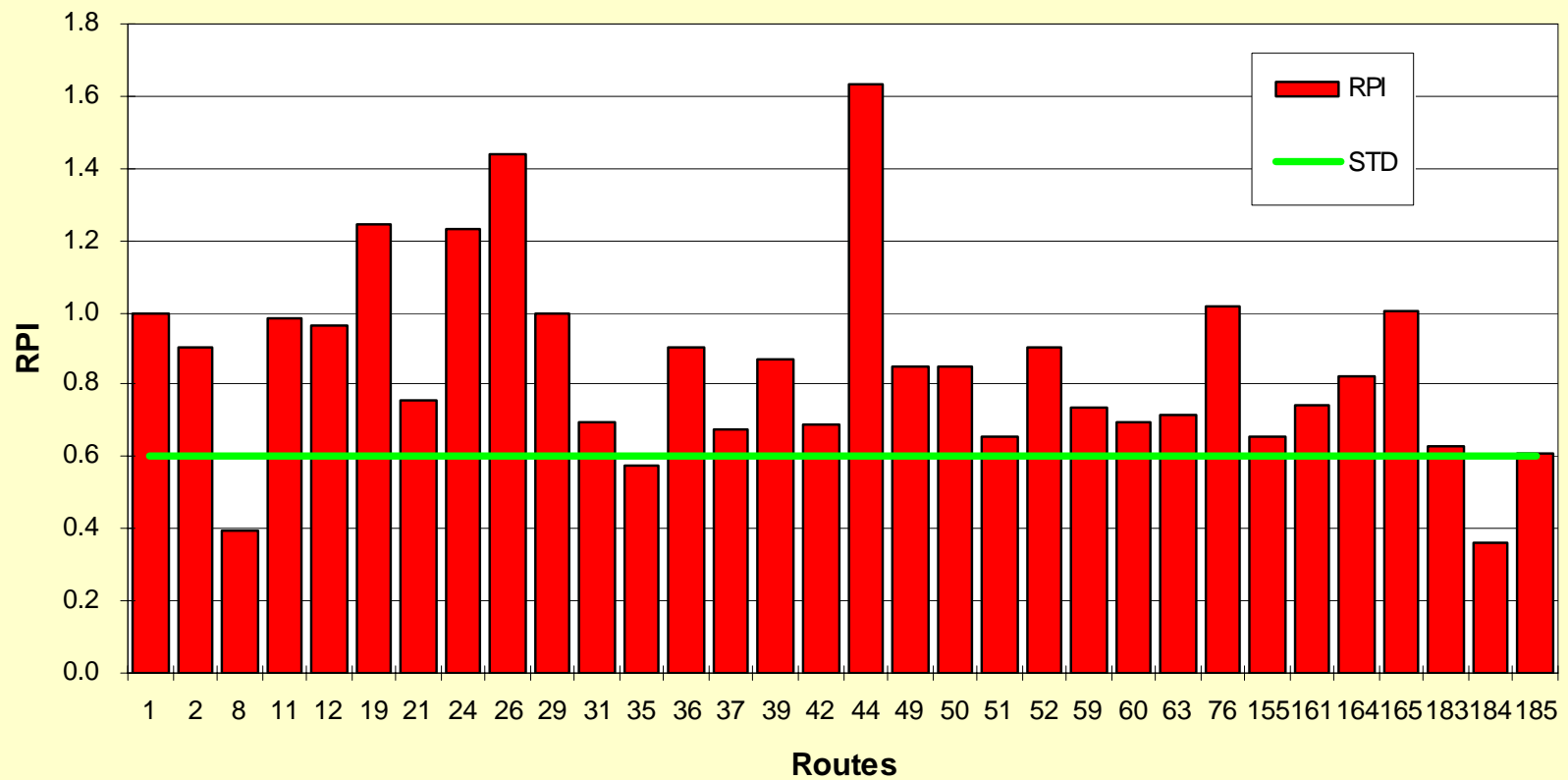


ROUTE PERFORMANCE INDEX Transit Center Feeder Routes



ROUTE PERFORMANCE INDEX

Local Routes



PLANNING & DEVELOPMENT DEPARTMENT

First Quarter FY 2007 Quarterly Reports

P&D1	Highlights
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P&D3	Northwest Corridor (Dallas CBD to Carrollton)
P&D4	Northwest Corridor (NW HWY to Irving/DFW)
P&D5	Rowlett Corridor PE/EA
P&D6	2030 Transit System Plan
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P&D24	Construction and Installation of Standard Shelters

Planning and Development Department

The scope of work of the Planning and Development Department includes the following responsibilities and functions:

The department directs a broad range of planning and development activities from ongoing refinement of DART's current bus system to conceptualizing future services and projects and advancing them through various levels of development. Specific functions include short range bus service planning and scheduling, long range system planning, and capital planning for rail and bus passenger facilities. Planning and Development is also responsible for planning and project definition of rail and bus passenger facilities from environmental impact analysis through preliminary engineering and for planning, design, development, and operation of the High Occupancy Vehicle (HOV) lane system. Finally, the Department is responsible for providing planning support by encouraging and promoting transit-oriented development surrounding or adjacent to DART properties.

Highlights This Quarter

- Staff submitted three Form 7460-1 to FAA for review of aerial structure in NW-2.
- Various meetings were held regarding Northlake Station, Las Colinas Stations, and Belt Line Station as part of the Northwest Corridor (NW Hwy. to Irving/DFW) project.
- The draft LEA and 10% PE was finalized in November 2006 for the Rowlett Corridor. The administrative draft was distributed to the cities of Rowlett and Garland for review and comment.
- The DART Board approved the 2030 Transit System Plan on October 24, 2006. Changes were incorporated and the Final 2030 TSP was circulated to Executive Management for review and approval.
- Disposition of 90% review comments for Loop 12/SH 114 Interchange (early project) is underway and on schedule. The Draft ILA/AFA has been prepared for review and approval.
- The four DART operated HOV lanes carried approximately 113,700 weekday daily commuters. Efforts to extend the operating limits of the I-30 and I-635 HOV lanes and to implement new facilities on US 75 and I-30 West are in the construction stage.
- Construction is underway for the North Central (US 75) Concurrent HOV Lanes project.
- A procurement process (IFB) is ongoing for letting a Civil/Structure package for Beltline Road in January 2007. A separate contract is in progress for the procurement of combined Belt Line and Lisa-Perkins Track and Signal work.
- The Connection Protection six-month pilot test was completed at Arapaho Station. An evaluation of the pilot test and recommendations will be completed during 2ndQ07.
- Partnerships (completed during 1stQ07) that have resulted in the renovation or construction of additional standard shelters that cannot be constructed with DART funds alone include: Baylor/Garland, a South Dallas neighborhood, and UTSW St. Paul Campus.
- Forty-two (42) new shelter equivalents were installed during 1stQ07.

Strategic Plan Consideration	C2.3 Open/Integrate new transit service.
Description	<p>The Transit System Plan (Phase II) identifies a transit corridor extending from the CBD through Deep Ellum near Baylor Hospital, by South Dallas, Fair Park and to Pleasant Grove. The committed MLK and Lake June Transit Centers are both located in the vicinity of DART rail right-of-way, thus enhancing the opportunity to implement rail transit from the Dallas CBD to Buckner Blvd.</p> <p>FTA issued the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in November 2000. DART received FTA approval to enter into Preliminary Engineering (PE) in July 2001. Draft EIS was published in February 2002. Final EIS was published in October 2004. FTA issued a Record of Decision (ROD) on February 5, 2004. Received approval from FTA to enter Final Design on June 6, 2005.</p>
Accomplishment	<p>1stQ07 activities:</p> <ul style="list-style-type: none">○ City will place Santa Fe Trail as an overpass, to be incorporated into SE-1 Plans○ October 11, 2006: Salvaged portion of Deep Ellum Tunnel○ Construction of SE-1: Ongoing● September 2006: Construction initiated● September 28, 2006: Resubmitted Santa Fe Trail Documentation for Overpass● September 15, 2006: SHPO approval of 95% Design● August 15, 2006: FTA approval of Environmental Documentation of Santa Fe Underpass
Issues	<ul style="list-style-type: none">● FTA approved Environmental Documentation of Santa Fe Trail underpass but determined SAFETEA-LU can only be used for overpass● Sound proofing of Goodyear Building only outstanding SHPO issue
Schedule	<ul style="list-style-type: none">● SE-1: 2010● SE-2: 2011
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The FTA issued a Record of Decision for the Final Environmental Impact Statement (EIS) in February 2004. Planning staff continues to support Project Management in project refinement activities in anticipation of Final Design approval in Spring 2005. Efforts include service plan amendments, environmental studies and coordination with local governments and other entities. Specific projects include: Continued coordination with Market Center on station connection over TRE; coordination with Parkland and Southwestern Medical District; input regarding Love Field access; and impacts associated with potential DCTA commuter rail service. Received approval from FTA to enter Final Design on June 6, 2005. Staff will support final design for NW (IB, 2, 3, and 4).</p>
Accomplishments	<ul style="list-style-type: none">• Held several meetings with Love Field West Community and affected business to resolve issues.• City of Dallas assigned staff for People Mover project at Dallas Love Field• Submitted three Form 7460-1 to Federal Aviation Administration for review of aerial structure in NW-2• Aug. 2006: Received FTA approval of Environmental Documentation for the Downtown Carrollton Master Plan.• Continued coordination with City of Carrollton and Denton County Transit Authority (DCTA) on project interaction and downtown Carrollton station planning.• Received favorable reviews from SHPO on cultural resources subject to the Memorandum of Agreement (MOA) to date.
Issues	<ul style="list-style-type: none">• Timely resolution of Love Field West issues• Timely review by FAA
Schedule	Provide ongoing support during final design.
Project Manager(s)	Kay Shelton

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The Northwest Corridor MIS was completed in February 2000. In November 2002, DART began to reevaluate the identified alignment because newly identified airport access options and changing conditions within the corridor. A new southern alignment emerged from this analysis. In January 2005, upon consultation with airport staff, FAA, and FTA a decision was made to phase the project with Phase I extending to Beltline Road. Since the alignment will utilize airport property a Federal EIS is required. Target finish is FY 07.</p>
Accomplishments	<ul style="list-style-type: none">• Dec. 13, 2006: Met with North Lake College regarding Northlake Station.• Dec. 8, 2006: Met with developers regarding Las Colinas Stations• Dec. 5, 2006: Met with Mandalay Place homeowners association regarding Northlake Station.• Dec. 2006: Submitted Line Section I-2 PE to Document Control• Nov. 1, 2006: Met with DFW regarding Belt Line Station TOD• Nov. 21, 2006: Submitted Line Section I-1 PE to Document Control• Oct. 2006: DART provided DFW with required information for Airspace Study• Oct. 2006: Met with DFW regarding Belt Line Station
Issues	<ul style="list-style-type: none">• FAA requested an Airspace Study, which will delay the DEIS at least two (2) months. FAA and DFW Airport will conduct the study jointly.• Decision to Phase Project: Phase I to Irving/Phase II to DFW• DFW Airport now considering transit terminating at Terminals A & B• Construction sequencing along SH 114
Schedule	<ul style="list-style-type: none">• Jan. 2006: Complete Airspace Study• Feb. 2007: Print/Distribute DEIS• Summer 2007: Complete PE/EIS
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit service.
Description	<p>The Rowlett LRT Corridor Extension (PE/EA), which was identified in the Northeast Major Investment Study (1996), is a 4.8-mile corridor from the Downtown Garland LRT station to the proposed terminus in Rowlett. This project involves development of Preliminary Engineering (PE) plans (10%) and development of the draft and final EA. Work was initiated in March 2005 and is scheduled for completion during 2007.</p>
Accomplishments	<ul style="list-style-type: none">• Dec. 2006: Held Public Meeting for comment on draft LEA.• December 2006: Sent Historical Reconnaissance document to Texas Historic Commission for their review and comment.• November 2006: Finalized draft LEA and 10% PE and distributed administrative draft to Cities of Rowlett & Garland.• October 2006: Finalizing draft LEA and 10% Preliminary Engineering. Currently in review and comment phase.
Issues	<ul style="list-style-type: none">• Distribution lines, which cross the alignment at the KCS tracks have become a new issue. These lines will have to be raised; however, they are controlled by TMPA (Texas Municipal Power Agency) and are part of a larger grid serving Dallas. Permission from ERCOT (Electric Reliability Council of Texas) will also be needed before construction. Planning and Project Management staff is examining the records for license agreements; coordination with the appropriate agencies regarding raising these lines will follow.• Rowlett Creek and associated wetlands
Schedule	<ul style="list-style-type: none">• Feb. 2007: Complete Final PE/EA• 2006-2009: Final design and engineering• 2009-2012: Construction• December 2012: Revenue Service
Project Manager(s)	Cheri Bush

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	The Board of Directors adopted DART's current Transit System Plan (TSP) in November 1995, which was an update to the 1989 Plan, both of which were oriented toward a horizon year of 2010. The 2030 Transit System Plan uses a horizon year of 2030. An assessment of DART's previous System Plan (1989, 1995) and the framework development for the 2030 Transit System Plan (Phase I) was completed during FY 01. The DART Board approved the 2030 Transit System Plan in October 2006. Phase II is scheduled for completion during 2ndQ07.
Accomplishments	<ul style="list-style-type: none">• December 2006: Circulated Final 2030 TSP to Executive Management for review and approval.• November 2006: Incorporated changes in accordance with DART Board action.• October 24, 2006: Obtained DART Board approval of the 2030 Transit System Plan.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• January 2007: Post 2030 TSP to website and print/distribute CD and hard copies.
Project Manager(s)	Project Manager: Kay Shelton; Deputy: Jerry Tikalsky

Strategic Plan Consideration	S1.5 Identify and develop strategic partnerships. S1.6 Advocate transit-oriented development. S1.9 Pursue joint development opportunities.
Description	The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”
Accomplishments	<ul style="list-style-type: none">• Staff is working with member cities within the Northwest/Southeast Corridor to assist with expediting zoning requests, zoning changes, abandonments, eminent domain and street closures.• Staff is working with the City of Carrollton regarding various issues related to future Carrollton light rail stations and parking.• Staff is working with the developers who were awarded the Sustainable Development Grants for Infrastructure: Harvest Partners (Park Lane LRT Station) and Valencia (Walnut Hill LRT Station) to sign the appropriate agreements and begin design.• Negotiations are underway with selected proposer (First Worthing) for Mockingbird Station.• Staff is working on finalizing the sale of Compton/Fiji property and Monroe Shops.
Issues	<ul style="list-style-type: none">• Reviewing RFPs and RFP continuous improvement process in preparation for next round of proposals in 2007.• The developers: Harvest Partners (Park Lane LRT Station) and Valencia (Walnut Hill LRT Station) to sign the appropriate agreements and begin design.
Schedule	<ul style="list-style-type: none">• Feb. 2007: Received FTA approval to finalize the sale of Compton/Fiji property to the approved developer (Sphinx).• March 2, 2007: Third Annual Transit-Oriented Development (TOD) Summit• 2007: Staff is anticipating initiating a second RFP process. <p>Staff is involved or working with the following:</p> <ul style="list-style-type: none">• Rail-Volution National Steering Committee meetings. Next conference: October 2007 in Miami.• North Dallas Urban Land Institute (ULI) District Council Program Committee.
Project Manager(s)	Jack Wierzenski/Cheri Bush

Northwest Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the Northwest Corridor. The Northwest Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
Accomplishments	<ul style="list-style-type: none">• Ongoing support
Issues	<ul style="list-style-type: none">• Relocation of the Depot (downtown Carrollton) is an ongoing part of the station layout• Some traffic impact analysis and signal warrant are ongoing• Additional street closures along the corridor• Discussion of changes to visual mitigation at the Crosby Road Apartments due to design changes.
Schedule	<ul style="list-style-type: none">• The Northwest Monitoring Mitigation Program will be ongoing until service begins in the corridor.
Project Manager(s)	Victor Ibewuike

Southeast Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the Southeast Corridor. The Southeast Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
Accomplishments	<ul style="list-style-type: none">• Ongoing support
Issues	<ul style="list-style-type: none">• Good Year Building and Gaston Yard mitigations• Purchase of Noise and Vibration easement along the corridor
Schedule	<ul style="list-style-type: none">• The Southeast Monitoring Mitigation Program will be ongoing until service begins in the corridor.
Project Manager(s)	Victor Ibewuike

I-30 Old Turnpike Managed/HOV Lanes Project

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services
Description	<p>The I-30 W. Managed/ HOV Tom Landry Freeway (Old Turnpike) project includes development of the first Managed/HOV Lane project in Dallas. The Managed/HOV lanes facility will be designed in the median of I-30 starting from the Dallas/Tarrant County line to downtown Dallas. This facility will operate 20-hours a day.</p> <p>Phase I design includes two reversible lanes from TCL to Mountain Creek and a single reversible lane to Chalk Hill. During the afternoon peak, the single lane will extend from Chalk Hill to Sylvan and scheduled for completion July 2007. Interim Phase II includes construction of tolling plaza and scheduled for completion July 2008.</p>
Accomplishments	<ul style="list-style-type: none">• 4thQ06: 100% PS&E plans were submitted to TxDOT for review and comments for the first phase of the project.• 3rdQ06: 30% PS&E plans were submitted to TxDOT for review and comments for the first phase of the project.• 1stQ06: Revised schematic sent to TxDOT for review and approval.• 4rthQ05: Preparation of project schematics for implementation of a concurrent flow facility along the corridor will be sent to TxDOT in November 2005.
Issues	<ul style="list-style-type: none">• The region stakeholders have requested no sorting of HOV/SOV vehicles on the main lanes.• 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	<ul style="list-style-type: none">• July 2007: Complete Phase I construction of the Managed/HOV lane facility on I-30.• 2009: Completion of phase II
Project Manager(s)	Abed Abukar

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

Strategic Plan Consideration

C4.2 Integrate information technology systems

Description

A *Memorandum of Understanding* to develop a Regional Comprehensive ITS Program was executed to kick-off the Regional Comprehensive ITS Program for the Dallas/Fort Worth Region. This program will include the planning, design, construction, implementation and operation of real time traveler and transportation system information, from which partners are able to share and provide transit with traffic information. This needed exchange will aid the region in dealing with major incidents. This project will comprise of two phases: Video and Data Regional ITS Project, and Software Project.

An Executive Committee will provide direction and oversight in the development of this program; a Steering Committee will develop the program; and, three task forces were formed to advance the program.

Accomplishments

- 4thQ06: Completed high-level design for regional network.
- 1stQ06: Completed the Regional Data and Communication Agencies Assessment Summary.
- (2005) Completed the review of the Regional Data and Video Communication System agencies assessment summary report.
- (2005): High-level design for the Dallas/Fort Worth Center-to-Center Communication network has begun.
- (2005): Completed Regional ITS Architecture.
- (2003): High-level video and data design requirements has begun and an interlocal agreement was initiated for funding of the design work. A contract has been issued to SWRI to start the high-level design work.
- (2002): Final Concept of Operation and System Specification was completed for data exchange for Dallas/Ft. Worth Center-to-Center communications network.
- (2002): The Data and Software/Video Task Forces have completed the system requirements for each agency's needs.
- (2002): The Region was instrumental in defining the State data elements and requirements in order to develop the status and command/control interface control documents (version 3.0) using national standards for exchange of information among the agencies.
- (2002): A consultant, *Southwest Research Institute (S.W.R.I.)* was secured to finalize the Regional System requirements.

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

- (2001): The Data Deployment Task Force for Centers, Software/Video Task Force for Centers, and Interagency Agreements Task Force were formed.
- (2001): The *Communications Analysis and recommendation Report* was approved by the Executive Committee.
- (2000): The *Executive Committee* was formed to provide direction and oversight in the development of this program. Committee members include: CEOs from DART, Texas Department of Transportation (TxDOT Dallas and Fort Worth Districts), Fort Worth Transportation Authority (the "T"), North Texas Tollway Authority (NTTA), North Central Texas Council of Governments (NCTCOG), D/FW International Airport, Dallas Regional Mobility Coalition (DRMC), and the City of Dallas.
- (2000): The Executive Committee authorized formation of a *Steering Committee* to develop the program. Members include representatives from DART, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), area cities, TxDOT, NCTCOG, DRMC, NTTA, The "T", D/FW Airport, and others. The Steering Committee convenes monthly.
- (1998): *Memorandum of Understanding* developed.

Issues

- None

Schedule

- 2007: Funding will become available for implementation of center-to-center communication network.
- 2007: Start of detail (final) design for regional network to exchange video data.

Project Manager(s)

Abed Abukar

SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

The SH 114 project is comprised of two segments: The section between SH 183 and Loop 12 will be widened from 4 to 6 general purpose lanes (3 in each direction) and have four Managed HOV lanes added within the median. The section from Loop 12 to SH 121/County Line will be widened from four lanes to eight lanes with an addition of four Managed HOV lanes. Project limits are from SH 183 to SH 121/Tarrant County line for a total length of 13 miles. Total estimated cost is \$750M.

The corridor is expected to 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.

Accomplishments

- Oct.–Dec. 2006: Design schematics for *reconstruction of SH 114* were approved in June 2006. Revised environmental document was submitted last November. Following approval of the EA, a public hearing will be scheduled and final environmental clearance (FONSI) is expected in April 2007. Disposition of 90% review comments for *Loop 12/SH 114 Interchange* (early project) is underway and on schedule. Draft ILA/AFA has been prepared for review and approval.
- Aug.– Sept. 2006: 90% plans for the *SH 114 / Loop 12 Interchange* (early project) are due on November 5, 2006. ROW maps for acquiring ten parcels of land for the project were finalized and submitted for final approval last month. Bridge and retaining wall layouts are under review by TxDOT for the future LRT under Loop 12 and along a section of SH 114 for its extension to DFW Airport. Limits are from Texas Stadium to west of the BNSF RR including the LRT station at Tom Braniff Dr. Letting is scheduled for June 2007 and anticipated opening is August 2010. Estimated cost is \$185M.
- July 2006: Design schematics for *SH 114* corridor including four (4) Managed HOV lanes were approved by FHWA on June 7, 2006. Work continues on updating the environmental document and it will be resubmitted to TxDOT by November 2006. A public hearing will be scheduled during December 2006 and final environmental clearance (FONSI) is expected in March 2007. The project is 13 miles long from SH 183 to SH 121/Tarrant

SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

County line.

- June 2006: TxDOT/FHWA approved preliminary design schematics for the entire *SH 114* corridor improvements. A major milestone in project development was reached by distribution of the 60% preliminary engineering plans for total reconstruction of the existing interchange at *Loop 12/SH 114* to accommodate the future LRT under Loop 12 and along a section of SH 114 for its extension to DFW Airport. Project limits are from Texas Stadium to west of the BNSF RR including the LRT station at Tom Braniff Dr.
- March 2006: DART/TxDOT working on 60% PS&E submittal for Loop 12/SH 114 Interchange for early LRT project implementation.
- January 2006: Implemented FHWA/Austin Division review comments. Submitted final schematics/EA for approvals.
- December 2005: Schematics revised to show reversible operation from SH 183 to Rochelle with ROW needed for four Managed/HOV lanes.

Issues

- DART is awaiting final approval of EA report for the entire *SH 114* corridor improvements including four (4) Managed HOV lanes.
- The total project cost for early implementation of *Loop 12/SH 114 Interchange* to accommodate the future LRT corridor extension into Irving is estimated at \$200M. Finalization of Memorandum of Understanding (MOU) and development of necessary funding agreement between DART, TxDOT, NCTCOG, and City of Irving is ongoing.

Schedule

- March-April 2007: Formal public hearing anticipated in advance of EA approval.
- March 07: Final environmental clearance (FONSI).
- FY 05-07: PS&E for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 07-2010: Construction phase for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 07-09: PE/PS&E for remainder of SH 114 corridor.
- FY 09-11: Utilities relocation/coordination and R-O-W.
- FY 12-15: Construction phase, pending funding availability.

Project Manager(s) Ali Rabiee

Strategic Plan Consideration	C1.1 Improve on-time performance C1.4 Provide friendly courteous service
Description	<p>HOV lane system is DART's most cost efficient service with \$0.14 subsidy per passenger and carrying about 38% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 37 million commuters during FY 05.</p> <p>DART currently operates 31 miles of HOV Transitways along I-30, I-35E, I-635 and I-35E/US 67 freeways. The HOV lane on I-30 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 are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections.</p>
Accomplishments	<p>The following is HOV ridership information for December 2006:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 113,700 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 44,500, 26,670, 16,930 and 25,570 weekday passengers respectively.• HOV users saved 7.6 minutes, 19.1 minutes, 15.2 minutes, and 14.4 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.• On-time opening performance for the East R. L. Thornton HOV lane was 100% during the last quarter.• Efforts to extend the operating limits of the I-30 and I-635 HOV lanes and to implement new facilities on US 75 and I-30 West are in the construction stage.
Issues	Additional public education and marketing efforts are necessary.
Schedule	Ongoing.
Project Manager(s)	Mahesh Kuimil

North Central (US 75) Concurrent HOV Lanes

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services
Description	Development of a concurrent flow HOV lane facility is underway in the median of US 75, north of LBJ freeway to north of Parker Road in Plano. The 24-hour two-lane facility will serve both northbound and southbound commuters. The facility will be connected to the existing and later, future HOV lanes on LBJ freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 Interchange. Potential access/egress locations have been identified at Park Blvd. Previously, design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the concurrent flow facility.
Accomplishments	<ul style="list-style-type: none">• 1stQ07: Construction is underway.• 3rdQ06: Project has been let and construction will begin this summer.• The T-ramp from TI Boulevard to the LBJ HOV opened to traffic last month as part of the High Five construction.• 1stQ06: Operational schematics have been prepared.• The issue regarding a system of physical barriers to separate HOV lane users from main lane traffic has been resolved. Delineator posts will be used for this purpose.
Issues	<ul style="list-style-type: none">• 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.• Access/egress locations at Campbell Road have been eliminated due to operational concerns.• Various options are being evaluated for the type of delineator post to be used on this facility.
Schedule	<ul style="list-style-type: none">• 2007: Complete construction of the HOV lane facility on US 75.• 2007: Complete ramp connections from US 75 HOV lane to I-635 HOV lane.
Project Manager(s)	Mahesh Kuimil

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
C3 Improve efficiency
S1 Build Relationships with Stakeholders

Description

The project involves 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 will be 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 will be reconstructed as part of this project. The project also includes 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 involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the COI. Total estimated cost including ROW, engineering, and construction is approximately \$51 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.

The Regional Transportation Council of the North Central Texas Council of Governments 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).

Accomplishments:

- Dec. 2006: A procurement process (IFB) is ongoing for letting a Civil/Structure package for Beltline Road in January 2007. A separate contract is also being put together for the procurement of combined Belt Line & Lisa-Perkins Track and Signal work.
- Nov. 2006: Held several strategy sessions with the Commuter Rail, Project Management and procurement staff regarding finalization of PS&E and bid schedules for three contracts. A procurement process (IFB) is underway for letting a Civil/Structure packages for Double Tracking (Lisa-Perkins) & Beltline Road in January 2007. A separate procurement process is also underway for a two-step RFP for combined Belt Line & Lisa-Perkins Rail and Signal contracts. TXU electric, MCI and Verizon relocation work is ongoing.
- October 2006: Work continued on preparation of separate procurement bid packages for civil work as well as track & signal works for Belt Line and Lisa Perkins projects.
- Sept. 2006: Bid package for a 2-step IFB for track & signal works for Belt Line and Lisa Perkins projects is nearing completion and will be advertised next month.

- August 2006: Preparation of a separate PS&E package is underway for the combined track & signal works for Belt Line and Lisa Perkins projects.
- August 2006: Preparation of two separate PS&E packages for bidding purposes are also underway for civil/structure work for Belt Line and Lisa Perkins projects.
- July 2006: Held several strategy sessions with the Commuter Rail & Project Management Senior Staff regarding finalization of the scope of the procurement and advertisement.
- June 2006: The Senior Management Review (SMR) of the final PS&E package was held on June 2 & 5, 2006. Procurement schedule is underway for advertisement and instructions to bidders (IFB).
- May 2006: Final PS&E package was distributed for the Senior Management Review (SMR), which is scheduled for June 2 & 5, 2006.
- April 2006: The scope of the project has changed and now includes additional rail crossing signals at Rogers and Macarthur.
- March 2006: Re-design of loading and modification of 36 structural plan sheets resulted a potential savings of approx. \$1 million.
- January 2006: NTCOG/RTC approved funding increase of \$4.6M
- December 2005: Attended monthly utility relocation meeting.
- December 2005: NCTCOG/STTC approved funding increase of \$4.6M.
- November 2005: City of Irving utility relocations are completed.
- October 2005: Irving City Council workshop approved funding increase.
- September 2005: A revised proposal was submitted to NCTCOG for an additional \$7.3M.
- June 2005: Final review comments for technical specifications were dispositioned and final costs were updated.
- March 2005: Last remaining real estate parcel has been acquired by the City of Irving.
- 1stQ05: PS&E package 100% complete.
- March 2005: PS&E package completed and budget revised based on the latest estimate.

Issues

- Updated 2006 probable project cost estimate is approximately \$9M higher than current funding commitments.
- The franchise utilities status as of June, 2006:
 - Atmos Gas lines - completed

- TXU electric - ongoing
- MCI - ongoing
- Verizon field work - ongoing
- AT&T - completed

- Schedule**
- January 2007: IFB for Beltline Double Tracking (Lisa-Perkins) Civil/Structure package contract as well as RFP for Beltline and Lisa-Perkins Rail & Signal contract.
 - March 2007: Board approval
 - April 2007: Award/Notice to Proceed (NTP)
 - June 2007: Begin construction.
 - December 2009: Project completion.

Project Manager(s) Ali Rabiee

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>The Action Plan provides guidance for development and implementation of service improvements for a five-year period. The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness.</p> <p>An updated Five Year Action Plan was developed and presented to the Board in 2002. Significant changes have taken place since 2002 relative to the region's economic conditions and DART's fiscal projections. As a result, a new Five Year Action Plan update is currently underway.</p>
Accomplishments	<ul style="list-style-type: none">• 1stQ07: Management review and internal presentations on draft document recommendations.• 3rdQ06: Finalized new service designs. Delay recommendations of plan for approval of new Service Planning and Scheduling AVP.• 2ndQ06: Presented to Board on scope of project and key service strategies.• 1stQ06: Completed supporting tasks and data review.• Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.
Issues	<ul style="list-style-type: none">• Instability in service levels based on ridership changes, sluggish sales tax receipts, and volatile fuel prices.
Schedule	<ul style="list-style-type: none">• 2ndQ07: Incorporate revisions, finalize document.
Project Manager(s)	Katharine Eagan

FY 2007 Score Card

Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> Expand Services 		System ridership rose 12.2% from FY 2004; bus system ridership was up 14.9%. Crosstown routes increased 19.8%, TC Feeder Routes increased 22.3% and Rail Station Feeder routes increased 11.0%.
	Feeders to Transit Centers and Stations	Board approved February 2007 service change, including improvements to selected feeder routes. Feeder service to be redesigned in FY 08 as part of the 2006-2010 Five Year Action Plan.
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	DART On-Call Non-Traditional service	Consolidated Paratransit/flexible services contract awarded 4Q06. Farmers Branch On-Call to expand off peak operations in February 2007, in conjunction with Route 185's redesign.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center. Continue to talk with UTD, TI and SMU about expanded shuttle service.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending. Potential TI expansion to UTD incubator in 2006 or 2007.
	Address low-performing routes	February 2006 service change targeted routes consistently below 0.6 RPI; almost all DART fixed routes currently operating at or above standard. Recommendations to address poorly performing segments and blocks evaluated for FY07 service changes.

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	DART's on-going service planning process includes completion of periodic detailed needs assessments in each member city or sub-area. These detailed needs assessments help to identify improvement projects for inclusion in the Five Year Action Plan.
Accomplishments	<ul style="list-style-type: none">• 1stQ07: Transfer study and community meetings completed for East Dallas Review; draft document completed. North Tollway, Richardson, and West Dallas reviews commenced.• 4thQ06: The final draft was finalized for the Northwest Dallas Service Review. Final community meetings were held for the Northwest Dallas and East Dallas Service Reviews• 3rdQ06: Completed the Northwest Dallas and East Dallas service review drafts.• 2ndQ06: Initiated Northwest Dallas and East Dallas/Pleasant Grove Service reviews.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• 2ndQ07: Complete final draft for East Dallas review. Prepare recommendations for August 2007 implementation.• FY07: Complete West Dallas, North Tollway, and Richardson service review plans.
Project Manager(s)	Katharine Eagan/assigned staff

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.</p> <p>The 1998-2002 and 2002-2006 Five Year Plans identify potential bus corridors: Harry Hines, Malcolm X, and Ferguson Road. The Northwest Corridor MIS planned light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.</p>
Accomplishments	<ul style="list-style-type: none">• 1stQ07: Board adopted the 2030 TSP, which included final corridor recommendations.• 4thQ06: no activity during this quarter.• 3rdQ06: System Planning staff presented final corridors to Board for consideration.• 2ndQ06: Working with System Planning to identify potential corridors; finalizing plans for consultant to visit DART and review plans and projects.• 1stQ06: Prepared documents for BRT consultant; completed data review.• Enhanced bus service, for use in targeted corridors, has been further refined in coordination with the 2030 Transit System (2030 TSP) Plan. Additional enhanced bus corridors to be modeled as part of 2030 TSP process.
Issues	<ul style="list-style-type: none">• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.• Incorporation of bus corridors in the 2030 Transit System Plan.
Schedule	<ul style="list-style-type: none">• 2ndQ07: Plan for consultant to visit DART and review plans and projects.• FY 2007: Finalize operating plans; receive final recommendations from consultant.
Project Manager(s)	Katharine Eagan

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
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. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000, a second was started on July 24, 2002. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, SMU, Campbell Center, Palisades/Telecom and McKinney Avenue.
Accomplishments	<ul style="list-style-type: none">• 1stQ07: Work in progress regarding proposal for site-specific shuttle to UTD campus from Bush Station. UTD student body held election and will impose a transit fee on themselves if passed by legislature and regents. An agreement for UTD to purchase e-passes and develop a shuttle similar to SMU will be presented to DART Board.• 4thQ06: Staff met with SMU to discuss possible expansion of the shuttle service. SMU is moving various school functions from the campus to the new buildings acquired east of 75.• Still exploring options to expand the 702 and Campbell Center e-shuttle and create other potential e-shuttles in the Northwest Highway and 75/Market area.
Issues	<ul style="list-style-type: none">• Less expensive fuel cost is now lessening demand for this service• Budget constraints• Economy improving, yet large company hiring continues to be an issue.• Leasing of office space is picking up; will continue to follow leads, as they become known.• New job creation is with smaller service companies where interest in this program is not significant.• Many new employment opportunities are beyond DART service area boundaries.
Schedule	<ul style="list-style-type: none">• Ongoing
Project Manager(s)	John Quinn

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The DART Community Transit Program includes On-Call Cellular Dispatch Services, Late Night/Weekend Demand Response services, and other innovative services designed to provide transit opportunities in areas where fixed-route service is unable to sustain ridership or meet DART Service Standards. DART On-Call Service was first implemented in Plano on June 7, 1999; currently there are six On-Call zones with plans for a seventh.
Accomplishments	<ul style="list-style-type: none">• 1stQ07: Begin transition plan with Paratransit staff.• 4thQ06: Awarded solicitation for comprehensive operation and management and operation of On Call and new van-based flexible services. Began operating plans for new services.• 3rdQ06: Completed preliminary source evaluation for Paratransit/van-based services.
Issues	<ul style="list-style-type: none">• Begin consolidation of daily management under ATC.• Future financial considerations for Late Night/Weekend Demand Response services will be incorporated in next fiscal year.
Schedule	<ul style="list-style-type: none">• 3rdQ07: Transition to new contract with service provider. Transfer North Central Plano and Rowlett operations under new contractor.• FY 2007: Complete operating plans for new services. Consolidate operations into one contractor.• FY 08: Introduce late night/weekend and flexible route services.
Project Manager(s)	Katharine Eagan

Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.
Description	LRT service disruptions can occur as a result of track blockage, construction, track maintenance or any other event that may disrupt rail services. The Customer Response Team (CRT) will be deployed to impacted downtown Dallas stations when an LRT service disruption occurs. CRT provides bus bridge, rail service delay and rail bridge information to customers. CRT is composed of staff from Community Affairs, Customer Service, Scheduling, Service Planning and Transit Center Operations.
Accomplishments	<ul style="list-style-type: none">• Oct. 2006: CRT implemented.• 4thQ06: no activity during this quarter.• April 2006: All equipment liability issues were resolved. Equipment (cell phones/bull horns) will be stored in a locked file cabinet. A file cabinet is currently on order.
Issues	<ul style="list-style-type: none">• Staff will be retrained due to implementation delays during 4thQ06.
Schedule	<ul style="list-style-type: none">• March 2007: Conduct CRT drill.
Project Manager(s)	Jennifer Jones

Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.
Description	Bus operations have raised a concern that it is difficult to determine whether a train has pulled into an aerial station. This has caused operators to pull out from their bay prior to the arrival of customers making rail/bus connections. Rail Planning and Operations Technology have developed a notification device to address operations concerns. The notification device notifies operations when a train is approaching the station. Specifically, as trains approach the station, the notification device will trigger a light to come on in the bus bay area. The flashing light will let operations know that a train is approaching the station.
Accomplishments	<ul style="list-style-type: none">• Nov. 2006: Pilot test completed at Arapaho Station.• 4thQ06: Operator light visibility issues were resolved.• 4thQ06: Pilot is in fifth month of being tested.• May 2006: Implemented pilot test at Arapaho Station.• May 2006: Marketing plan developed and implemented.• April 2006: Training provided to bus operations.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• February 2007: Complete pilot evaluation and make recommendation.
Project Manager(s)	Jennifer Jones/Alexander O'Leary

Construction & Installation of Standard Shelters

Service Planning and Scheduling

Strategic Plan Consideration C1.2 Provide clean, safe, secure environment.
C2.6 Add needed passenger amenities/facilities.

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

A new shelter contract was signed with NEC and Notice to Proceed issued in May 2003. The FY 06 Standard Shelter program was completed during 2006 and the FY 07 program is in progress.

Accomplishments 1stQ07 activities:

- Developed bi-monthly summit meeting to address maintenance slippage.
- Work continues on federalized contract and purchase request.
- Installed 42 new shelter equivalents.
- Phase two (next six) field test of new style i-Stop has been initiated.
- Partnerships with other governmental units have resulted in the renovation or construction of additional standard shelters that cannot be constructed with DART funds alone. These partnerships include:
 - ✓ Public/private partnership with Parkland Hospital's satellite clinic in Irving has been designed and will be installed if Parkland Hospital's satellite clinic is able to generate the necessary funding for site development.
 - ✓ Public/private partnership with Carnival food store near the Westmoreland Station has been initiated and is currently in the research and pre-planning phase.
 - ✓ Partnership with Dallas County at Lew Sterrett has been designed and will be installed after completion of site development by Dallas County. Anticipated date of completion is August 2008.
 - ✓ 1stQ07: A partnership with Baylor/Garland has been successfully completed.
 - ✓ 1stQ07: A public/private partnership with a South Dallas neighborhood association has been successfully completed.
 - ✓ A Public/Private/Non-Profit partnership with UTSW St. Paul Campus has been successfully completed

Construction & Installation of Standard Shelters

Service Planning and Scheduling

-
- | | |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Issues | <ul style="list-style-type: none">• Crime prevention issues being addressed through environmental design.• Para-transit issues being addressed through accessibility improvements.• Graffiti, vandalism, and shelter loss are ongoing costs. |
| Schedule | <ul style="list-style-type: none">• 2ndQ07: Complete new federalized shelter contract for bid.• FY 2007: Begin installation of shelters under federalized contract. |

Project Manager(s) Rob Parks/Mary Orozco

DATE: January 2007
TO: Distribution
SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 1st Quarter FY 2006 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 December 31, 2006, including Change Control Summaries, Systems Integration, and Real Estate.

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

Timothy H. McKay, P.E.
Senior Vice President
Project Management

THM/ta

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ACRONYMS

AC/DC - Alternating Current/Direct Current
ADA - Americans with Disabilities Act
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
CPM - Critical Path Method
CRI - Cost Reduction Idea
D&A - DART & Agency
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DGNO - Dallas, Garland & Northeastern Railroad Company
FDR - Final Design Review
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FFGA - Full Funding Grant Agreement
FTA - Federal Transit Administration
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
IRV-1 - Irving/DFW Corridor Line Section 1
IRV-2 - Irving/DFW Corridor Line Section 2
IRV-3 - Irving/DFW Corridor Line Section 3
KCS - Kansas City Southern Railway
LNG - Liquefied Natural Gas
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
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
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)
OCIP - Owner Controlled Insurance Program

OCS - Overhead Catenary System
P&Z - Planning & Zoning
PA - Public Announcement
PE/EIS - Preliminary Engineering/Environmental Impact Statement
QA - Quality Assurance
QC - Quality Control
RDC - Rail Diesel Car
RFI - Request for Information
RFP - Request for Proposal
ROW - Right of Way
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

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

The LRT Buildout Phase I consists 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 includes contracts for: facilities construction for each line section (station and guideway construction), systemwide track installation, systemwide landscaping/amenities, systems installation (traction electrification, signals, communications, fare collection, and vehicles), and vehicle procurement. Phase I also includes 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).

Walnut Hill Parking

This project is scheduled to add parking on the Oncor property adjacent to the existing Walnut Hill Station on Line Section NC-3.

Service & Inspection (S&I) Facility - Phase II Expansion

Phase II Expansion of the S&I Facility will increase the maintenance capacity of the existing facility from 109 to 125 vehicles.

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

The LRT Buildout Phase II consists of approximately 46.3 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 will include five construction manager/general contractor (CM/GC) contracts inclusive of pre-construction services, facilities construction, trackwork, landscaping, and systems element installation; 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 (19.5 miles).

Raise & Extend Four CBD Stations

This project will extend the existing CBD LRT station platforms and modify the height of the platforms to accommodate the level boarding mode of operation.

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 will span 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.

Double Tracking at Market Center Blvd. (Lisa-Perkins)

The proposed double tracking is located in the city of Dallas. The project consists of a new Class 4 track, upgrade of existing track, replacement of the existing timber trestle bridge with two new 99-ft. long prestressed concrete double cell box girder bridges, two existing culvert extensions, and improvements to the grade crossing at Market Center Blvd.

ADDITIONAL CAPITAL DEVELOPMENT

NW-1A/Victory Station Project

The NW-1A line section begins at the OC-1 line section near Houston Street and ends at Turtle Creek, and consists of relocating the existing TRE mainlines, constructing approximately 7,700 feet of LRT guideway, and constructing the Victory Station [joint TRE and LRT]. The station includes a pedestrian plaza and walkway to serve the adjacent American Airlines (AA) Center.

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.

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 has been 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.

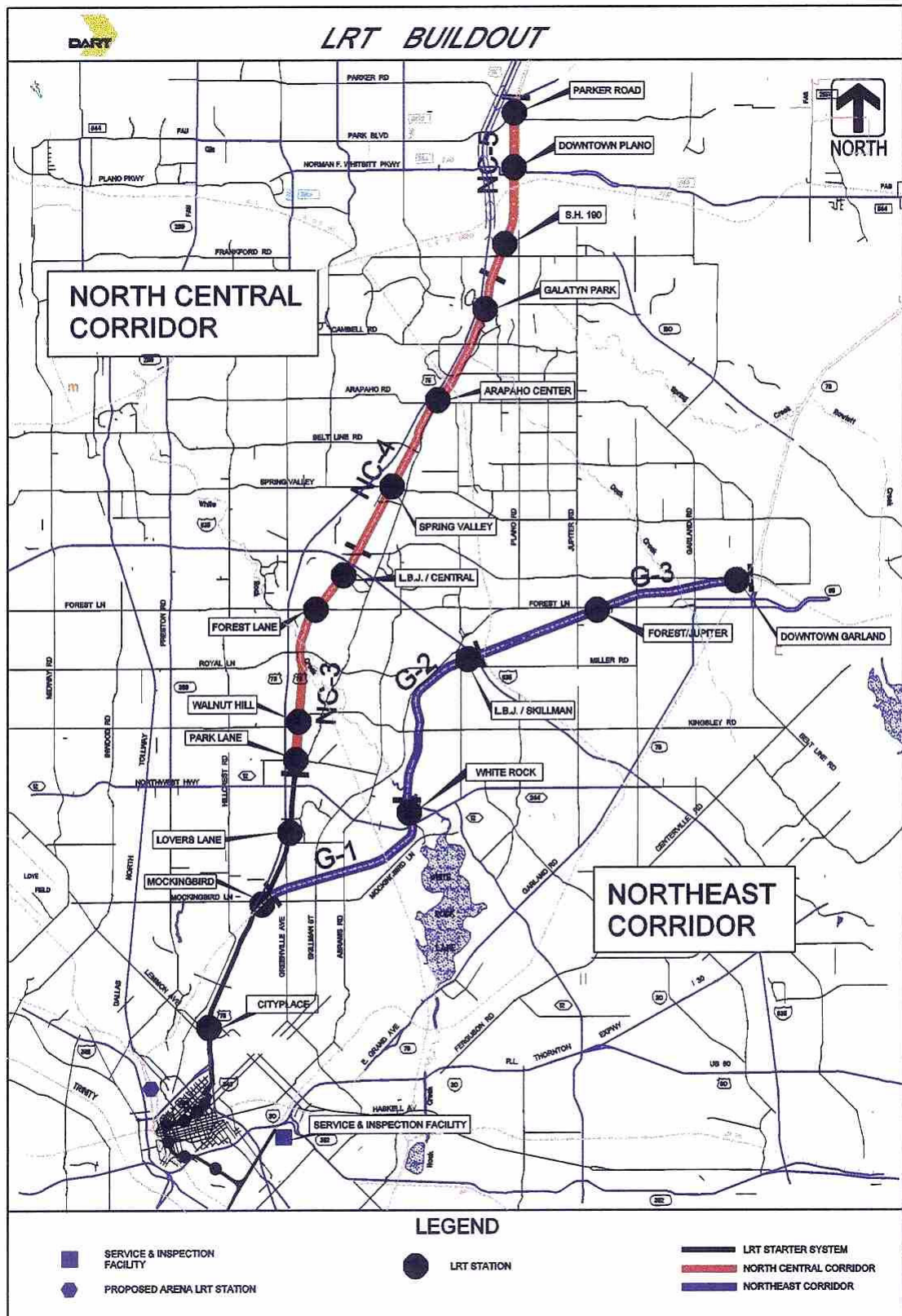
Bryan/Hawkins Junction

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

**LRT BUILDOUT
PHASE I**

Map

LRT Buildout Phase I



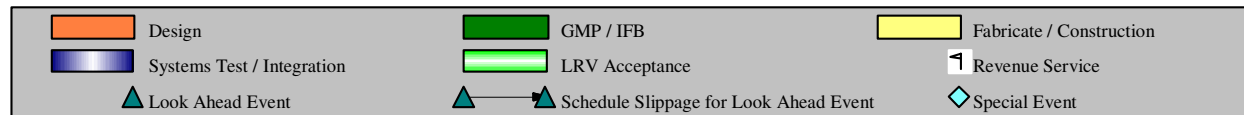
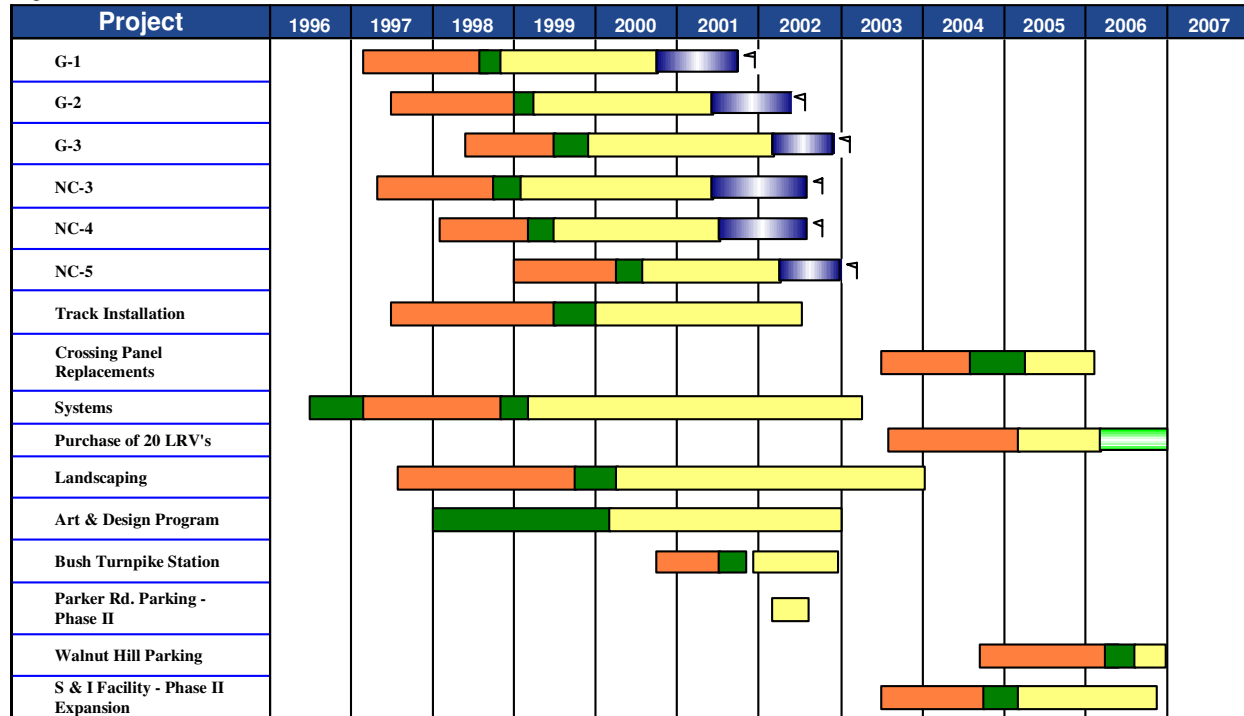
Summary Control Schedule

LRT Buildout Phase I

LRT Buildout Phase I - Summary Control Schedule

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12/31/06



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	\$ 55.6	\$ 55.4
Cityplace Station Finishout ⁽³⁾	24.9	24.7	24.7
Garland-1	53.2	52.0	51.6
Garland-2	84.2	78.0	77.3
Garland-3	101.2	92.1	90.6
North Central-3	123.1	107.0	105.6
North Central-4	82.2	77.0	75.5
North Central-5	64.5	61.2	60.0
S&I Facility Expansion/VAF	31.9	31.9	31.9
Systems	160.1	155.3	155.1
Vehicles	151.2	151.0	150.5
Crossing Panel Replacement	4.7	3.3	3.2
LRT Buildout Total	\$948.2	\$889.1	\$881.4

Notes:

- 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 7/31/06, per DART's General Ledger.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
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	0.9
S&I Facility - Phase II Expansion	29.8	29.4	25.2
Purchase of 20 LRVs	63.0	62.0	56.1
Total	\$ 109.2	\$107.3	\$96.7

- 1) Expended to date values reflect activity through 11/30/06, per DART's General Ledger.

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

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	<p>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.</p>
Status	<p>Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete.</p>
Issues	<p>The contractor, GLF, appealed the contracting officer's final decision on its schedule-related Request for Equitable Adjustment (REA).</p> <p>The contracting officer received an additional REA from GLF in January and March 2005. The contracting officer issued a final decision on the additional REA on February 7, 2006, and GLF appealed the decision.</p> <p>Both matters will proceed in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing is scheduled for April 2007.</p>

North Central Corridor Facilities

Line Section NC-3

**LRT Buildout
Phase I**

**Strategic Plan
Consideration** C2.3 Integrate new transit services

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 Calculation of the cost of contract oversight is complete. 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 was rescheduled for January 2007.

**Strategic Plan
Consideration** C2.3 Integrate new transit services

Description The track installation contract involves the installation of DART-furnished welded rail, special trackwork, concrete ties, and direct fixation rail fasteners in the Northeast and North Central Corridors.

Status All line sections are in revenue service. The contractor, Marta Track Constructors, Inc., abandoned work on the project prior to completion of the contract requirements.

Issues Marta's bonding company was requested to complete the contract and refused. DART Legal Department filed suit against the bonding company in State Court to preserve DART's rights. Court ruled in DART's favor to stay proceeding until after DART's administrative process.

Marta appealed the contracting officer's final decision on its Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation. First portion of the trial was conducted January 31 through February 18, 2005. The second portion of the trial was conducted June 6-17, 2005. Decision on the first portion was issued March 14, 2006, and Reconsideration Decision was issued on August 8, 2006. Decision on the second portion was issued August 24, 2006. All decisions were favorable to DART.

Parties are negotiating a quantum. Hearing on quantum is scheduled for April 16, 2007.

Marta filed an Appeal of the Decision on the first portion in Federal Court. Marta's appeal was dismissed.

Crossing panels installed by Marta did not perform properly and the track was not properly distressed. DART reprocured the crossing panels and the required distressing. The Judge's Decision requires Marta to reimburse DART for the cost of this work.

Systems - Vehicles

LRT Buildout Phase I

Strategic Plan Consideration C2.3 Integrate new transit services

Description To date, 95 LRVs have been purchased. Twenty additional vehicles have been purchased under the option clause of the current contract.

Status All 20 LRVs have arrived in Dallas and final assembly has been completed. All 20 of the LRVs have been delivered to the DART Maintenance Yard and acceptance testing has been completed.

Issues None.

Strategic Plan Consideration C2.3 Integrate new transit services

Description Integrate systems operation for LRT Buildout.

Status Systems Integration staff continued coordination with Operations of turnover activities for all open items systemwide. Integrated test discrepancy follow-up efforts continued.

Systems Integration staff continues Safety Certification coordination for systems elements. The items remaining are non-critical and identified as such.

Issues None.

Walnut Hill Parking

LRT Buildout Phase I

Strategic Plan Consideration

C2.5 Improve passenger amenities and facilities

Description

The existing Walnut Hill Station on Line Section NC-3 is currently a kiss and ride facility. The addition of parking is proposed for construction on the adjacent Oncor property.

Status

Project is substantially complete. Punch list work is in progress.

Issues

None.

Service & Inspection Facility - Phase II Expansion

**LRT Buildout
Phase I**

Strategic Plan Consideration

C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency

Description

Phase II Expansion of the Service & Inspection (S&I) Facility will include expansion of the existing maintenance building, site drainage modifications, and additional yard track. Maintenance capacity of the facility will be expanded from 109 to 125 light rail vehicles.

Status

The contractor, Hensel Phelps Construction Company, has completed work on the punch list. Training activities are complete. Closeout is near completion. Demobilization is complete.

Issues

None.

Facilities - Six-Month Look Ahead










LRT Buildout Phase I

LRT Buildout Phase I - Six Month Look Ahead

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Project	2007					
	January	February	March	April	May	June
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 - 2/1/02					
Purchase of 20 LRV's	All Deliveries Complete					
Landscaping	Landscaping 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					

 Design/Utilities/ROW	 GMP / IFB	 Fabricate / Construction
 Systems Test Integration	 LRV Acceptance	 Revenue Service
 Look Ahead Event	 Schedule Slippage for Look Ahead Event	 Special Event

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary											
			Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2006)
Professional Services	LRV Management	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	(Note a)	Through SA #14, AWP05 Accounting Closeout is Pending
	C-97000131										
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
	Walnut Hill Sta Parking Lot	Carcon	\$1,077,715	\$53,886	\$1,131,601	\$0	\$0	\$53,886	0%		
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
S&I Facility Expansion	Civil/Structural Phase II C-1007306-01	Hensel Phelps	\$19,998,410	\$904,847	\$20,903,257	\$622,733	\$20,621,143	\$282,114	69%	97%	
Systemwide	Track Installation C-99000077	Marta Track	\$23,397,697	\$3,271,545	\$26,669,242	\$3,146,721	\$26,544,418	\$124,824	96%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	21 Additional	Kinkisharyo/Itosha	\$56,954,100	\$2,847,705	\$60,218,405	\$183,278	\$57,065,114	\$2,664,427	6%	96%	Accounting Closeout is Pending
	C-98000071-01		\$416,600	\$416,600	\$416,600	\$0	\$0	\$0	0%		
	20 Additional	Kinkisharyo/Itosha	\$58,666,378	\$1,333,622	\$60,000,000	\$693,583	\$59,359,961	\$640,039	52%	92%	Through SA-017
	C-98000071-02										No changes in December
		TOTALS:	\$361,912,784	\$37,702,383	\$399,615,167	\$28,610,313	\$384,409,101	\$9,092,070			Reduced contract value due to SA-15 for deletion of bid work (\$488,874)
Legend:	% Contingency >= 80%										
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 include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.										

**LRT BUILDOUT
PHASE II**

**LRT Buildout
Phase II**



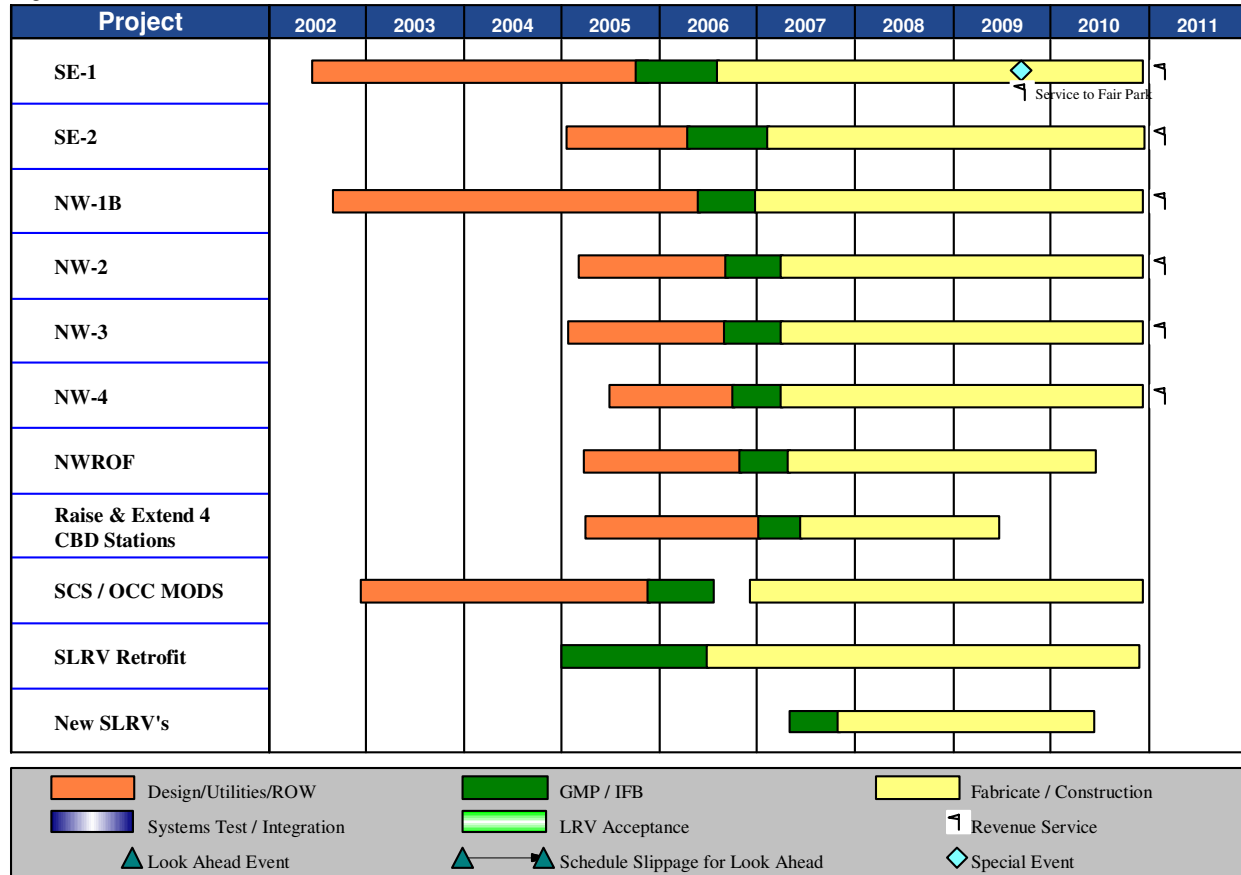
Summary Control Schedule

LRT Buildout Phase IIA

LRT Buildout Phase IIA - Summary Control Schedule

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Cost/Schedule Summary

LRT Buildout Phase IIA

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
General Buildout	\$ 205.2	\$ 86.5	\$ 67.3
Southeast-1	205.3	191.4	42.0
Southeast-2	162.4	153.8	29.4
Northwest-1B	165.9	149.3	28.0
Northwest-2	147.8	38.9	26.9
Northwest-3	212.3	39.2	24.4
Northwest-4	218.5	37.5	21.1
NWROF	45.3	21.2	17.0
Systems	112.8	37.9	17.4
Vehicles	186.7	72.9	8.9
Raise & Extend 4 CBD Stations	11.8	1.0	0.5
LRT Buildout Phase IIA Total	\$1,674.0	\$829.6	\$282.9

Notes:

1) Expended to date values reflect activity through 11/30/06, per DART's General Ledger.

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
Line Section SE-1B (to Hatcher)		12/2010
Line Section SE-2		12/2010
Line Section NW-1B		12/2010
Line Section NW-2		12/2010
Line Section NW-3		12/2010
Line Section NW-4		12/2010
NWROF	06/2010	

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth C3 Improve Efficiency
Description	Acquisition of property required for construction of the LRT Buildout.
Status	<u>Northwest Corridor</u> Real estate acquisition for this corridor is currently in progress. <u>Southeast Corridor</u> Real estate acquisition for this corridor is currently in progress. <u>Northwest Rail Operating Facility (NWROF)</u> Real estate acquisition for this facility is currently in progress.
Issues	Real estate issues are addressed in individual line section reports.

Strategic Plan Consideration C2.3 Integrate new transit services

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 Station, located in front of Baylor Hospital; Fair Park Station, located in front of the main Fair Park entrance; 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; Southwest Medical Center (SWMC)/Parkland Station, located near Motor Street; and Inwood Station, located at Inwood Road and Denton Drive.

Status **General**
The contractor is validating final design construction documents.

Line Section SE-1
Final contract documentation is complete and Cost Reduction Ideas (CRIs) are incorporated into construction documents.

A public information meeting was held November 16, 2006, in the South Dallas area to update the public on the forthcoming construction activities and associated traffic detours that will occur. Another meeting is scheduled for March 1, 2007.

Contractor is installing utilities, bridging slabs, box culvert, and ballast walls. Street reconstruction is under way on several streets.

Line Section SE-2
Validation and pricing of final contract plans is currently under way. Utility relocations and real estate acquisition continue.

Status (Continued) DART has issued an early NTP to the contractor to begin construction activities at Lawnview Station.

A public information meeting is scheduled for January 25, 2007, in the SE-2 area to update the public on the forthcoming construction activities and associated traffic detours that will occur.

Line Section NW-1B

Validation and pricing of final contract plans are under way. Real estate acquisition and utility relocations continue.

NTP was issued on December 22, 2006. The contractor has started site preparation and utility work.

Issues Line Section SE-1

City of Dallas trail interface, Fair Park link project, and TxDOT East Corridor project are in conceptual planning stages. If substantial modifications to the DART project are proposed during construction, it would likely result in significant cost and schedule impacts.



NW-1B: Guideway Preparation

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

**LRT Buildout
Phase IIA**



SE-1: Hall Street Reconstruction



**SE-1: Baylor Station &
Hall Street Reconstruction**



SE-1: Fair Park Bridging Slab

Track Materials Procurement for CM/GC-I Construction

**LRT Buildout
Phase IIA**

**Strategic Plan
Consideration** C2.3 Integrate new transit services

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. The four contracts include: 1) Progress Rail Services (Lots 1 & 2); 2) Progress Rail Services (Lots 3 & 6); 3) L.B. Foster Company (Lot 5); and 4) Rocla Concrete Tie, Inc. (Lot 4). Lots 1 & 2 are for Bryan/Hawkins Junction; Lots 3-6 are for Line Sections SE-1, SE-2, and NW-1B.

Status **General**
The contractors are in the process of submitting samples and mock-ups for fastening systems, inserts, and isolation materials.

Line Section SE-1

The contractor has delivered about two-thirds of the continuous welded rail to Storage Site #1. Delivery will be complete for this site by early January 2007.

Concrete tie delivery has begun for SE-1. The contractor has delivered approximately half of the SE-1 ties.

Direct fixation fastener delivery has begun for SE-1. The contractor has delivered approximately one-fourth of the SE-1 fasteners.

Issues Concrete ties and continuous welded rail material deliveries are running slightly behind schedule but do not appear to impact the installation schedule of the contractor.

Northwest Corridor Facilities

Line Section NW-2

LRT Buildout Phase IIA

Strategic Plan Consideration C2.3 Integrate new transit services

Description Line Section NW-2 extends northwesterly from south of Mockingbird Lane at Bowen 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: Love Field Station, 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 Center, between Webb Chapel Extension and Community Drive.

Status DART is coordinating with the City of Dallas to submit the street closure report for the City Council's final approval.

Senior Management Review is complete. Negotiations with the construction manager/general contractor contract (CM/GC-III) are under way.

Issues Various street closure issues have not been finalized yet. Coordination meetings with West Love Field community leaders and City of Dallas Transportation, Aviation and Public Works departments are continuing.

To mitigate Hawes Avenue business owners' concern, DART has submitted several alternate alignment options to the FAA to obtain waivers for aerial structures that penetrate into the Love Field runway protection zone.

Zoning action for Love Field (Brookhollow) station has been delayed by the City Planning Commission until January 11, 2007, pending further discussion among DART, City of Dallas, and West Love Field community leaders on issues, including proposed street closing of crossings at DART right-of-way.

Northwest Corridor Facilities

Line Section NW-3

LRT Buildout Phase IIA

Strategic Plan Consideration C2.3 Integrate new transit services

Description 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.

Status Senior Management Review is complete. Final contract documents were received in November 2006. Negotiations with the construction manager/general contractor (CM/GC-III) are under way.

Issues None.

Northwest Corridor Facilities

Line Section NW-4

LRT Buildout Phase IIA

Strategic Plan Consideration C2.3 Integrate new transit services

Description 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 Design is complete. SMR is complete. Contract documents were received. Negotiations with the construction manager/general contractor (CM/GC-III) are under way.

Issues Agreements regarding the 66-inch waterline relocation between Belt Line Road and Crosby have been reviewed by the City of Carrollton staff and the City of Dallas. The DART Board approved the agreements in December 2006.

Costs of relocating the 66" waterline has caused concerns for the City of Carrollton and Dallas Water Utilities (DWU). City of Dallas wishes to review the need and cost for this project along Belt Line Road. Meetings are ongoing.

Relocation of the 66-inch waterline at Crosby along Broadway can be avoided if the Carrollton bridge structure will be extended by 2,000 feet. A redesign and cost proposal has been prepared for this bridge structure. Change Control Board action is pending.

ILAs between City of Farmers Branch and City of Carrollton regarding real estate issues are being developed.

Coordination with Denton County Transportation Authority (DCTA) is ongoing. Cost estimate is being developed; Senior Management will review upon completion.

Northwest Rail Operating Facility

**LRT Buildout
Phase IIA**

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth C3 Improve Efficiency
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, Denton Drive, Century Drive, and Abernathy, 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 facility; ways, structures, and amenities facility; administrative offices; communications center; and yard control center.</p>
Status	<p>SMR is complete. IFB package is scheduled for submittal in January 2007.</p>
Issues	<p>Flood fill permit was approved by the Dallas City Council on September 17, 2006. No letter confirming board action from the City of Dallas has been received to date.</p> <p>Solicitation and contract instructions are being developed and reviewed.</p>

Track Materials Procurement for Northwest Corridor & NWROF

**LRT Buildout
Phase IIA**

**Strategic Plan
Consideration** C2.3 Integrate new transit services

Description The track materials procurement involves fabrication, delivery, unloading, and placing into DART's storage facilities varying amounts of welded rail, concrete crossties, direct fixation fasteners, and special trackwork for use on Line Sections NW-2, NW-3, NW-4, and NWROF. The procurement includes Lots 1-5: Lot 1 – all trackwork for NWROF; Lot 2 – NW-2/3/4 continuous welded rail; Lot 3 – NW-2/3/4 special trackwork; Lot 4 – NW-2/3/4 concrete crossties; and Lot 5 – NW-2/3/4 direct fixation rail fasteners.

Status **General**
Track material procurement for the Northwest Corridor and NWROF is being processed by the Procurement Department. Bids were opened on November 1, 2006. Contracts for the low bidders were approved by the DART Board on December 12, 2006, and NTP is anticipated in early January 2007.

Issues None.

Systems – SCS/OCC Modifications

**LRT Buildout
Phase IIA**

**Strategic Plan
Consideration** C2.3 Integrate new transit services

Description The Supervisory Control Subsystem 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 NTP was given on November 27, 2006. Kick-off meeting was held on December 7, 2006.

Issues Submittals from the contractor are delayed.

**Strategic Plan
Consideration** C2.3 Integrate new transit services

Description The existing fleet of 115 LRVs (each composed of an A-unit and a B-unit) will be modified by adding a 31-foot long, low-floor center section (C-unit) to each A/B vehicle, creating a fleet of 115 Super LRVs (SLRVs). This modified fleet will provide for direct, level boarding, from 15½" high platforms, into each vehicle. Also, a total of 48 new SLRVs will be procured. The procurement of the C-units for modifying the existing fleet and the procurement of the new SLRVs will be divided into phases.

Status In Process Design Review (IPDR) for the Automatic Train Protection (ATP) system was held on November 15, 2006. Demonstration of the prototype Aspect Display Unit (ADU) and ATP antennas was performed on November 16, 2006.

Preliminary Design Review (PDR) for the Vehicle Business System (VBS) was held on December 6, 2006. A demonstration of the Schedule Adherence Monitor (SAM) was performed in the operating cab of an LRV after the PDR meeting.

Issues None.

Strategic Plan Consideration C2.3 Integrate new transit services

Description Integrate systems operation for LRT Buildout Phase II.

Status Systems Integration continues to interface with final design issues for all line sections, systems elements, and the NWROF. Design submittals and CM/GC proposals are being reviewed for interfaces, operations, maintenance, quality, and safety.

Updates to the Safety and Security Management Plan (SSMP) and Safety and Security Certification Plan (SSCP) based on Design Review Procedures and Project Management Oversight Consultant (PMOC) comments are in progress. Safety and Security Certification Checklists are being prepared for certifiable elements. Fire/Life Safety Committee meetings continue and coordination with Buildout member cities is ongoing. An outline of the Integrated Test Plan has been submitted for Phase II. PMOC comments on the Rail Fleet Management Plan are being incorporated and a draft has been submitted.

Monthly coordination meetings are ongoing with Operations (including Transportation, Maintenance, Technical Services, and Safety) to ensure operations issues are adequately addressed in the final design and contract special provisions for track allocation are incorporated. A hiring plan for the Transportation and Maintenance departments has been submitted, and a Draft Operations and Maintenance Cost Model has been submitted.

Updates to Train Performance Calculations (TPCs) are in progress, which incorporate final alignment data and the performance characteristics of the SLRV.

Operational analysis and simulations are being conducted for the Northwest Corridor operations, including Denton County Transportation Authority (DCTA) operations. Analysis and recommendations on preliminary crossover locations for Irving and Rowlett lines have been submitted.

Updates to the DART Design Criteria Volume II, Chapters 10, 11, and 12, are in process.

Issues None.

Raise & Extend Four CBD Stations

LRT Buildout Phase IIA

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth
Description	This project will extend the existing CBD LRT station platforms and modify the height of the platforms to accommodate the level boarding mode of operation.
Status	The project design is underway. The D&A review was submitted on October 18, 2005. The pre-final design was submitted on March 21, 2006. Design was completed on September 28, 2006. The SMR was held on October 25, 2006. Final plans were submitted, and the procurement process for construction is in progress. Construction is anticipated to begin in June 2007 and be complete for Line Section SE-1 revenue service.
Issues	<p>Construction will be sequenced to provide the least amount of service interruption. Adjacent property owners are being notified and a strategy is being developed for communicating with customers regarding the pending station modifications. Coordination with the Elm/Lamar Plaza project is ongoing. The status of the design and construction sequencing was presented to DART Operations on August 25, 2006.</p> <p>Amenity needs for temporary platforms at the West End Station have been reviewed. The consensus recommendation is to provide benches, ticket validators, and TVMs only on the temporary platforms.</p> <p>Ongoing coordination of the proposed improvement at the West End Station with the proposed JPI development at Lamar Street continues.</p>

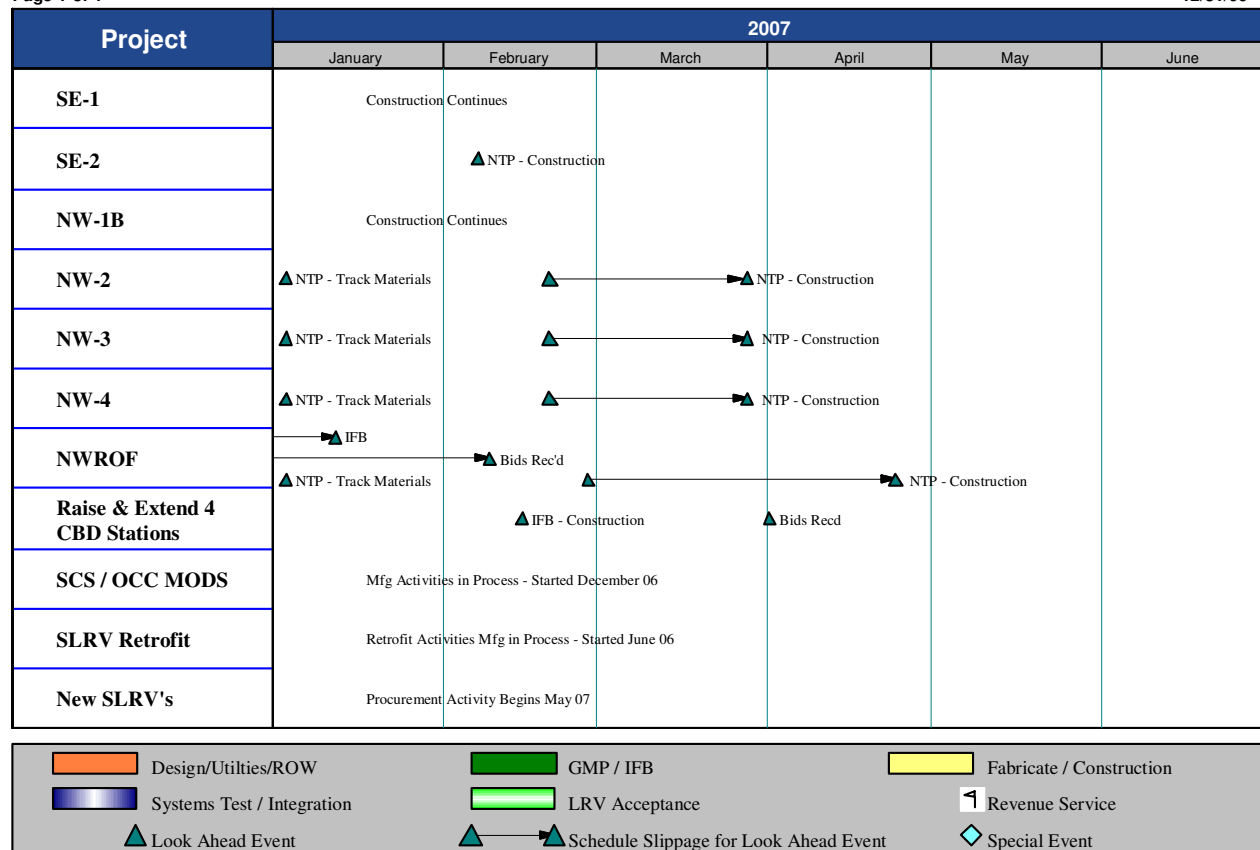
Facilities - Six-Month Look Ahead

LRT Buildout Phase IIA

LRT Buildout Phase IIA Six Month Look Ahead

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Change Control Summary

LRT Buildout Phase IIA

Light Rail Transit Buildout Phase IIA - Change Control Summary											
Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2006)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	GEC	ACT-21	\$161,800,541	\$923,177	\$162,723,718	\$0	\$161,800,541	\$923,177	0%	(Note a)	Through FY-07 AWP
	C-1002450-01										
	SDC	Dallas System Consultants	\$48,207,143	\$827,431	\$49,034,574	\$0	\$48,207,143	\$827,431	0%	(Note a)	Through FY-07 AWP
	C-1002803-01										
	Systems Integration (SIC)	DMJM + HARRIS	\$22,793,032	\$193,161	\$22,986,193	\$0	\$22,793,032	\$193,161	0%	(Note a)	Through FY-07 AWP
	C-1004187-01										
	Project Controls (PCC)	Sunland Engineering	\$13,176,787	\$113,409	\$13,290,196	\$0	\$13,176,787	\$113,409	0%	(Note a)	Through FY-07 AWP
C-1002450-02											
LRV Engineering	LTK	\$3,063,295	\$95,800	\$3,159,095	\$0	\$3,063,295	\$95,800	0%	(Note a)	Through FY-07 AWP	
C-1008146-01											
Construction SE1, 2, NW1B	CMGC-1	Archer Western/Brunson Caron	\$369,991,783	\$18,219,058	\$388,210,841	\$0	\$369,991,783	\$18,219,058	0%	(Note a)	Const. NTP 08/02/06
	C-1007571-01	SE-1, 2, NW-1B								(Note c)	No changes in December
Professional Services	CMGC-3	Archer Western/Hernog	\$2,460,802	\$0	\$2,460,802	\$0	\$2,460,802	\$0	0%	(Note a)	Pre-construction Services
	C-1009666-01	Pre Const. NW-2, 3, 4								(Note c)	NTP 04-20-06
Track Material Procurement	Lots 1 & 2	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	\$0	\$2,761,480	\$110,460	0%	0%	NTP 02-03-06
	C-1009684-01	Bryan/Hawkins									
	Lots 3 & 6	Progressive Rail	\$11,754,817	\$352,645	\$12,107,462	\$0	\$11,754,817	\$352,645	0%	0%	NTP 04-04-06
	C-1009684-02	Spl Trkwnk/CWR									
	Lot 5	L.B. Foster	\$4,999,349	\$149,981	\$5,149,330	\$0	\$4,999,349	\$149,981	0%	0%	NTP 04-04-06
	C-1009684-03	Fasteners									
CMGC-1	Lot 4	Rocla Concrete Tie	\$3,202,960	\$96,089	\$3,299,049	\$0	\$3,202,960	\$96,089	0%	0%	NTP 04-04-06
	C-1009684-04	Concrete Ties									
Track Material Procurement	Lots 1 & 3	VAE Nortrak	\$9,459,512	\$472,976	\$9,932,488	\$0	\$9,459,512	\$472,976	0%	0%	
	C-1012000-01	NWROFSpl Trkwnk									
	Lots 2	Progressive Rail	\$5,982,978	\$299,149	\$6,282,127	\$0	\$5,982,978	\$299,149	0%	0%	
	C-1012000-02	CWR									
	Lot 4	Rocla Concrete Tie	\$3,361,624	\$168,081	\$3,529,705	\$0	\$3,361,624	\$168,081	0%	0%	
	C-1012000-03	Concrete Ties									
CMGC-3	Lot 5	Advanced Track Products	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	0%	
	C-101200-04	CMGC-3 Fasteners									
Vehicle	115 C-Unit Mods W/ATP	Kinkisharyo/Itotchu	\$179,849,816	\$5,395,494	\$185,245,310	\$0	\$179,849,816	\$5,395,494	0%	4%	NTP 29 June 06
C-1011711-01											
Systems	SCS/OCC	GE Advanced Comm. Systems	\$19,268,337	\$1,541,467	\$20,809,804	\$0	\$19,268,337	\$1,541,467	0%	0%	Contract Awarded
Modifications	C-1009337-01										
		TOTALS:	\$824,061,805	\$26,476,705	\$850,538,510	\$0	\$454,070,022	\$26,476,705			
Legend:	% Contingency >= 80%										
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) CMGC-1 contract was modified to include construction services. CMGC-3 contract is for pre-construction services only and does not include a contingency.										

**Strategic Plan
Consideration** C2.3 Integrate new transit services

Description The Irving/DFW Corridor branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and then on to DFW Airport, for a total of 14.7 miles. This corridor includes seven stations.

Status The Irving/DFW Corridor is in the planning and development phase, with the preliminary engineering/environmental impact statement (PE/EIS) phase scheduled for completion in FY 2007.

Coordination meetings were held with DFW Airport, North Lake College, developers, and Mandalay Place homeowners association. DART provided information for Airspace Study to DFW. Line Section Irving-1 (I-1) preliminary engineering plans were submitted for design review.

Issues A decision needs to be made on phasing the project. Proposed phasing is Phase I to Irving/Phase II to DFW.

DFW Airport is now considering transit terminating at Terminals A and B.

Coordination of construction sequencing of TxDOT and DART projects along SH 114 is needed to effect as few disruptions as possible.

The FAA requested an Airspace Study, which will delay the Draft EIS.

Strategic Plan Consideration C2.3 Integrate new transit services

Description The Rowlett Extension extends 4.8 miles east from the Downtown Garland Station to the Rowlett Park and Ride. There is one station, Rowlett Station, located adjacent to the Rowlett Park and Ride.

Status The Rowlett Extension (Line Section R-1) is in the planning and development phase, with the preliminary engineering/environmental assessment (PE/EA) phase of the FTA Project Development Process anticipated to complete during early 2007.

In November 2006, staff finalized draft environmental documentation and 10% preliminary engineering. Administrative draft was distributed to the cities of Rowlett and Garland.

In December 2006, Historical Reconnaissance document was sent to the Texas Historic Commission for their review and comment. A public meeting was held for comment on the draft environmental documentation.

The design phase will begin after completion of the planning and development phase.

Issues Electric distribution lines that cross the alignment at the KCS tracks have become an issue. These lines will have to be raised; however, they are controlled by Texas Municipal Power Agency and are part of a larger grid serving Dallas. Permission from Electric Reliability Council of Texas will also be needed before construction. License agreements are being reviewed and coordination with the appropriate agencies regarding raising these lines will follow.

Other items being evaluated are Rowlett Creek and associated wetlands.

**COMMUTER
RAIL**

**Commuter
Rail**

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Cost Summary

**Commuter
Rail**

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date⁽¹⁾
Belt Line Road Grade Separation ⁽²⁾	\$ 42.0	\$ 2.0	\$1.1
Lisa-Perkins Double Tracking	5.5	0.6	0.3

Notes:

- 1) Expended to date values reflect activity through 11/30/06, per DART's General Ledger.
- 2) Control Budget value is from the current DART financial plan.

Belt Line Road Grade Separation

Commuter
Rail

Strategic Plan Consideration

C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency
S1 Build Relationships with Stakeholders

Description

The project involves 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 will be 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 will be reconstructed as part of this project. The project also includes 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 involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the City of Irving. Total estimated cost including ROW, engineering, and construction is approximately \$51 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.

The Regional Transportation Council 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

The procurement package is being divided into separate packages. Trackwork and signal work for both Belt Line and Lisa-Perkins projects will be in one bid package. Civil/Structural work will be bid in a separate package for each project. Development of bid packages is ongoing.

Utility work is progressing.

Issues

Funding increase was approved by the Irving City Council on October 5, 2005. Approval from NCTCOG/Surface Transportation Technical Committee was received in December 2005 for a funding increase of \$4.6 million. Approval from the NCTCOG/Regional Transportation Council was received in January 2006 for a funding increase of \$4.6 million.

Updated 2006 probable project cost estimate is approximately \$9 million higher than current funding commitments.

Double Tracking at Market Center Blvd. (Lisa-Perkins)

Commuter
Rail

**Strategic Plan
Consideration** C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency

Description The proposed double tracking is located in the city of Dallas. The project consists of a new Class 4 track adjacent to and 16 feet apart from the existing track. The existing track will be upgraded to a Class 4 track between MP 641.63 and MP 642.67. The project also involves replacing the existing timber trestle bridge with two new 99-ft. long prestressed concrete double cell box girder bridges, two existing culvert extensions and improvements to the grade crossing at Market Center Blvd.

Status The proposed bid was not accepted by the DART/TRE. Currently, the engineering team from both this project and TRE's Belt Line project is working to develop a unified trackwork and signal work package for both projects and separate civil packages for each project.

Issues None.





Six-Month Look Ahead










Commuter Rail Six Month Look Ahead




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Project	2007					
	January	February	March	April	May	June
Belt Line Rd Grade Separation	On Hold - Funding Issues					
Lisa Perkins Double Tracking	 RFP Issued 	 Submittals Due		Board Approval 		

 Design/Utilities/ROW
 Systems Test / Integration
 Look Ahead Event

 GMP / IFB
 LRV Acceptance

 Schedule Slippage for Look Ahead Event

 Fabricate / Construction
 Revenue Service
 Special Event

Change Control Summary

**Commuter
Rail**

Commuter Rail - Change Control Summary											
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2006)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Currently, no active contracts	Belt Line-Story Grade Separation	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Currently, no active contracts	TRE Lisa-Perkins Construction	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
		TOTALS:	\$0	\$0	\$0	\$0	\$0	\$0			
Legend:	% Contingency >= 80%										
Notes:											

**ADDITIONAL
CAPITAL
DEVELOPMENT**

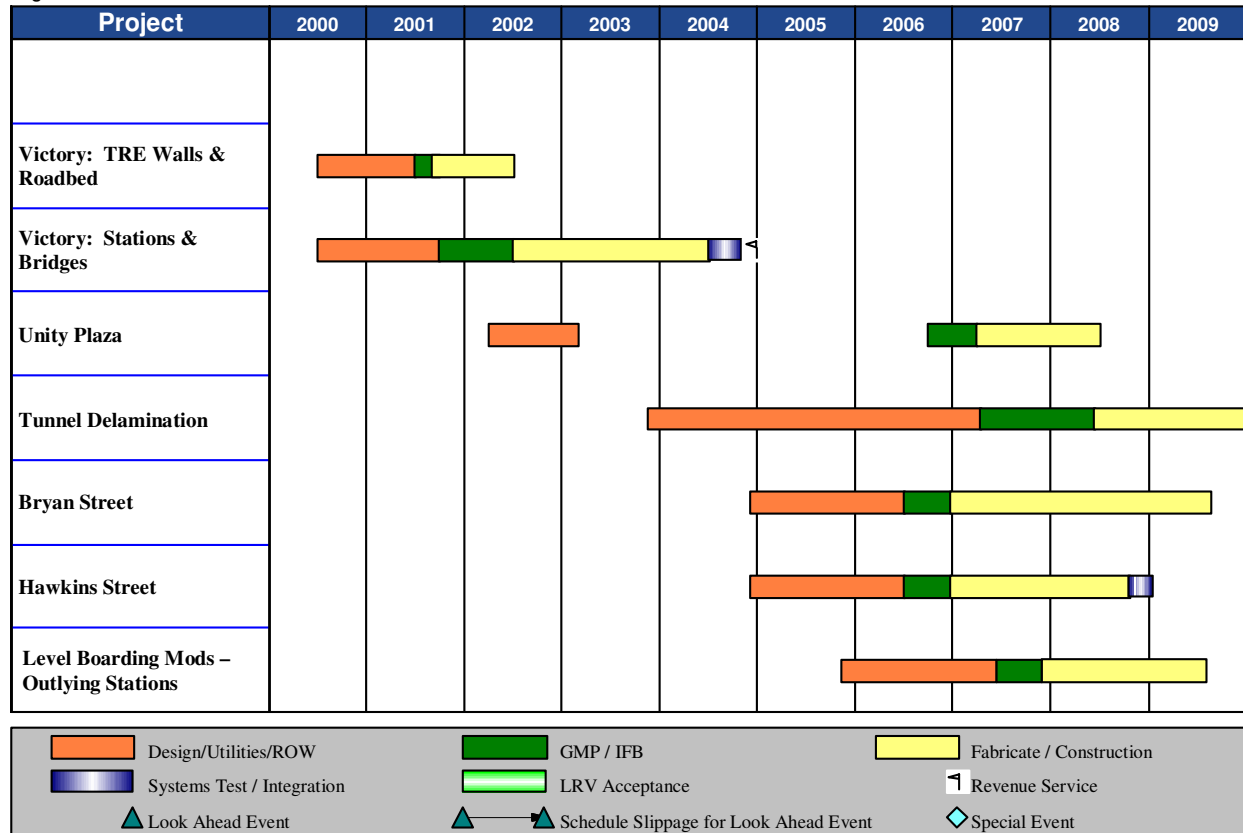
Summary Working Schedule

Additional Capital Development

Additional Capital Development Summary Working Schedule

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12/31/06



Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
Victory Station Project ⁽²⁾	\$79.0	\$83.0	\$80.6
Unity Plaza	3.5	0.9	0.9
Tunnel Delamination	4.2	2.3	1.5
Level Boarding Modifications – Outlying Stations	13.2	0.7	0.3

Notes:

- 1) Expended to date values reflect activity through 11/30/06, per DART's General Ledger.
- 2) Current commitment reflects anticipated Anland credit.

NW-1A/Victory Station Project

Additional Capital Development

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

The NW-1A/Victory Station project was developed with four contracts:

- **TRE Walls and Roadbed Construction Contract** – project is complete.
- **Line Section NW-1A Construction Contract** – project is closed via the contracting officer's final decision.
- **Line Section NW-1A Track Material Procurement** – project is complete.
- **Line Section NW-1A Systems Construction Contract** – project is in closeout.

Status

Line Section NW-1A Facilities Construction Contract

The facilities contractor, Martin K. Eby Construction, Inc., has completed all work and the contract was closed by the contracting officer in a final decision response to the contractor's six Requests for Equitable Adjustments (REAs).

Line Section NW-1A Systems Construction Contract

Victory Station opened for revenue service on November 15, 2004. Software issues are being worked. License agreements regarding software have been returned to the contractor as non-compliant. Contract closeout is in process.

Issues

Line Section NW-1A Facilities Construction Contract

The contracting officer rendered his final decision regarding all open facilities contract issues, which included approximately 100 supplemental agreements Eby refused to sign, and the six REAs for claimed impacts and delays to the project.

The contracting officer's final decision addressing all REAs was received by Eby on July 25, 2006. Eby has appealed the decision and the matter will proceed in DART's administrative disputes process, under the direction of DART's Legal Department.

Eby sued DART's general engineering consultant, LAN/STV, in State Court. LAN/STV's Motion for Summary Judgment was granted on March 2, 2005. Eby appealed this decision on March 30, 2005; oral arguments were heard March 8, 2006.

On August 31, 2006, Appeals Court issued an Opinion reversing and remanding the matter back to the lower court. LAN/STV's request for a rehearing was denied. LAN/STV has petitioned the Texas Supreme Court for review.

Line Section NW-1A Systems Construction Contract

Software issues and source code delivery are the open issues. Contractor is slow in providing final items.

**Strategic Plan
Consideration** C2.5 Improve passenger amenities and facilities

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 is complete, and the contract for design services has been closed.

Issues The coordination with the other stakeholders is ongoing.

North Central Tunnel Delamination Repair & Monitoring

Additional Capital
Development

Strategic Plan Consideration

C2.5 Improve passenger amenities and facilities

Description

This project is delamination repair and monitoring in the North Central tunnel and consists of delamination repair, long-term monitoring/instrumentation 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/instrumentation program will monitor water pressure, effects of delamination repair, rock layer arrangement, and liner deformation due to piston effect and temperature changes.

Status

The contract for the repair and monitoring of the test section was approved by the Board on November 14, 2006. NTP is anticipated in January 2007.

Ground Penetrating Radar (GPR) field scanning work in the tunnel is complete. Penetradar Inc. is finalizing GPR report.

Issues

None.

**Strategic Plan
Consideration** C2.3 Integrate new transit services

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, will re-align the existing three sharp curves from Pearl Station to North Central Portal with a straight alignment and convert the existing single crossover to a double crossover at Leonard Street. The Bryan Street project, as designed, will remove the US 75 bridge over Bryan Street and construct 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 Southeast DART Light Rail Extension.

Status **Bryan/Hawkins**
Negotiations with the CM/GC-I contractor have been completed. NTP for construction was issued on December 22, 2006, after DART Board approval. The contractor has begun construction of the track material storage yard and preparation for traffic detours.

Issues Property needed from City Lights, which the City of Dallas is in the process of procuring, is not available yet. This property is very critical to the project.

Level Boarding Modifications For Outlying Stations

**Additional Capital
Development**

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth
Description	This project will modify Starter System and Buildout Phase I LRT station platforms to accommodate the level boarding mode of operation.
Status	The pre-final design submittal is anticipated in January 2007.
Issues	Construction will be sequenced to provide the least amount of service interruption.

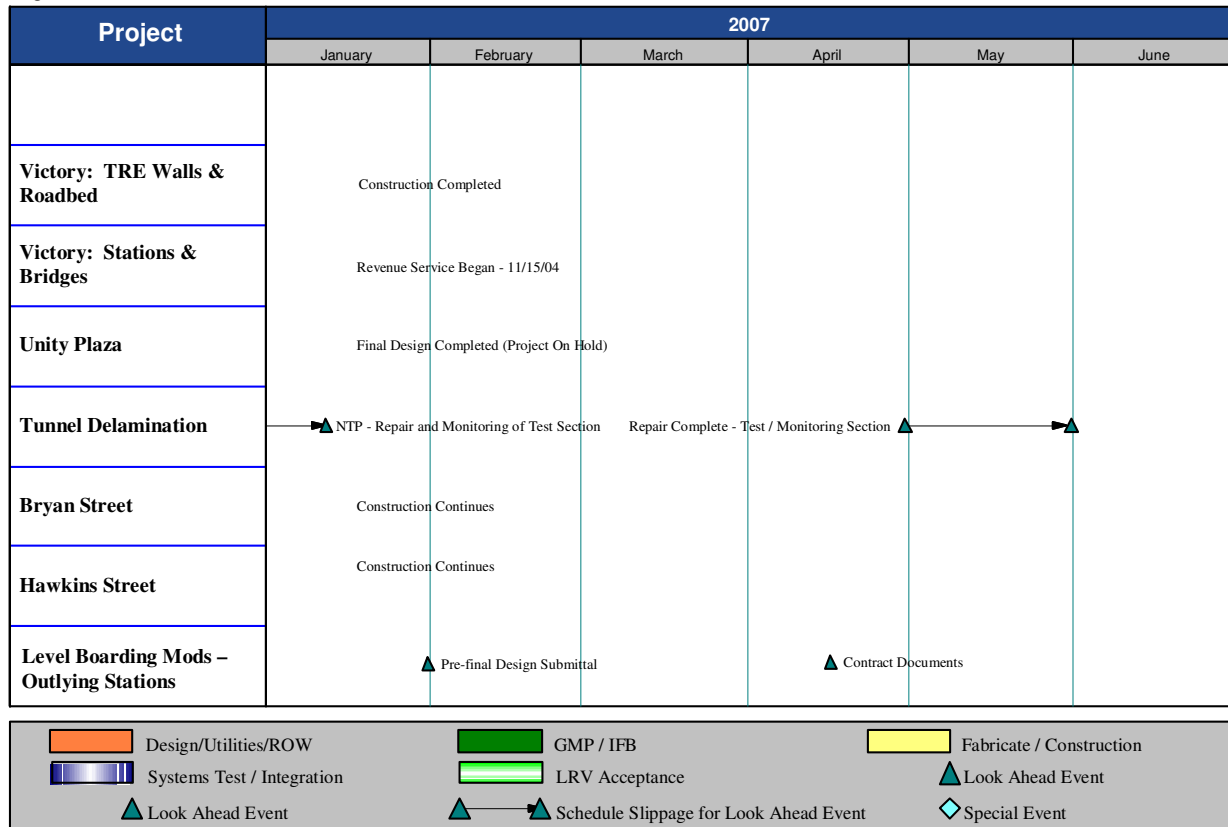
Six-Month Look Ahead

Additional Capital Development

Additional Capital Development Six Month Look Ahead

Page 1 of 1

12/31/06



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	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2006)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
NW-1A Facilities and Systems	Construction	\$24,986,984	\$2,498,698	\$27,485,682	\$2,467,766	\$27,294,599	\$30,932	99%	100%	Includes Unilateral Mods
	C-1003853-01				Reduced Contract value for final quantities in place & insurance reduction (UM161/171)					Closeout Pending
	Comm, OCS & Signals	\$15,890,713	\$1,589,071	\$17,479,784	\$37,415	\$15,546,492	\$1,551,656	2%	100%	Through SA-030
		* Reduced contract value due to SAs-7, 9, 10, 23, 30 for deletion of bid work								
Unity Plaza	Design	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	C-1003727-01									
	Construction									IFB deferred
Bryan/Hawkins Construction	TBD									
	Construction	\$36,475,000	\$1,823,750	\$38,298,750	\$0	\$36,475,000	\$1,823,750	0%	0%	
		C-1007571-01								
		TOTALS:								
		\$45,277,869	\$4,495,895	\$49,773,764	\$2,689,681	\$47,425,763	\$1,806,214			
Legend:	% Contingency >= 80%									
Notes:	a) Totals may reflect totals of active contracts and closed contracts that are contained within hidden cells on this sheet.									

DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

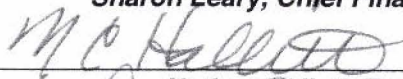
As Of

December 31, 2006

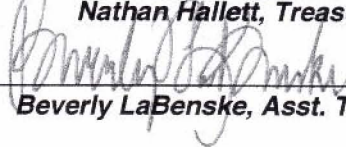
***Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act***



Sharon Leary, Chief Financial Officer



Nathan Hallett, Treasurer



Beverly LaBenske, Asst. Treasurer

*Prepared by Treasury
February 13, 2007*

Executive Summary Key Guide

Market Value – The value of the securities if sold on the open market at month end.

Book Value – The cost to acquire the investments.

Net Unrealized Gain (Loss) – The difference between Market Value and Book Value.

Accrued Interest – The amount of interest earned on the investments but not yet received.

Average Maturity – The average number of days between the purchase date of investments and their expected maturity or call date.

Average Yield – The current expected return of the investments.

Portfolio Benchmark (Weighted Index)– The calculated return of the portfolio if all the funds were invested in U. S. government treasury securities of matching maturities.

Distribution By Market Sector – Displays the amount of the portfolio invested in U. S. treasury securities, U. S. agency securities, commercial paper obligations and money market funds.

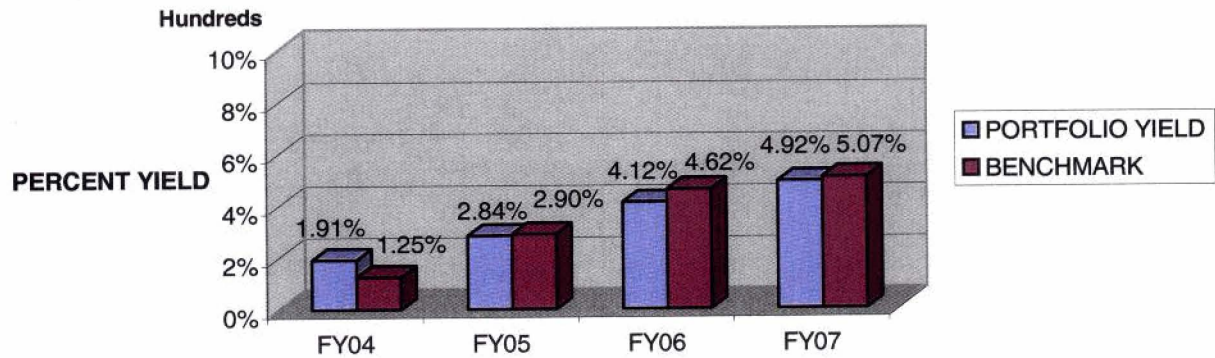
U. S. Agency Securities – Debt obligations of U. S. government agencies that have an implied guarantee of the U. S. government. This includes such organizations as Federal Home Loan Bank, Federal Home Loan Mortgage Corporation, Federal National Mortgage Association, Federal Farm Credit Board and Tennessee Valley Authority.

Commercial Paper – Short-term (less than 270 days) debt obligations of companies that are secured by either a bank line or an asset.

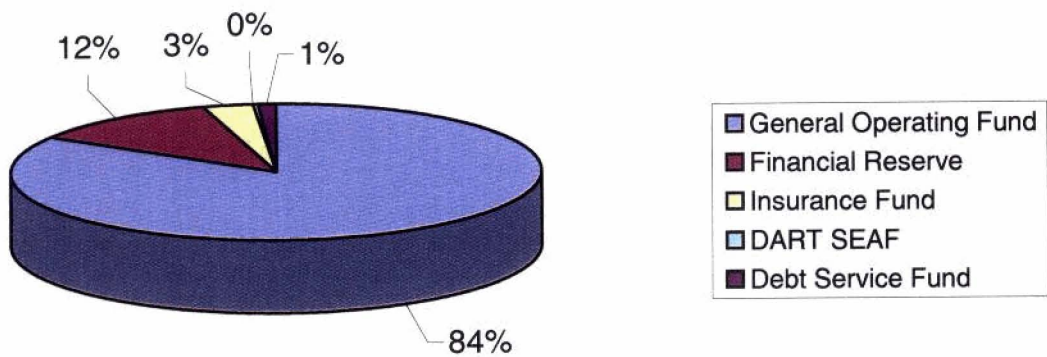
INVESTMENT PORTFOLIO

December-06

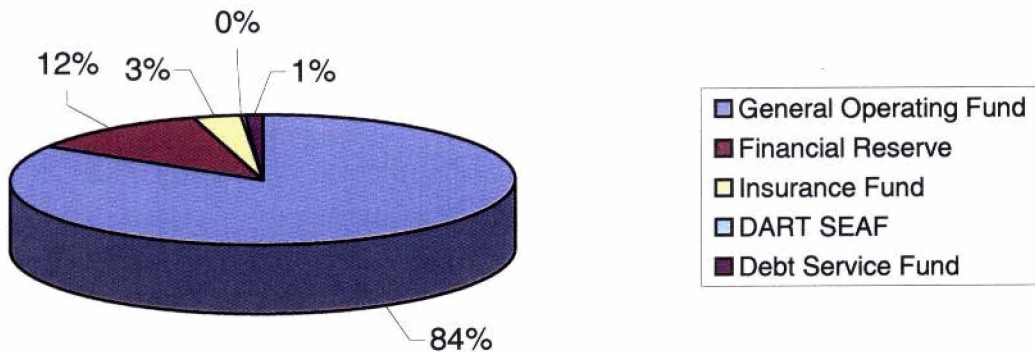
HISTORICAL PORTFOLIO PERFORMANCE



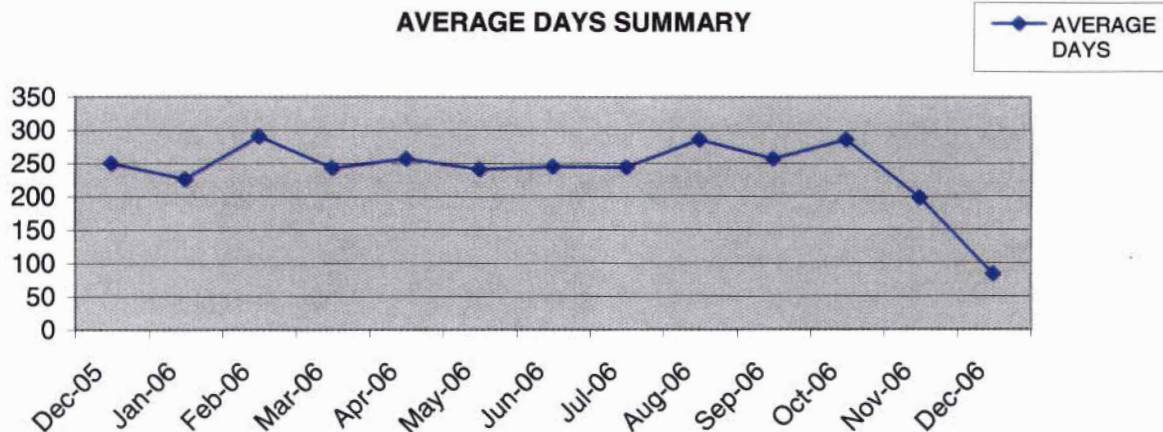
Market Value



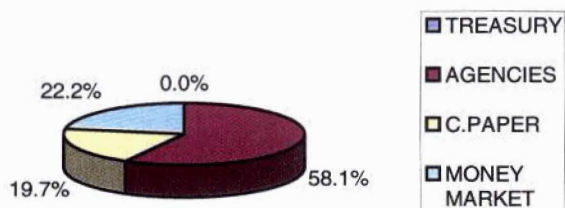
Book Value



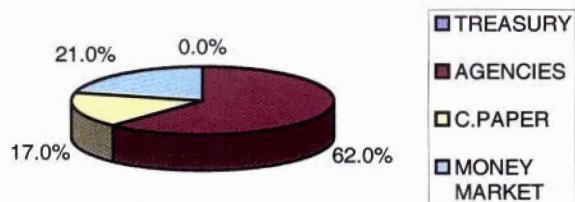
AVERAGE DAYS SUMMARY



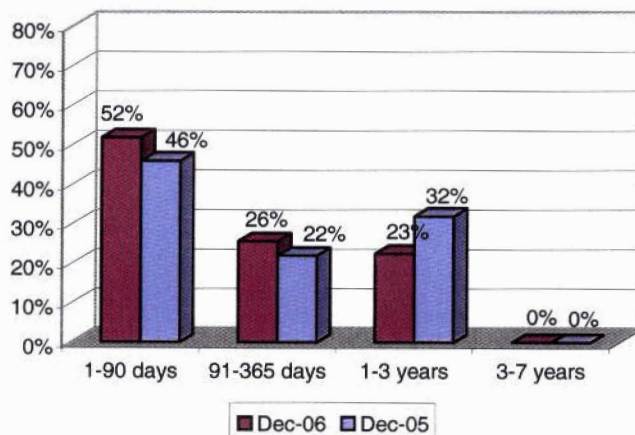
2006 DISTRIBUTION BY MARKET SECTOR



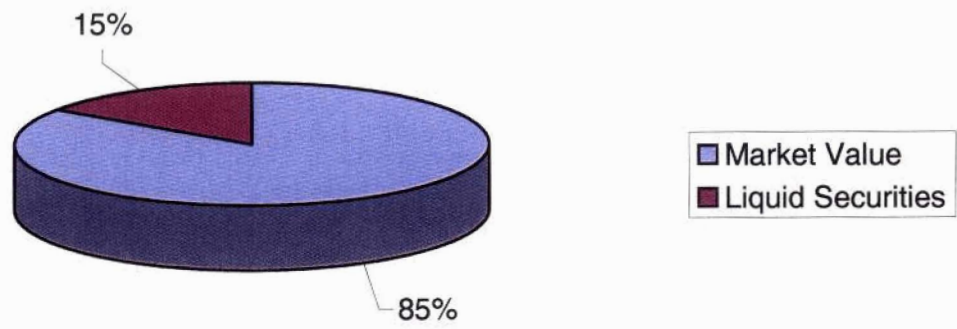
2005 DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



Market Value vs. Liquid Securities



Notice of Security Transactions

Investment

Straight Line - Callable Life

Receipts in Period

10/01/06 - 12/31/06

Run Date: 01/03/07
Run Time: 14:10:5
Page 1 of

Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
035998 - Master Insurance Fund														
06/13/06	12/13/06	CAL	3133XFN25	PHLB Callable 5.25 06/13/08	3,000,000.00	06/13/08	0	5.7500	12/13/06	5.7500	3,000,000.00	035998	UBS	06-0097-01
035998 - Master Insurance Fund Total					3,000,000.00		0	5.7500		5.7500	3,000,000.00			
035999 - DART Operating														
08/07/06	10/02/06	MAT	1725E3K24	CINTAS CP 5.3 0.00 10/02/06	5,000,000.00	10/02/06	1	5.4286	Open	5.4286	4,958,700.00	035999	Lehman Brothers Inc	06-0116-01
09/08/06	10/02/06	MAT	8426E3K22	Southern Company CP 0.00 10/02/06	5,000,000.00	10/02/06	1	5.3110	Open	5.3110	4,982,600.00	035999	Bank of America	06-0133-01
08/31/06	10/05/06	MAT	2470C3K51	DELL Commercial Paper 0.00 10/05/06	5,000,000.00	10/05/06	4	5.2990	Open	5.2990	4,974,722.22	035999	Bank of America	06-0128-01
09/05/06	10/06/06	MAT	19122BK64	Coca Cola CP 0.00 10/06/06	5,000,000.00	10/06/06	5	5.2755	Open	5.2755	4,977,697.22	035999	Bank of America	06-0130-01
09/15/06	10/11/06	MAT	8426E3K22	Southern Company CP 0.00 10/11/06	5,000,000.00	10/11/06	10	5.3125	Open	5.3125	4,981,150.00	035999	Bank of America	06-0137-01
08/25/06	10/17/06	MAT	7562C1KH8	Reckitt Benckiser CP 0.00 10/17/06	5,000,000.00	10/17/06	16	5.3644	Open	5.3644	4,961,354.17	035999	Bank of America	06-0127-01
04/19/04	10/19/06	MAT	3128X26E6	PHLMC Callable 2.30 10/19/06	5,000,000.00	10/19/06	0	2.3000	Open	2.3000	5,000,000.00	035999	Bank of America	04-0036-01
03/08/06	10/23/06	MAT	313397L66	PHLMC Discount Note 0.00 10/23/06	5,000,000.00	10/23/06	22	4.9007	Open	4.9007	4,850,132.22	035999	JP Morgan	06-0056-01
03/21/06	10/23/06	MAT	313397L66	PHLMC Discount Note 0.00 10/23/06	5,000,000.00	10/23/06	22	4.9383	Open	4.9383	4,857,500.00	035999	JP Morgan	06-0061-01
10/13/06	11/03/06	MAT	05402ML36	Avon Capital Corp CP 0.00 11/03/06	5,000,000.00	11/03/06	21	5.2985	Open	5.2985	4,984,804.17	035999	Bank of America	07-0006-01
10/18/06	11/03/06	MAT	05402ML36	Avon Capital Corp CP 0.00 11/03/06	5,000,000.00	11/03/06	16	5.2946	Open	5.2946	4,988,422.22	035999	Bank of America	07-0008-01
10/13/06	11/09/06	MAT	8426E3L96	Southern Company CP 0.00 11/09/06	5,000,000.00	11/09/06	27	5.3286	Open	5.3286	4,980,368.75	035999	Lehman Brothers Inc	07-0005-01
09/07/06	11/10/06	MAT	45974MLA2	Interntl Lease Finance CP 0.00 11/10/06	5,000,000.00	11/10/06	40	5.3317	Open	5.3317	4,953,688.89	035999	Lehman Brothers Inc	06-0131-01
09/21/06	11/13/06	MAT	17307SLD2	Citigroup Funding CP 0.00 11/13/06	5,000,000.00	11/13/06	43	5.3541	Open	5.3541	4,961,427.78	035999	Walter Johnson Group	06-0139-01
03/20/06	11/15/06	MAT	3128X4AK7	PHLMC 3.75 11/15/06	8,300,000.00	11/15/06	44	5.0000	Open	5.0000	8,233,766.00	035999	Bank of America	06-0058-01
09/12/06	11/15/06	MAT	4497W1LF1	ING CP 0.00 11/15/06	5,000,000.00	11/15/06	45	5.3421	Open	5.3421	4,953,600.00	035999	Lehman Brothers Inc	06-0136-01
03/31/04	11/17/06	MAT	3128X2AH8	PHLMC Callable 3.00 11/17/06	1,000,000.00	11/17/06	0	2.6035	11/17/04	1.3999	1,010,000.00	035999	JP Morgan	04-0032-01
09/18/06	11/21/06	MAT	02665KLM7	Honda American CP 0.00 11/21/06	5,000,000.00	11/21/06	51	5.3317	Open	5.3317	4,953,688.89	035999	Bank of America	06-0138-01
05/24/04	11/24/06	MAT	31331TJ69	FFCB Callable 3.02 11/24/06	2,000,000.00	11/24/06	0	3.0200	11/24/04	3.0200	2,000,000.00	035999	JP Morgan	04-0048-01
02/27/04	11/27/06	MAT	31331TUN9	FFCB Callable 2.60 11/27/06	5,000,000.00	11/27/06	0	2.6000	05/27/04	2.6000	5,000,000.00	035999	UBS	04-0011-01
09/25/06	11/27/06	MAT	90262DL70	UBS Finance CP 0.00 11/27/06	5,000,000.00	11/27/06	57	5.3310	Open	5.3310	4,954,412.50	035999	Bank of America	06-0140-01
07/28/06	11/28/06	MAT	3133XGFH2	PHLB 5.40 11/28/06	5,000,000.00	11/28/06	57	5.4000	Open	5.4000	5,000,000.00	035999	UBS	06-0113-01
09/29/06	11/30/06	MAT	90262DLW3	UBS Financial CP 0.00 11/30/06	10,000,000.00	11/30/06	60	5.3302	Open	5.3302	9,910,272.22	035999	Bank of America	06-0141-01
10/10/06	12/01/06	MAT	45974NM11	ILFC CP 0.00 12/01/06	5,000,000.00	12/01/06	52	5.3379	Open	5.3379	4,962,263.89	035999	Lehman Brothers Inc	07-0004-01
10/10/06	12/06/06	MAT	4497W1M60	ING Funding CP 0.00 12/06/06	5,000,000.00	12/06/06	57	5.3366	Open	5.3366	4,958,675.00	035999	Walter Johnson Group	07-0003-01
10/10/06	12/13/06	MAT	02665KMD6	American Honda CP 0.00 12/13/06	5,000,000.00	12/13/06	64	5.3111	Open	5.3111	4,953,866.67	035999	Bank of America	07-0002-01
12/22/04	12/22/06	MAT	3133X9RS1	PHLB Step Up Callable 3.00 12/22/06	3,000,000.00	12/22/06	0	3.0000	Open	3.0000	3,000,000.00	035999	UBS	04-0079-01
12/20/05	12/22/06	MAT	3133XB7G4	PHLB Callable 3.8 3.80 12/22/06	1,000,000.00	12/22/06	81	4.8004	Open	4.8004	990,290.00	035999	JP Morgan	06-0022-01
11/09/06	12/22/06	MAT	90262DMH2	UBS Finance CP 0.00 12/22/06	5,000,000.00	12/22/06	43	5.3257	Open	5.3257	4,968,825.00	035999	Walter Johnson Group	07-0013-01
11/08/06	12/26/06	MAT	0020A3MS6	AT&T Inc CP 0.00 12/26/06	5,000,000.00	12/26/06	48	5.3707	Open	5.3707	4,964,933.33	035999	Lehman Brothers Inc	07-0012-01
03/07/06	12/27/06	MAT	3128X4DS7	PHLMC 3.80 12/27/06	3,670,000.00	12/27/06	86	5.0005	Open	5.0005	3,635,428.60	035999	JP Morgan	06-0055-01
02/20/04	12/29/06	MAT	3136F4J54	FINMA Callable 3.00 12/29/06	5,000,000.00	12/29/06	0	2.8525	06/29/04	1.8683	5,020,000.00	035999	UBS	04-0007-01
03/29/04	12/29/06	MAT	31331TVS7	FFCB Callable 2.54 12/29/06	3,000,000.00	12/29/06	0	2.4084	09/29/04	1.8336	3,010,500.00	035999	JP Morgan	04-0025-01
06/07/06	12/07/06	CAL	3133XFN28	PHLB Callable 5.125 06/07/07	5,000,000.00	06/07/07	0	5.5000	12/07/06	5.5000	5,000,000.00	035999	UBS	06-0090-01
05/16/06	11/16/06	CAL	3128X5AA6	PHLMC Callable 5.375 06/12/07	5,000,000.00	06/12/07	251	5.3750	Open	5.3750	5,000,000.00	035999	UBS	06-0085-01
05/09/06	11/09/06	CAL	31359MM42	FINMA 5.375 11/09/07	5,000,000.00	11/09/07	38	5.3750	11/09/06	5.3750	5,000,000.00	035999	Bank of America	06-0080-01
09/01/06	12/12/06	CAL	3133XFP91	PHLB Callable Step 5.30 12/12/07	3,130,000.00	12/12/07	71	5.4474	12/12/06	5.4474	3,130,000.00	035999	UBS	06-0129-01
06/28/06	12/28/06	CAL	3133XESG2	PHLB Callable 5.40 03/28/08	5,000,000.00	03/28/08	87	5.4000	12/28/06	5.4000	5,000,000.00	035999	UBS	06-0104-01
06/12/06	11/30/06	CAL	3136F7B89	FINMA Callable 5.55 05/30/08	5,000,000.00	05/30/08	0	5.5500	11/30/06	5.5500	5,000,000.00	035999	JP Morgan	06-0098-01
07/14/06	10/03/06	CAL	3136F7J57	FINMA Callable 5.75 07/03/08	5,000,000.00	07/03/08	2	5.7500	10/03/06	5.7500	5,000,000.00	035999	UBS	06-0105-01
09/12/06	12/12/06	CAL	3133XGSV7	PHLB Callable 5.50 09/12/08	5,000,000.00	09/12/08	161	5.5000	03/12/07	5.5000	5,000,000.00	035999	UBS	06-0135-01

Notice of Security Transactions

Investment

Straight Line - Callable Life

Receipts in Period

10/01/06 - 12/31/06

Run Date: 01/03/07

Run Time: 14:10:58

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Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
08/08/06	12/29/06	CAL	3128XSDY1	PHLMC Callable 5.70 06/29/09	5,000,000.00	06/29/09	0	5.7164	12/29/06	6.0188	4,997,500.00	035999	Sterne, Agee & Leach	06-0118-01
07/25/06	10/17/06	CAL	3136F7K97	FNMA Callable 6.00 07/17/09	5,000,000.00	07/17/09	16	6.0000	10/17/06	6.0000	5,000,000.00	035999	Sterne, Agee & Leach	06-0112-01
035999 - DART Operating Total					205,100,000.00		47	4.9166		4.8596	204,020,589.74			

Notice of Security Transactions

Investment Straight Line - Callable Life Receipts in Period 10/01/06 - 12/31/06

Run Date: 01/03/07
Run Time: 14:10:27
Page 1 of 1

Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
08/07/06	10/02/06	MAT	1725E3K24	CINTAS CP 5.3 0.00 10/02/06	5,000,000.00	10/02/06	1	5.4286	Open	5.4286	4,958,700.00	Total	Lehman Brothers Inc	06-0116-01
09/08/06	10/02/06	MAT	8426E3K22	Southern Company CP 0.00 10/02/06	5,000,000.00	10/02/06	1	5.3110	Open	5.3110	4,982,600.00	Total	Bank of America	06-0133-01
08/31/06	10/05/06	MAT	2470C3K51	DELL Commercial Paper 0.00 10/05/06	5,000,000.00	10/05/06	4	5.2990	Open	5.2990	4,974,722.22	Total	Bank of America	06-0128-01
09/05/06	10/06/06	MAT	19122BK64	Coca Cola CP 0.00 10/06/06	5,000,000.00	10/06/06	5	5.2755	Open	5.2755	4,977,697.22	Total	Bank of America	06-0130-01
09/15/06	10/11/06	MAT	8426E3K82	Southern Company CP 0.00 10/11/06	5,000,000.00	10/11/06	10	5.3125	Open	5.3125	4,981,150.00	Total	Bank of America	06-0137-01
08/25/06	10/17/06	MAT	7562C1KH8	Reckitt Benckiser CP 0.00 10/17/06	5,000,000.00	10/17/06	16	5.3644	Open	5.3644	4,961,354.17	Total	Bank of America	06-0127-01
04/19/04	10/19/06	MAT	3128X26K6	PHLMC Callable 2.30 10/19/06	5,000,000.00	10/19/06	0	2.3000	Open	2.3000	5,000,000.00	Total	Bank of America	04-0036-01
03/08/06	10/23/06	MAT	313397L66	PHLMC Discount Note 0.00 10/23/06	5,000,000.00	10/23/06	22	4.9007	Open	4.9007	4,850,132.22	Total	JP Morgan	06-0056-01
03/21/06	10/23/06	MAT	313397L66	PHLMC Discount Note 0.00 10/23/06	5,000,000.00	10/23/06	22	4.9383	Open	4.9383	4,857,500.00	Total	JP Morgan	06-0061-01
10/13/06	11/03/06	MAT	05402ML36	Avon Capital Corp CP 0.00 11/03/06	5,000,000.00	11/03/06	21	5.2985	Open	5.2985	4,984,804.17	Total	Bank of America	07-0006-01
10/18/06	11/03/06	MAT	05402ML36	Avon Capital Corp CP 0.00 11/03/06	5,000,000.00	11/03/06	16	5.2946	Open	5.2946	4,988,422.22	Total	Bank of America	07-0008-01
10/13/06	11/09/06	MAT	8426E3L96	Southern Company CP 0.00 11/09/06	5,000,000.00	11/09/06	27	5.3286	Open	5.3286	4,980,368.75	Total	Lehman Brothers Inc	07-0005-01
09/07/06	11/10/06	MAT	45974NLA2	Interntl Lease Finance CP 0.00 11/10/06	5,000,000.00	11/10/06	40	5.3317	Open	5.3317	4,953,688.89	Total	Lehman Brothers Inc	06-0131-01
09/21/06	11/13/06	MAT	17307SLD2	Citigroup Funding CP 0.00 11/13/06	5,000,000.00	11/13/06	43	5.3541	Open	5.3541	4,961,427.78	Total	Walter Johnson Group	06-0139-01
03/20/06	11/15/06	MAT	3128X4AK7	PHLMC 3.75 11/15/06	8,300,000.00	11/15/06	44	5.0000	Open	5.0000	8,233,766.00	Total	Bank of America	06-0058-01
09/12/06	11/15/06	MAT	4497WILF1	ING CP 0.00 11/15/06	5,000,000.00	11/15/06	45	5.3421	Open	5.3421	4,953,600.00	Total	Lehman Brothers Inc	06-0136-01
03/31/04	11/17/06	MAT	3128X2AH8	PHLMC Callable 3.00 11/17/06	1,000,000.00	11/17/06	0	2.6035	11/17/04	1.3999	1,010,000.00	Total	JP Morgan	04-0032-01
09/18/06	11/21/06	MAT	02665KLM7	Honda American CP 0.00 11/21/06	5,000,000.00	11/21/06	51	5.3317	Open	5.3317	4,953,688.89	Total	Bank of America	06-0138-01
05/24/04	11/24/06	MAT	31331TJ69	FFCB Callable 3.02 11/24/06	2,000,000.00	11/24/06	0	3.0200	11/24/04	3.0200	2,000,000.00	Total	JP Morgan	04-0048-01
02/27/04	11/27/06	MAT	31331TUN9	FFCB Callable 2.60 11/27/06	5,000,000.00	11/27/06	0	2.6000	05/27/04	2.6000	5,000,000.00	Total	UBS	04-0011-01
09/25/06	11/27/06	MAT	90262DLT0	UBS Finance CP 0.00 11/27/06	5,000,000.00	11/27/06	57	5.3310	Open	5.3310	4,954,412.50	Total	Bank of America	06-0140-01
07/28/06	11/28/06	MAT	3133XGPH2	PHLB 5.40 11/28/06	5,000,000.00	11/28/06	57	5.4000	Open	5.4000	5,000,000.00	Total	UBS	06-0113-01
09/29/06	11/30/06	MAT	90262DLW3	UBS Financial CP 0.00 11/30/06	10,000,000.00	11/30/06	60	5.3302	Open	5.3302	9,910,272.22	Total	Bank of America	06-0141-01
10/10/06	12/01/06	MAT	45974NM11	ILFC CP 0.00 12/01/06	5,000,000.00	12/01/06	52	5.3379	Open	5.3379	4,962,263.89	Total	Lehman Brothers Inc	07-0004-01
10/10/06	12/06/06	MAT	4497WIM60	ING Funding CP 0.00 12/06/06	5,000,000.00	12/06/06	57	5.3366	Open	5.3366	4,958,675.00	Total	Walter Johnson Group	07-0003-01
10/10/06	12/13/06	MAT	02665KMD6	American Honda CP 0.00 12/13/06	5,000,000.00	12/13/06	64	5.3111	Open	5.3111	4,953,866.67	Total	Bank of America	07-0002-01
12/22/04	12/22/06	MAT	3133X9RS1	PHLB Step Up Callable 3.00 12/22/06	3,000,000.00	12/22/06	0	3.0000	Open	3.0000	3,000,000.00	Total	UBS	04-0079-01
12/20/05	12/22/06	MAT	3133XB7G4	PHLB Callable 3.8 3.80 12/22/06	1,000,000.00	12/22/06	81	4.8004	Open	4.8004	990,290.00	Total	JP Morgan	06-0022-01
11/09/06	12/22/06	MAT	90262DMN2	UBS Finance CP 0.00 12/22/06	5,000,000.00	12/22/06	43	5.3257	Open	5.3257	4,968,825.00	Total	Walter Johnson Group	07-0013-01
11/08/06	12/26/06	MAT	0020A3MS6	AT&T Inc CP 0.00 12/26/06	5,000,000.00	12/26/06	48	5.3707	Open	5.3707	4,964,933.33	Total	Lehman Brothers Inc	07-0012-01
03/07/06	12/27/06	MAT	3128X4DS7	PHLMC 3.80 12/27/06	3,670,000.00	12/27/06	86	5.0005	Open	5.0005	3,635,428.60	Total	JP Morgan	06-0055-01
02/20/04	12/29/06	MAT	3136F4J54	FINMA Callable 3.00 12/29/06	5,000,000.00	12/29/06	0	2.8525	06/29/04	1.8683	5,020,000.00	Total	UBS	04-0007-01
03/29/04	12/29/06	MAT	31331TVS7	FFCB Callable 2.54 12/29/06	3,000,000.00	12/29/06	0	2.4084	09/29/04	1.8336	3,010,500.00	Total	JP Morgan	04-0025-01
06/07/06	12/07/06	CAL	3133XFNZ8	PHLB Callable 5.125 06/07/07	5,000,000.00	06/07/07	0	5.5000	12/07/06	5.5000	5,000,000.00	Total	UBS	06-0090-01
05/16/06	11/16/06	CAL	3128X5AA6	PHLMC Callable 5.375 06/12/07	5,000,000.00	06/12/07	251	5.3750	Open	5.3750	5,000,000.00	Total	UBS	06-0085-01
05/09/06	11/09/06	CAL	31359MM42	FINMA 5.375 11/09/07	5,000,000.00	11/09/07	38	5.3750	11/09/06	5.3750	5,000,000.00	Total	Bank of America	06-0080-01
09/01/06	12/12/06	CAL	3133XFP91	PHLB Callable Step 5.30 12/12/07	3,130,000.00	12/12/07	71	5.4474	12/12/06	5.4474	3,130,000.00	Total	UBS	06-0129-01
06/28/06	12/28/06	CAL	3133XFSG2	PHLB Callable 5.40 03/28/08	5,000,000.00	03/28/08	87	5.4000	12/28/06	5.4000	5,000,000.00	Total	UBS	06-0104-01
06/12/06	11/30/06	CAL	3136F7BR9	FINMA Callable 5.55 05/30/08	5,000,000.00	05/30/08	0	5.5500	11/30/06	5.5500	5,000,000.00	Total	JP Morgan	06-0098-01
06/13/06	12/13/06	CAL	3133XFNZ5	PHLB Callable 5.25 06/13/08	3,000,000.00	06/13/08	0	5.7500	12/13/06	5.7500	3,000,000.00	Total	UBS	06-0097-01
07/14/06	10/03/06	CAL	3136F7J57	FINMA Callable 5.75 07/03/08	5,000,000.00	07/03/08	2	5.7500	10/03/06	5.7500	5,000,000.00	Total	UBS	06-0105-01
09/12/06	12/12/06	CAL	3133XG5V7	PHLB Callable 5.50 09/12/08	5,000,000.00	09/12/08	161	5.5000	03/12/07	5.5000	5,000,000.00	Total	UBS	06-0135-01
08/08/06	12/29/06	CAL	3128X5DY1	PHLMC Callable 5.70 06/29/09	5,000,000.00	06/29/09	0	5.7164	12/29/06	6.0188	4,997,500.00	Total	Sterne, Agee & Leach	06-0118-01
07/25/06	10/17/06	CAL	3136F7K97	FINMA Callable 6.00 07/17/09	5,000,000.00	07/17/09	16	6.0000	10/17/06	6.0000	5,000,000.00	Total	Sterne, Agee & Leach	06-0112-01

Investment Total

208,100,000.00

46

4.9363

4.8807

207,020,589.74

Notice of Security Transactions

Investment Straight Line - Callable Life Receipts in Period 10/01/06 - 12/31/06

Run Date: 01/03/07

Run Time: 14:08:4

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Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamor Val/Cost	Ending Fund Number	Purchase Institution	Invest Number
10/13/06		Open BUY	05402ML36	Avon Capital Corp CP 0.00 11/03/06	5,000,000.00	11/03/06	21	5.2985	Open	5.2985	4,984,804.17	Total	Bank of America	07-0006
10/18/06		Open BUY	05402ML36	Avon Capital Corp CP 0.00 11/03/06	5,000,000.00	11/03/06	16	5.2946	Open	5.2946	4,988,422.22	Total	Bank of America	07-0008
10/13/06		Open BUY	8426E3L96	Southern Company CP 0.00 11/09/06	5,000,000.00	11/09/06	27	5.3286	Open	5.3286	4,980,368.75	Total	Lehman Brothers Inc	07-0005
10/10/06		Open BUY	45974NM11	ILFC CP 0.00 12/01/06	5,000,000.00	12/01/06	52	5.3379	Open	5.3379	4,962,263.89	Total	Lehman Brothers Inc	07-0004
10/10/06		Open BUY	4497WIM60	IMG Funding CP 0.00 12/06/06	5,000,000.00	12/06/06	57	5.3366	Open	5.3366	4,958,675.00	Total	Walter Johnson Group	07-0003
10/10/06		Open BUY	02665FMD6	American Honda CP 0.00 12/13/06	5,000,000.00	12/13/06	64	5.3111	Open	5.3111	4,953,866.67	Total	Bank of America	07-0002
11/09/06		Open BUY	90262DMN2	UBS Finance CP 0.00 12/22/06	5,000,000.00	12/22/06	43	5.3257	Open	5.3257	4,968,825.00	Total	Walter Johnson Group	07-0013
11/08/06		Open BUY	0020A3MS6	AT&T Inc CP 0.00 12/26/06	5,000,000.00	12/26/06	48	5.3707	Open	5.3707	4,964,933.33	Total	Lehman Brothers Inc	07-0012
11/17/06		Open BUY	90262DM84	UBS CP 0.00 01/08/07	5,000,000.00	01/08/07	52	5.3224	Open	5.3224	4,962,372.22	Total	Bank of America	07-0021
10/17/06		Open BUY	40427SNC9	HSBC CP 0.00 01/12/07	5,000,000.00	01/12/07	87	5.3601	Open	5.3601	4,936,925.00	Total	Bank of America	07-0007
11/15/06		Open BUY	2363F7MK9	Danske CP 0.00 01/16/07	5,000,000.00	01/16/07	62	5.3560	Open	5.3560	4,954,920.83	Total	Lehman Brothers Inc	07-0020
12/07/06		Open BUY	90262DMN1	UBS CP 0.00 01/22/07	5,000,000.00	01/22/07	46	5.3486	Open	5.3486	4,966,522.22	Total	Walter Johnson Group	07-0029
11/27/06		Open BUY	12478KNV1	CBA Finance CP 0.00 01/29/07	5,000,000.00	01/29/07	63	5.3619	Open	5.3619	4,954,150.00	Total	Lehman Brothers Inc	07-0022
10/30/06		Open BUY	60683KNW9	Mitusa & Co CP 0.00 01/30/07	5,000,000.00	01/30/07	92	5.3745	Open	5.3745	4,933,172.22	Total	Bank of America	07-0009
11/10/06		Open BUY	7562C1P26	Reckitt Benckiser CP 0.00 02/02/07	5,000,000.00	02/02/07	84	5.3681	Open	5.3681	4,938,983.33	Total	Bank of America	07-0015
11/07/06		Open BUY	91411UP74	University of Cal CP 0.00 02/07/07	5,000,000.00	02/07/07	92	5.3536	Open	5.3536	4,933,427.78	Total	Bank of America	07-0010
11/09/06		Open BUY	69372BP95	PACCAR CP 0.00 02/09/07	5,000,000.00	02/09/07	92	5.3432	Open	5.3432	4,933,555.56	Total	Bank of America	07-0011
11/15/06		Open BUY	17307SPC0	Citigroup CP 0.00 02/12/07	5,000,000.00	02/12/07	89	5.3409	Open	5.3409	4,935,722.22	Total	Bank of America	07-0019
11/13/06		Open BUY	4497W1PD2	IMG Funding CP 0.00 02/13/07	5,000,000.00	02/13/07	92	5.3641	Open	5.3641	4,933,300.00	Total	Lehman Brothers Inc	07-0017
11/10/06		Open BUY	40410TPF7	HBOS Treasury CP 0.00 02/15/07	5,000,000.00	02/15/07	97	5.3784	Open	5.3784	4,929,540.28	Total	Lehman Brothers Inc	07-0014
12/05/06		Open BUY	69372BQ11	Paccar Financial CP 0.00 03/01/07	5,000,000.00	03/01/07	86	5.3177	Open	5.3177	4,938,127.78	Total	Bank of America	07-0027
12/11/06		Open BUY	83365SQ55	Societe Generale CP 0.00 03/05/07	5,000,000.00	03/05/07	84	5.3474	Open	5.3474	4,939,216.67	Total	Bank of America	07-0031
12/06/06		Open BUY	40410TQ66	HBOS CP 0.00 03/06/07	5,000,000.00	03/06/07	90	5.3677	Open	5.3677	4,934,687.50	Total	Lehman Brothers Inc	07-0028
11/29/06		Open BUY	2495E1QF2	DREPPA Bank Plc CP 0.00 03/15/07	5,000,000.00	03/15/07	106	5.3542	Open	5.3542	4,923,444.45	Total	Bank of America	07-0023
12/04/06		Open BUY	83365SR21	Societe Generale CP 0.00 04/02/07	5,000,000.00	04/02/07	119	5.3539	Open	5.3539	4,914,220.83	Total	Lehman Brothers Inc	07-0025
12/18/06		Open BUY	60680BR57	Mitsubishi CP 0.00 04/05/07	5,000,000.00	04/05/07	108	5.3767	Open	5.3767	4,921,700.00	Total	Bank of America	07-0036
11/13/06		Open BUY	7426MSRA4	PEPC CP 0.00 04/10/07	5,000,000.00	04/10/07	148	5.3768	Open	5.3768	4,893,316.67	Total	Bank of America	07-0016
11/15/06		Open BUY	3133XIMC3	FHLB Callable 5.35 5.35 11/15/07	5,000,000.00	11/15/07	90	5.3500	02/15/07	5.3500	5,000,000.00	Total	Sterne, Agee & Leach	07-0018
12/05/06		Open BUY	3133XHZY1	FHLB Callable 5.20 12/05/07	5,000,000.00	12/05/07	180	5.2000	06/05/07	5.2000	5,000,000.00	Total	UBS	07-0026
12/27/06		Open BUY	3133XJD70	FHLB Callable 5.25 12/27/07	5,000,000.00	12/27/07	90	5.2500	03/27/07	5.2500	5,000,000.00	Total	Bank of America	07-0038
12/14/06		Open BUY	31359M2N2	FNMA Callable 5.30 01/08/08	5,000,000.00	01/08/08	180	5.3000	06/14/07	5.3000	5,000,000.00	Total	Bank of America	07-0034
12/12/06		Open BUY	3128X5RM2	FHLMC Callable 5.50 06/12/08	5,000,000.00	06/12/08	30	5.5000	01/12/07	5.5000	5,000,000.00	Total	Bank of America	07-0032
12/18/06		Open BUY	3133XJ6E3	FHLB Callable 5.375 06/18/08	5,000,000.00	06/18/08	60	5.3750	02/18/07	5.3750	5,000,000.00	Total	UBS	07-0035
12/20/06		Open BUY	3128X5TL2	FHLMC Callable 5.30 06/20/08	3,000,000.00	06/20/08	180	5.3000	06/20/07	5.3000	3,000,000.00	Total	UBS	07-0037
12/13/06		Open BUY	3133XGGD0	FHLB Callable 5.625 08/14/08	2,500,000.00	08/14/08	61	5.5845	02/14/07	5.2003	2,501,377.50	Total	UBS	07-0033
12/08/06		Open BUY	3128X5QH1	FHLMC Callable 5.30 11/24/08	5,000,000.00	11/24/08	166	5.3000	05/24/07	5.3000	5,000,000.00	Total	UBS	07-0030
12/01/06		Open BUY	3136F76K8	FNMA Callable 5.30 12/01/08	5,000,000.00	12/01/08	180	5.3000	06/01/07	5.3000	5,000,000.00	Total	UBS	07-0024
Investment Total					180,500,000.00		84	5.3472		5.3446	179,040,842.09			

Current Portfolio Report

Investment

Straight Line - Callable Life

Receipts in Period

12/31/06

Run Date: 01/25/07
Run Time: 10:03:00
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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FNMA Discount Note 5.05 0.00 01/02/07	313588AB1	5,000,000.00	0.000	01/02/07	5.2563	Open	5.2563	4,999,298.61	4,959,788.85		06/13/06	06-0095		
FHLMC Callable 2.85 01/05/07	3128X2NM4	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,000,000.00	4,999,000.00	Agcy	02/24/04	04-0004	Call-01/05/05 Only	Operating
UBS CP 0.00 01/08/07	90262ZNM84	5,000,000.00	0.000	01/08/07	5.3224	Open	5.3224	4,994,934.72	4,994,110.00		11/17/06	07-0021		
FFCB Callable 3.27 01/12/07	31331SKJ1	3,000,000.00	3.270	01/12/07	3.2700	07/12/05	3.2700	3,000,000.00	2,998,200.00	Agcy	01/12/05	05-0002		Operating
FNMA Callable 2.80 01/12/07	3136FSRMS	2,250,000.00	2.800	01/12/07	3.3900	Open	3.3900	2,250,000.00	2,248,425.00	Agcy	05/24/04	04-0047		Operating
HSBC CP 0.00 01/12/07	40427SNC9	5,000,000.00	0.000	01/12/07	5.3601	Open	5.3601	4,992,025.00	4,991,150.00		10/17/06	07-0007		
FHLB 3.75 3.75 01/16/07	3133XCPF5	2,470,000.00	3.750	01/16/07	4.9501	Open	4.9501	2,468,801.12	2,468,518.00		02/28/06	06-0050		
Danske CP 0.00 01/16/07	2363F7MG9	5,000,000.00	0.000	01/16/07	5.3560	Open	5.3560	4,989,093.75	4,986,750.00		11/15/06	07-0020		
UBS CP 0.00 01/22/07	90262ZNM1	5,000,000.00	0.000	01/22/07	5.3486	Open	5.3486	4,984,716.67	4,982,400.00		12/07/06	07-0029		
FNMA 4.78 0.00 01/25/07	313588BA2	1,300,000.00	0.000	01/25/07	5.0568	Open	5.0568	1,295,761.31	1,299,299.44		03/23/06	06-0062	Insurance Fund	
FNMA 3.31 01/26/07 3.31 01/26/07	3136FS4B4	3,000,000.00	3.310	01/26/07	5.0433	Open	5.0433	2,996,503.13	2,996,100.00		03/06/06	06-0054		
CBA Finance CP 0.00 01/29/07	12478DMV1	5,000,000.00	0.000	01/29/07	5.3619	Open	5.3619	4,979,622.22	4,977,150.00		11/27/06	07-0022		
Mitusa & Co CP 0.00 01/30/07	60683DMW9	5,000,000.00	0.000	01/30/07	5.3745	Open	5.3745	4,978,934.72	4,978,080.00		10/30/06	07-0009		
Reckitt Benckiser CP 0.00 02/02/07	7562C1P26	5,000,000.00	0.000	02/02/07	5.3681	Open	5.3681	4,976,755.55	4,975,800.00		11/10/06	07-0015		
University of Cal CP 0.00 02/07/07	91411UP74	5,000,000.00	0.000	02/07/07	5.3536	Open	5.3536	4,973,226.39	4,972,100.00		11/07/06	07-0010		
FHLMC Callable 2.75 02/09/07	3128X2RP2	5,000,000.00	2.750	02/09/07	2.6276	08/09/04	1.8076	5,000,000.00	4,987,500.00	Agcy	03/30/04	04-0029	Call-08/09/04 Only	Operating
FNMA Callable 3.42 02/09/07	3136FS3R0	3,000,000.00	3.420	02/09/07	3.4200	Open	3.4200	3,000,000.00	2,994,300.00	Agcy	08/09/04	04-0058		Operating
FFCB Callable 3.56 02/09/07	31331SMR0	2,000,000.00	3.560	02/09/07	3.5861	05/09/05	3.7965	2,000,000.00	1,996,400.00	Agcy	02/14/05	05-0007		Operating
PACCAR CP 0.00 02/09/07	69372BP95	5,000,000.00	0.000	02/09/07	5.3432	Open	5.3432	4,971,833.34	4,956,000.00		11/09/06	07-0011		
Citigroup CP 0.00 02/12/07	17307SPC0	5,000,000.00	0.000	02/12/07	5.3409	Open	5.3409	4,969,666.67	4,968,450.00		11/15/06	07-0019		
ING Funding CP 0.00 02/13/07	4497W1PD2	5,000,000.00	0.000	02/13/07	5.3641	Open	5.3641	4,968,825.00	4,966,250.00		11/13/06	07-0017		
HBOS Treasury CP 0.00 02/15/07	40410TFP7	5,000,000.00	0.000	02/15/07	5.3784	Open	5.3784	4,967,312.50	4,964,800.00		11/10/06	07-0014		
FNMA Discount Note 4.71 0.00 02/23/07	313588CF0	5,000,000.00	0.000	02/23/07	4.9639	Open	4.9639	4,965,232.05	4,980,462.50		03/03/06	06-0053		
FHLMC Callable 4.92 02/28/07	3128X4D81	5,000,000.00	4.920	02/28/07	5.0146	08/01/06	5.1189	5,000,000.00	4,996,000.00		02/23/06	06-0036		
FNMA Callable 4.00 02/28/07	31359MYS6	5,000,000.00	4.000	02/28/07	5.2902	Open	5.2902	4,989,960.99	4,988,300.00		06/08/06	06-0091		
Paccar Financial CP 0.00 03/01/07	69372BQ11	5,000,000.00	0.000	03/01/07	5.3177	Open	5.3177	4,957,552.78	4,956,000.00		12/05/06	07-0027		
Societe Generale CP 0.00 03/05/07	83365SQ55	5,000,000.00	0.000	03/05/07	5.3474	Open	5.3474	4,954,412.50	4,953,150.00		12/11/06	07-0031		
HBOS CP 0.00 03/06/07	40410TQ66	5,000,000.00	0.000	03/06/07	5.3677	Open	5.3677	4,953,555.56	4,951,050.00		12/06/06	07-0028		
DEPPA Bank Plc CP 0.00 03/15/07	249581QF2	5,000,000.00	0.000	03/15/07	5.3542	Open	5.3542	4,947,277.78	4,945,900.00		11/29/06	07-0023		
FNMA Callable 3.45 03/16/07	3136F6PK9	3,000,000.00	3.450	03/16/07	3.4080	03/16/05	3.0459	3,000,000.00	2,989,500.00	Agcy	12/16/04	04-0077		Operating
FNMA Callable 3.45 03/16/07	3136F6PK9	3,000,000.00	3.450	03/16/07	3.4750	03/16/05	3.6323	3,000,000.00	2,989,500.00	Agcy	12/16/04	04-0076		Operating
FHLB Callable 4.0 4.00 03/20/07	3133X2ZL4	2,000,000.00	5.000	03/20/07	4.4926	Open	4.4926	2,000,000.00	1,998,600.00		09/20/05	05-0040		Operating
FHLMC 3 03/21/07 3.00 03/21/07	3128XQ44	1,100,000.00	3.000	03/21/07	4.7160	Open	4.7160	1,095,955.56	1,095,050.00		01/26/06	06-0030		Financial Reserve
FFCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,987,200.00	Agcy	03/10/04	04-0015	NextCall-03/11/05	Operating
Societe Generale CP 0.00 04/02/07	83365SR21	5,000,000.00	0.000	04/02/07	5.3539	Open	5.3539	4,934,404.16	4,931,450.00		12/04/06	07-0025		
FFCB Callable 5.08 04/03/07	31331VUG9	5,000,000.00	5.080	04/03/07	5.0603	Open	5.0030	5,000,000.00	4,997,500.00		04/03/06	06-0069	gen op fund	
Mitsubishi CP 0.00 04/05/07	60680BR57	5,000,000.00	0.000	04/05/07	5.3767	Open	5.3767	4,931,850.00	4,980,350.00		12/18/06	07-0036		
PRFC CP 0.00 04/10/07	7426MSRA4	5,000,000.00	0.000	04/10/07	5.3768	Open	5.3768	4,928,637.50	4,926,650.00		11/13/06	07-0016		
FHLMC Callable 5.15 04/13/07	3128X4U74	400,000.00	5.150	04/13/07	5.6342	03/20/07	7.0566	400,000.00	399,960.00		07/17/06	06-0108	gen op fund	
FFCB 5.05 04/25/07	31331VXT8	5,000,000.00	5.050	04/25/07	5.0500	Open	5.0500	5,000,000.00	4,996,000.00		04/25/06	06-0078	gen op fund	
FHLB Callable 2.75 04/27/07	3133X5VF2	5,000,000.00	2.750	04/27/07	2.7746	01/27/07	3.0339	5,000,000.00	4,961,500.00	Agcy	04/27/04	04-0037		Operating
FNMA Callable 3.00 04/30/07	3136P42R4	5,000,000.00	3.000	04/30/07	3.2911	01/30/07	6.6892	5,000,000.00	4,963,000.00	Agcy	08/17/04	04-0059		Operating
FNMA 3.875 05/15/07	31359MB44	1,803,000.00	3.875	05/15/07	5.2503	Open	5.2503	1,794,121.13	1,793,750.61		05/15/06	06-0083	gen op fund	
FNMA 3.125 05/16/07	3136F6KS7	3,490,000.00	3.125	05/16/07	5.2502	Open	5.2502	3,463,244.94	3,462,429.00		05/15/06	06-0082	gen op fund	
FNMA Callable 3.75 05/17/07	31359MVC4	4,000,000.00	3.750	05/17/07	3.7607	05/17/05	3.7809	4,000,000.00	3,977,240.00	Agcy	05/17/04	04-0043		Operating

Current Portfolio Report

Investment Straight Line - Callable Life Receipts in Period 12/31/06

Run Date: 01/25/07

Run Time: 10:03:2

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FHLMC Step Up Callable 2.00 05/21/07	3128X1FA0	3,000,000.00	3.000	05/21/07	2.7662	05/21/04	2.7662	3,000,000.00	2,974,500.00	Agcy	07/09/03	03-0060	Call-5/21/04 only	Insurance
FHLB Callable 3.00 06/05/07	3133MYVA2	4,000,000.00	3.000	06/05/07	3.0000	03/05/07	3.0000	4,000,000.00	3,962,000.00	Agcy	06/05/03	03-0056		Fin. Reserve
FHLB 3.875 06/08/07	3133XBSU0	5,000,000.00	3.875	06/08/07	3.8975	Open	3.8975	4,999,450.28	4,970,150.00		06/14/05	05-0025		Operating
FNMA Callable 3.80 07/06/07	3136FSXB9	3,000,000.00	3.800	07/06/07	3.6411	07/06/05	3.1000	3,000,000.00	2,977,800.00	Agcy	12/15/04	04-0074		Operating
FHLMC Callable 4.00 07/13/07	3128XADY4	2,000,000.00	4.000	07/13/07	4.3301	01/13/07	5.5333	2,000,000.00	1,987,000.00		08/22/05	05-0028		Operating
FNMA Callable 3.50 07/20/07	3136FS2LA	5,000,000.00	3.500	07/20/07	3.3517	07/20/05	2.9639	5,000,000.00	4,952,500.00		10/28/04	04-0071		Operating
FNMA 4.25 08/08/07 4.25 08/08/07	3136F7GT8	5,000,000.00	4.250	08/08/07	4.3506	08/08/06	4.4534	5,000,000.00	4,970,000.00		08/30/05	05-0031		Operating
FHLMC Callable 5.02 08/24/07	3128XAJ44	5,000,000.00	5.020	08/24/07	5.2089	02/24/07	5.7056	5,000,000.00	4,991,000.00		04/18/06	06-0075	gen op fund	
FHLB Callable 3.46 08/27/07	3133X3TV5	1,600,000.00	3.460	08/27/07	3.4600	02/27/07	3.4600	1,600,000.00	1,581,600.00	Agcy	02/27/04	04-0010		Insurance
FNMA Callable 4.25 4.25 09/12/07	3136F7NM8	5,000,000.00	4.250	09/12/07	4.2500	03/12/07	4.2500	5,000,000.00	4,965,500.00		09/12/05	05-0041		Operating
FNMA Callable 5.15 09/21/07	31359MJ46	5,000,000.00	5.150	09/21/07	5.1851	03/21/07	5.3527	5,000,000.00	4,992,500.00		03/21/06	06-0060	GRN OP FUND	
FFCB 4.20 09/24/07	3133LSW6	1,845,000.00	4.200	09/24/07	4.2000	06/24/05	4.2000	1,845,000.00	1,831,162.50		03/24/05	05-0009	NextCall-06/24/05	Operating
FHLMC Callable 4.00 09/27/07	3128XAKB0	5,000,000.00	4.500	09/27/07	4.7486	03/27/07	4.7486	5,000,000.00	4,979,500.00		09/27/05	05-0033		Operating
FHLB Callable 4.50 10/17/07	3133XDDZ1	5,000,000.00	4.500	10/17/07	5.2502	01/17/07	9.2672	5,000,000.00	4,971,000.00		04/26/06	06-0079	gen op fund	
FHLB Callable 3.93 11/09/07	3133XARP8	1,000,000.00	3.930	11/09/07	3.9300	02/09/07	3.9300	1,000,000.00	989,200.00	Agcy	02/09/05	05-0004		Fin. Reserve
FFCB Callable 3.70 11/09/07	3133LSMN0	5,470,000.00	3.700	11/09/07	3.8398	11/09/05	4.2177	5,470,000.00	5,400,531.00	Agcy	02/25/05	05-0005		Operating
FHLB Callable 5.35 5.35 11/15/07	3133XHM3	5,000,000.00	5.350	11/15/07	5.3500	02/15/07	5.3500	5,000,000.00	4,995,000.00		11/15/06	07-0018		
FHLB Callable 5.20 12/05/07	3133XHEZ1	5,000,000.00	5.200	12/05/07	5.2000	06/05/07	5.2000	5,000,000.00	4,991,500.00		12/05/06	07-0026		
FNMA Step Up Callable 3.00 12/14/07	3136F6PG8	5,000,000.00	4.500	12/14/07	4.1946	Open	4.1946	5,000,000.00	4,967,000.00	Agcy	02/28/05	05-0008		Operating
FHLB Callable 3.35 12/18/07	3133XAPQ9	3,000,000.00	3.350	12/18/07	3.3500	03/18/07	3.3500	3,000,000.00	2,948,100.00	Agcy	03/18/04	04-0018		Insurance
FFCB 4.09 12/20/07	3133LSAG0	4,000,000.00	4.090	12/20/07	5.2007	09/20/05	5.2007	3,959,082.76	3,958,000.00		05/10/06	06-0081	GRN OP FUND	
FHLB Callable 5.15 12/21/07	3133XEWK1	5,000,000.00	5.150	12/21/07	5.3002	03/21/07	5.5167	5,000,000.00	4,989,500.00		04/21/06	06-0076	gen op fund	
FHLB Callable 3.175 12/24/07	3133XART0	2,000,000.00	3.175	12/24/07	3.1750	03/24/07	3.1750	2,000,000.00	1,962,000.00	Agcy	03/24/04	04-0023		
FHLB Callable 5.25 12/27/07	3133XJD70	5,000,000.00	5.250	12/27/07	5.2500	03/27/07	5.2500	5,000,000.00	4,992,500.00		12/27/06	07-0038		
FHLB Callable 3.05 12/28/07	3133XSJ09	1,000,000.00	3.050	12/28/07	3.0500	03/28/07	3.0500	1,000,000.00	979,400.00	Agcy	03/29/04	04-0027		Insurance
FNMA Callable 5.30 01/08/08	31359M2N2	5,000,000.00	5.300	01/08/08	5.3000	06/14/07	5.3000	5,000,000.00	4,995,000.00		12/14/06	07-0034		
FHLB Callable 5.75 01/17/08	3133XG3V4	5,000,000.00	5.750	01/17/08	5.7500	01/17/07	5.7500	5,000,000.00	5,001,000.00		07/17/06	06-0109	gen op fund	
FFCB Callable 3.94 01/25/08	3133LSMF7	4,100,000.00	3.940	01/25/08	3.9070	04/25/05	3.5809	4,100,000.00	4,047,110.00	Agcy	01/26/05	05-0003		Fin. Reserve
FFCB Callable 3.94 01/25/08	3133LSMF7	5,000,000.00	3.940	01/25/08	4.0307	04/25/05	5.4118	5,000,000.00	4,935,500.00	Agcy	02/24/05	05-0006		Operating
FFCB Callable 5.34 02/21/08	3133LVY34	5,000,000.00	5.340	02/21/08	5.3400	11/21/06	5.3400	5,000,000.00	4,993,000.00		08/21/06	06-0125	gen op fund	
FNMA Callable 5.00 02/27/08	31359MG49	5,000,000.00	5.000	02/27/08	5.3520	02/27/07	5.9689	4,992,646.46	4,986,000.00		08/09/06	06-0119	gen op fund	
FNMA Step Up Callable 3.0 3.00 03/03/08	3136F6AK5	1,000,000.00	4.750	03/03/08	4.6673	03/03/07	4.6673	1,000,000.00	995,100.00		08/05/05	05-0022		Fin. Reserve
FHLMC Callable 5.50 06/12/08	3128XSRM2	5,000,000.00	5.500	06/12/08	5.5000	01/12/07	5.5000	5,000,000.00	5,000,500.00		12/12/06	07-0032		
FHLMC Callable 5.50 06/13/08	3128XSCQ9	5,000,000.00	5.500	06/13/08	5.5807	06/13/07	5.6645	4,996,306.99	5,002,000.00		07/14/06	06-0106	gen op fund	
FHLB Callable 5.375 06/18/08	3133XJ6E3	5,000,000.00	5.375	06/18/08	5.3750	02/18/07	5.3750	5,000,000.00	4,999,360.00		12/18/06	07-0035		
FHLMC Callable 5.30 06/20/08	3128XSTL2	3,000,000.00	5.300	06/20/08	5.3000	06/20/07	5.3000	3,000,000.00	2,995,500.00		12/20/06	07-0037		
FHLB Callable 5.75 07/17/08	3133XG4U5	5,000,000.00	5.750	07/17/08	5.7500	01/17/07	5.7500	5,000,000.00	5,001,000.00		07/17/06	06-0110	gen op fund	
FNMA Callable 3.91 08/14/08	3136F34U7	1,000,000.00	3.910	08/14/08	3.9100	02/14/07	3.9100	1,000,000.00	981,500.00	Agcy	08/14/03	03-0072		Fin. Reserve
FHLB Callable 5.625 08/14/08	3133XGSD0	2,500,000.00	5.625	08/14/08	5.5845	02/14/07	5.2003	2,500,971.02	2,500,750.00		12/13/06	07-0033		
FHLB Callable 5.625 08/14/08	3133XGSD0	5,000,000.00	5.625	08/14/08	5.6250	02/14/07	5.6250	5,000,000.00	5,001,500.00		08/14/06	06-0123	gen op fund	
FNMA Callable 4.02 08/18/08	3136F35V4	1,500,000.00	4.020	08/18/08	4.0200	02/18/07	4.0200	1,500,000.00	1,474,650.00	Agcy	08/18/03	03-0073		Fin. Reserve
FHLB Callable 5.50 08/28/08	3133XGLS1	5,000,000.00	5.500	08/28/08	5.5000	02/28/07	5.5000	5,000,000.00	5,000,500.00		08/28/06	06-0126	gen op fund	
FHLB 4.69 4.69 09/09/08	3133XCYK3	1,000,000.00	4.690	09/09/08	4.6900	Open	4.6900	1,000,000.00	991,600.00		09/09/05	05-0029	Callable anytime after 03/09/06	Fin Reserve
FHLB Callable 4.00 09/15/08	3133XBDL3	2,000,000.00	4.000	09/15/08	4.0000	09/15/05	4.0000	2,000,000.00	1,964,200.00	Agcy	09/15/04	04-0067		
FHLMC Callable 3.875 11/10/08	3128X16N2	2,988,000.00	3.875	11/10/08	3.8750	05/10/05	3.8709	2,988,000.00	2,926,148.40	Agcy	12/01/04	04-0075		Fin. Reserve

Current Portfolio Report

Investment

Straight Line - Callable Life
Receipts in Period
12/31/06

Run Date: 01/25/
Run Time: 10:03:
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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FHLMC Callable 5.30 11/24/08	3128X5QN1	5,000,000.00	5.300	11/24/08	5.3000	05/24/07	5.3000	5,000,000.00	4,994,000.00		12/08/06	07-0030		
FNMA Callable 5.30 12/01/08	3136F76K8	5,000,000.00	5.300	12/01/08	5.3000	06/01/07	5.3000	5,000,000.00	4,993,500.00		12/01/06	07-0024		
FHLMC Callable 4.00 01/28/09	3128X2LJ2	1,000,000.00	4.000	01/28/09	4.7898	01/28/07	11.4836	1,000,000.00	995,600.00		02/27/06	06-0051		
FHLB Callable 5.10 03/20/09	3133XBUT4	2,000,000.00	5.100	03/20/09	5.2791	03/20/07	5.0987	2,000,000.00	1,997,600.00		03/27/06	06-0065	Fin Reserve Fund	
FHLB Callable 5.00 03/23/09	3133XBUC1	3,000,000.00	5.000	03/23/09	6.0000	03/23/07	6.0000	3,000,000.00	2,997,300.00		03/24/06	06-0064	Fin Reserve Fund	
FHLB Callable 5.75 08/03/09	3133XGCA0	5,000,000.00	5.750	08/03/09	5.7500	08/03/07	5.7500	5,000,000.00	5,010,000.00		08/03/06	06-0115	gen op fund	
FHLB Callable 5.50 08/28/09	3133XGUC6	2,000,000.00	5.500	08/28/09	5.5000	09/07/07	5.5000	2,000,000.00	1,998,600.00		09/08/06	06-0132	gen op fund	
Deutsche MMF - 2100	Debt Service - Deutsche	5,110,730.28	4.830	Open	4.8300	Open	4.8300	5,110,730.28	5,110,730.28		09/30/01	AR-0002	Debt Service - Deutsche	Debt Service - De
Provident Fin. Op Fund-1000	Master Op Acct - Provident	14,023,902.53	5.190	Open	5.1900	Open	5.1900	14,023,902.53	14,023,902.53		10/31/01	AR-0001	Master Op Acct - Provident	Master Op Acct -
Provident Fin Res. Fund-2000	Fin. Reserve - Provident	326,833.17	5.190	Open	5.1900	Open	5.1900	326,833.17	326,833.17		09/30/01	AR-0006	Fin. Reserve - Provident	Fin. Reserve - Pr
Fidelity SEAF- 690	SEAF- Fidelity	412,566.56	5.190	Open	5.1900	Open	5.1900	412,566.56	412,566.56		08/03/04	AR-0009	SEAF- Fidelity	SEAF- Fidelity
AIM/ LAP Opt. Fund- 1900	Master Op Acct - AIM	14,262,312.94	5.230	Open	5.2300	Open	5.2300	14,262,312.94	14,262,312.94		04/16/03	AR-0008	Master Op Acct - AIM	Master Op Acct -
Investment Total		410,952,345.48	3.338		4.8185		4.9779	410,161,318.64	409,074,920.78					

Period Ended December 31, 2006

1/29/2007

PORTFOLIO ANALYSIS BY FUND

As of December 31, 2006

(in 000s)

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	\$345,014	\$47,515	\$12,900	\$413	\$5,111	\$410,953
Market Value	\$343,539	\$47,234	\$12,778	\$413	\$5,111	\$409,075
Unrealized Gain (Loss)	(\$691)	(\$276)	(\$117)	\$0	\$0	(\$1,084)
Book Value	\$344,230	\$47,510	\$12,895	\$413	\$5,111	\$410,159
Accrued Interest	<u>\$2,585</u>	<u>\$342</u>	<u>\$71</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,998</u>
Total Book Value	\$346,815	\$47,852	\$12,966	\$413	\$5,111	\$413,157
Cash Balance	<u>\$163</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$163</u>
TOTAL FUND VALUE	<u>\$346,978</u>	<u>\$47,852</u>	<u>\$12,966</u>	<u>\$413</u>	<u>\$5,111</u>	<u>\$413,320</u>
Liquid Securities (Mkt. value)	\$73,889					
Yield to Maturity (Adj for calls)	4.86%	4.78%	3.83%	5.19%	4.83%	4.70%
Average Final Maturity	106 Days	123 Days	180 Days	1 Day	1 Day	82 Days
<u>KEY COMPLIANCE TARGETS</u>						
Minimum Requirement (2)	\$26,614	\$28,000	\$12,309			
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	N/A
Is Fund in Compliance	Yes	Yes	Yes	Yes	Yes	N/A
<u>INVESTMENT COMPARISON</u>						
6-Month T-Bill (3)	5.07%	5.07%	5.07%	5.07%	5.07%	5.07%

(1) Maturity adjusted for callable securities currently priced to call date.

(2) Insurance = GL liability for the current month plus Officers & Directors Liability

<HELP> for explanation.

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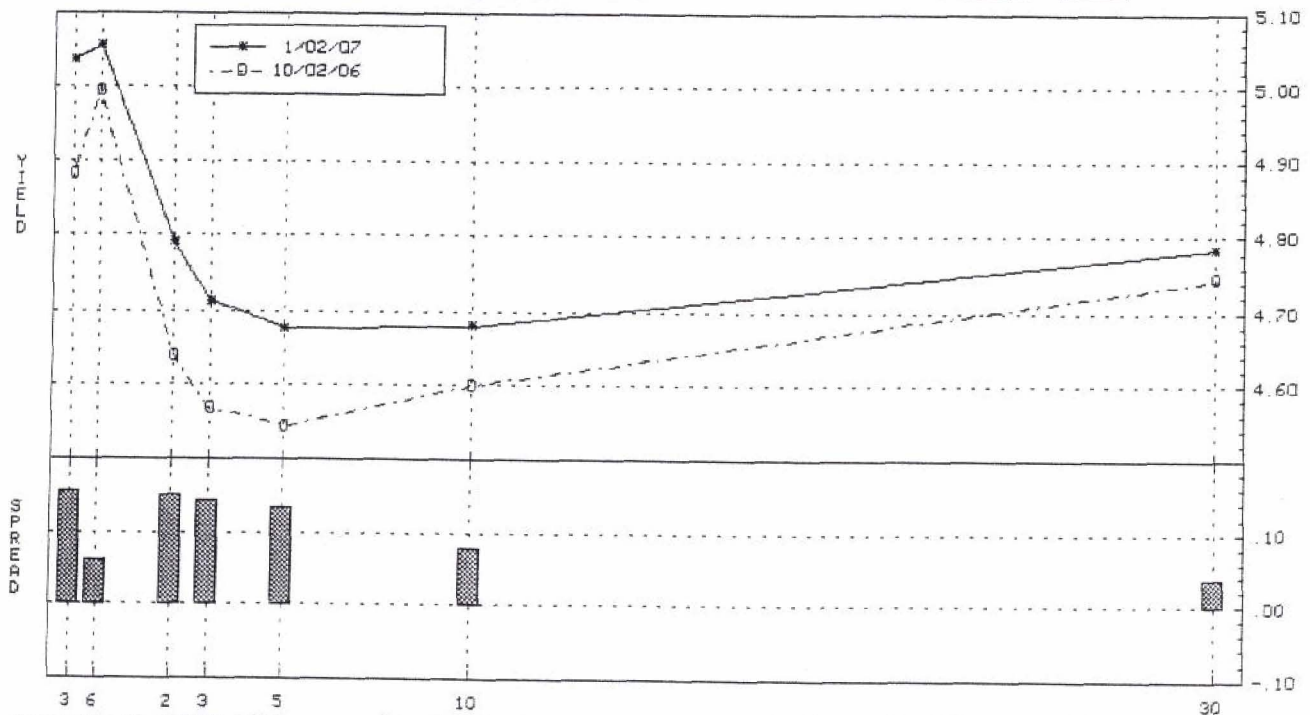
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Australia 61 2 9777 8600 Brazil 5511 3048 4500 Europe 44 20 7330 7500 Germany 49 69 920410
Hong Kong 852 2977 6000 Japan 81 3 3201 8900 Singapore 65 6212 1000 U.S. 1 212 318 2000 Copyright 2007 Bloomberg L.P.
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TERMINAL

1ST Quarter FY 2007 Defined Benefit Plan Summary

	Market Value 30-Sep-06	Income	Benefit Payments	Transfers	Realized Gain/ (loss)	Unrealized Gain/ (loss)	Employer Contributions	Employee Contributions	Other	Market Value 31-Dec-06
<u>Equity Managers</u>										
Large Cap:										
Washington Mutual	8,578,856	255,611	0	0	0	288,878	0	0	0	\$9,123,345
Capital Guardian	9,687,233	0	0	0	0	532,757	0	0	0	\$10,219,990
Goldman	12,859,536	(16,219)	0	0	197,057	567,912	0	0	1	\$13,608,287
SSGA Wilshire 5000	17,555,049	(3,244)	0	(2,000,000)	667,586	590,356	0	0	0	\$16,809,747
Small Cap:										
Friess	8,634,431	0	0	0	0	762,394	0	0	0	\$9,396,825
Earnest Partners	13,257,563	2,356	0	0	102,177	978,213	0	0	(1)	\$14,340,308
International:										
Morgan Stanley	7,713,367	(17,569)	0	0	11,460	625,513	0	0	0	\$8,332,771
Capital Resources	6,800,644	544,037	0	0	0	49,444	0	0	0	\$7,394,125
SSGA Internat. Index	4324372	0	0	0	0	449,171	0	0	0	\$4,773,543
<u>Fixed Income Managers</u>										
Primco	15,718,689	252,807	0	0	0	(107,307)	0	0	(1)	\$15,864,188
Aberdeen	15,673,845	0	0	0	0	212,376	0	0	0	\$15,886,221
<u>Real Estate</u>										
	0	0	0	0	0	0	0	0	0	\$0
UBS	12,763,582	650,342	0	0	0	0	0	0	0	\$13,413,924
<u>Cash</u>										
	1,771,749	(43,077)	(2,170,286)	2,000,000	0	0	0	687	0	\$1,559,073
Total	\$135,338,916	1,625,044	(2,170,286)	0	978,280	4,949,707	0	687	(1)	\$140,722,347