



# Quarterly Operating & Financial Performance Report

First Quarter FY 2008

October – December 2007

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**DALLAS AREA RAPID TRANSIT**  
**QUARTERLY OPERATING & FINANCIAL PERFORMANCE**  
**REPORT**

**FIRST QUARTER FY 2008**  
**OCTOBER – DECEMBER 2007**

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## **FY 2008**

### **First Quarter Highlights**

This report is for the quarter ending December 31, 2007, the first quarter of the fiscal year. Sales tax revenues were higher than last year, ridership is nearly flat, and operating expenses are trending significantly under budget. The summary below highlights key results in comparison to the previous fiscal year and our targets:

**Sales tax revenues** for the quarter were \$106.5 million, \$1.5 million (1.4%) over the budgeted \$105.0 million.

**Total agency passenger trips** for the rolling four quarters ending December 2007 were 104.1 million, an increase of 700,000 (0.7%) over the corresponding period last year, but first quarter results were approximately 374,000 (1.4%) under the budget target. **Fixed route ridership** for the same period was 65.1 million, a decrease of 700,000 (1.1%) from last year; first quarter results were approximately 81,000 (0.5%) less than the target.

**Fixed route on-time performance** was 94.9% for the period, an improvement over the 94.7% achieved in FY 2007 but 1.8% under the target for FY 2008, which was significantly increased over FY 2007.

**Total system subsidy per passenger** for the period was \$2.67, \$0.02 (0.7%) better than budget. **Fixed route subsidy per passenger** was \$3.72, which is \$0.10 (2.6%) better than budget. This is primarily due to operating expenses being under budget.

**Administrative ratio** for the period was 8.6%, 0.1% over the target of 8.5%.

The period ended with a **sales taxes for operating expense** ratio of 62.1%, 3.8% better than the target of 65.9%.



## General Information

**Reporting Period** – DART's fiscal year begins on October 1. The first quarter of the current fiscal year is October through December 2007.

**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 2008 target will be met. Indicative of performance within established parameters.

Yellow – Close monitoring of performance is needed.

Red – It is probable that the FY 2008 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 15.

## Agency-Wide Operating Performance

| Exhibit 1                                     |        |        |        |             |        |
|---|--------|--------|--------|-------------|--------|
| Agency Scorecard - Key Performance Indicators |        |        |        |             |        |
| Indicators                                    | Q 1/07 | Q 1/08 | Qtrly  | FY08 Target | Status |
| <b>Customer/Quality Indicators</b>            |        |        |        |             |        |
| Total Agency Ridership (M)                    | 103.4  | 104.1  | 26.3   | 109.3       | Yellow |
| Fixed Route Ridership (M)                     | 65.8   | 65.1   | 16.5   | 66.8        | Green  |
| Total System Subsidy Per Passenger            | \$2.62 | \$2.67 | \$2.68 | \$2.69      | Green  |
| Fixed Route Subsidy Per Passenger             | \$3.59 | \$3.72 | \$3.70 | \$3.82      | Green  |
| On-Time Performance (Fixed Route)             | 95.2%  | 94.9%  | 95.3%  | 96.7%       | Yellow |
| Fixed Route Complaints Per 100,000 Passengers | 43.8   | 38.2   | 40.7   | 38.3        | Green  |
| Fixed Route Accidents Per 100,000 Miles       | 1.43   | 1.66   | 1.90   | 1.69        | Green  |
| Sales Taxes for Operating Expense             | 69.0%  | 62.1%  | 59.5%  | 65.9%       | Green  |
| Administrative Ratio                          | 7.9%   | 8.6%   | 8.8%   | 8.5%        | Green  |

**Ridership and On-Time Performance** information can be found in the modal sections on the following pages.

## Ridership

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs. See modal discussions for variance explanations.

| Exhibit 2 |                    | Q 1/07 | Q 1/08 | Qtrly | FY08 Target | Status |
|-----------|--------------------|--------|--------|-------|-------------|--------|
|           | <b>RIDERSHIP</b>   |        |        |       |             |        |
|           | Total Agency (M)   | 103.4  | 104.1  | 26.3  | 109.3       | Yellow |
|           | Fixed Route (M)    | 65.8   | 65.1   | 16.5  | 66.8        | Green  |
|           | Bus (M)            | 44.8   | 44.6   | 11.2  | 45.9        | Green  |
|           | LRT (M)            | 18.6   | 18.0   | 4.7   | 18.3        | Green  |
|           | Commuter Rail (M)  | 2.4    | 2.5    | 0.6   | 2.5         | Green  |
|           | Paratransit (000s) | 666.8  | 687.9  | 176.9 | 701.7       | Green  |
|           | HOV (M)            | 36.5   | 37.8   | 9.5   | 41.2        | Yellow |
|           | Vanpool (000s)     | 444.5  | 519.1  | 143.3 | 726.6       | Yellow |

## Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

| Exhibit 3 |  | Q 1/07  | Q 1/08  | Qtrly   | FY08 Target | Status |
|-----------|--|---------|---------|---------|-------------|--------|
|           | Efficiency Indicator - Subsidy Per Passenger |         |         |         |             |        |
|           | Total System                                 | \$2.62  | \$2.67  | \$2.68  | \$2.69      | Green  |
|           | Fixed Route                                  | \$3.59  | \$3.72  | \$3.70  | \$3.82      | Green  |
|           | Bus  | \$3.67  | \$3.77  | \$3.88  | \$3.82      | Green  |
|           | LRT  | \$3.01  | \$3.19  | \$2.91  | \$3.40      | Green  |
|           | Commuter Rail                                | \$6.59  | \$6.59  | \$6.49  | \$6.67      | Green  |
|           | Paratransit                                  | \$44.07 | \$43.43 | \$42.27 | \$44.20     | Green  |
|           | HOV  | \$0.14  | \$0.16  | \$0.19  | \$0.21      | Green  |
|           | Vanpool                                      | \$0.59  | \$0.59  | \$0.62  | \$0.41      | Yellow |

## 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). DART has strategic initiatives in place to improve the quality, efficiency, and effectiveness of each of these modes.

### Bus and On-Call Service



DART operates all fixed-route bus service out of three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff, with a total of 673 buses and 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.



Exhibit 4 is DART's Bus Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs. A discussion of variances follows.

| Exhibit 4 | Bus Scorecard - Key Performance Indicators |        |        |        |             |        |
|-----------|--|--------|--------|--------|-------------|--------|
|           |  |        |        |        |             |        |
|           | Indicators                                 | Q 1/07 | Q 1/08 | Qtrly  | FY08 Target | Status |
|           | Customer/Quality Indicators                |        |        |        |             |        |
|           | Bus Ridership (including Charter) (M)      | 44.8   | 44.6   | 11.2   | 45.9        | Green  |
|           | On-Time Performance                        | 90.7%  | 90.8%  | 92.0%  | 95.0%       | Yellow |
|           | Complaints Per 100k Passengers             | 58.1   | 50.1   | 53.5   | 50.0        | Green  |
|           | Mean Distance Between Service Calls        | 5,085  | 4,712  | 5,579  | 5,051       | Green  |
|           | Vehicle Accidents Per 100k Miles           | 1.69   | 2.02   | 2.31   | 2.00        | Yellow |
|           | Financial/Efficiency Indicators            |        |        |        |             |        |
|           | Subsidy Per Passenger                      | \$3.67 | \$3.77 | \$3.88 | \$3.82      | Green  |

Bus **On-time Performance** for the 1<sup>st</sup> Quarter reflected improvement from the previous year and matched prior year targets, but has been 3% below the “stretch goal” for FY 2008 of 95%. Factors contributing to the below-target performance included an increase in construction-related detours (some of which were associated with construction of the Green Line), rain-related delays, and general increases in the level of traffic congestion and ridership. In addition, bus schedules were tightened in the 2001 – 2003 timeframe in response to the economic downturn and an associated drop in bus ridership. Fuel price increases in recent years have led to higher ridership levels, without a corresponding investment in improving bus schedules. As a result, DART currently has a group of routes that have inadequate recovery time and/or insufficient runtime to allow for a high degree of schedule adherence. The Service Planning and Scheduling Division has been identifying routes with insufficient recovery or runtime and has been addressing these whenever possible through the service change process.

Management has in place an On-Time Performance Task Force, which is a cross-departmental team focused on strategies to improve schedule adherence and reduce the number of on-time performance-related complaints. This team has made significant progress in implementing new programs and procedures to improve overall on-time performance. Recent results from the Customer Satisfaction Survey conducted in November 2007 indicate improvements in bus on-time performance, the timeliness of bus connections, and a reduction in bus pass-bys.

Regarding **Accidents**, vehicle collisions involving DART buses increased during the 1<sup>st</sup> Quarter of FY 2008 and the vehicle collision rate per 100,000 miles exceeded the goal of 2.0. Increases were most pronounced in sideswipe collisions and collisions involving vehicle turning movements. Approximately 66% of the collisions during the 1<sup>st</sup> Quarter have been classified as non-preventable, meaning there was nothing that the bus operator could have done differently to avoid the collision.

For FY 2008, the Safety Division and Transportation Department have increased the frequency of Mandatory Safety Training classes for bus operators, which are now combined with Transportation employee meetings and conducted every other month. Attendance at the training classes has been increased to over 90% of operators.

Defensive Driving continues to be included in the bus operator's refresher training (known as FOCUS), which operators are required to complete every two years. Bus operators involved in preventable accidents or who have a trend of preventable incidents are required to complete a Collision Avoidance Training class prior to returning to revenue service.

## Light Rail Transit (LRT)

DART's twenty-mile Light Rail Starter System was opened in three phases from September 1996 through May 1997. The build-out of the Starter System was completed 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).

Two additional rail extensions (together designated the Green Line) are now under construction: the Northwest Corridor (from Downtown Dallas to Farmers Branch and Carrollton) and the Southeast Corridor (from Downtown Dallas to Pleasant Grove). Planning is also underway for extensions to Irving and Rowlett and to the South Oak Cliff (SOC) line, and for an additional line through the Central Business District (CBD).

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 has been expanded to support and operate the additional fleet, and a similar facility is being built on the Northwest Corridor to service the Green Line.

Exhibit 5 is DART's Light Rail Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs. A discussion of variances follows.

| Exhibit 5 | Light Rail Scorecard - Key Performance Indicators |        |        |        |             |        |
|-----------|---|--------|--------|--------|-------------|--------|
|           |   |        |        |        |             |        |
|           | Indicators  | Q 1/07 | Q 1/08 | Qtrly  | FY08 Target | Status |
|           | Customer/Quality Indicators                       |        |        |        |             |        |
|           | LRT Ridership (M)                                 | 18.6   | 18.0   | 4.7    | 18.3        | Green  |
|           | On-Time Performance                               | 96.3%  | 96.7%  | 96.7%  | 98.0%       | Yellow |
|           | Complaints Per 100k Passengers                    | 14.2   | 13.4   | 14.9   | 13.5        | Green  |
|           | Mean Distance Between Service Calls (000s)        | 38.6   | 28.2   | 22.8   | 40.7        | Yellow |
|           | Accidents per 100k Miles                          | 0.33   | 0.05   | 0.07   | 0.31        | Green  |
|           | Financial/Efficiency Indicators                   |        |        |        |             |        |
|           | Subsidy Per Passenger                             | \$3.01 | \$3.19 | \$2.91 | \$3.40      | Green  |
|           | Subsidy Per Passenger Mile                        | \$0.37 | \$0.40 | \$0.35 | \$0.42      | Green  |

**On-time Performance** has been consistent with prior periods, but is short of the "stretch goal" for FY 2008. Results for the quarter have been affected by construction associated with the Bryan-Hawkins realignment.

Regarding **Miles Between Service Calls**, to achieve the FY 2008 year-end goal, management has analyzed the major contributors to the higher-than-anticipated level of service calls and will address them as follows:

1. 27% of the FY07 LRV service calls were related to passenger doors. We have begun a capital work program to refurbish all passenger doors to address many of these service calls, and have undertaken an in-depth analysis of equipment upgrades to further improve door system performance in future years.
2. 17% of the FY07 LRV service calls were related to issues with the mobility-impaired ramp. This is an item on each scheduled preventive maintenance inspection, as well as on a daily pre-trip inspection. In the near term, we will conduct a review of the Preventive Maintenance Inspection process and review the ramp configuration to determine whether a modification can be made to improve reliability. In the longer term, the level boarding initiatives currently under way will alleviate the need for these ramps.

These two programs will address over 40% of the service calls, and should bring performance in line with current goals by year-end.

### 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, 11 bi-level coaches, and 10 bi-level cab cars.

TRE currently operates Monday through Saturday from Fort Worth's Texas & Pacific (T&P) Station to Dallas' Union Station with 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 Saturdays and on event-days only, and results in ridership increases of approximately 1,000 passengers per event.

Exhibit 6 is DART's Commuter Rail Scorecard and provides the FY 2008 KPI targets and historical KPIs.

| Exhibit 6 | Commuter Rail - TRE Scorecard - Key Performance Indicators |        |        |        |             |        |
|-----------|--|--------|--------|--------|-------------|--------|
|           |  |        |        |        |             |        |
|           | Indicators   | Q 1/07 | Q 1/08 | Qtrly  | FY08 Target | Status |
|           | Customer/Quality Indicators                                |        |        |        |             |        |
|           | TRE Ridership (M)  | 2.4    | 2.5    | 0.6    | 2.5         | Green  |
|           | On-Time Performance  | 98.5%  | 97.3%  | 97.3%  | 97.0%       | Green  |
|           | Complaints Per 100k Passengers                             | 6.14   | 5.21   | 4.96   | 6.01        | Green  |
|           | Accidents Per 100k Miles                                   | 0.17   | 0.29   | 0.22   | 0.29        | Green  |
|           | Financial/Efficiency Indicators                            |        |        |        |             |        |
|           | Subsidy Per Passenger                                      | \$6.59 | \$6.59 | \$6.49 | \$6.67      | Green  |
|           | Subsidy Per Passenger Mile                                 | \$0.38 | \$0.38 | \$0.39 | \$0.38      | 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, contract compliance, contract oversight, rider eligibility, outreach, travel training, and other administrative functions. Service is currently contracted with Veolia Transportation, Inc., which operates and maintains a total of 186 vans. Additionally, Paratransit Services is responsible for operating Innovative Services, also contracted with Veolia Transportation, Inc.

Exhibit 7 is DART's Paratransit Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs.

| Exhibit 7 | Paratransit Scorecard - Key Performance Indicators |         |         |         |             |        |
|-----------|--|---------|---------|---------|-------------|--------|
|           |  |         |         |         |             |        |
|           | Indicators   | Q 1/07  | Q 1/08  | Qtrly   | FY08 Target | Status |
|           | Customer/Quality Indicators                        |         |         |         |             |        |
|           | Paratransit Ridership (000s)                       | 666.8   | 687.9   | 176.9   | 701.7       | Green  |
|           | Revenue Hours (000s)                               | 440.0   | 442.6   | 107.8   | 460.4       | Green  |
|           | Paratransit Passengers per Hour                    | 1.52    | 1.55    | 1.64    | 1.52        | Green  |
|           | On-Time Performance                                | 87.3%   | 88.1%   | 90.1%   | 87.0%       | Green  |
|           | Accidents per 100K miles                           | 2.03    | 2.22    | 2.21    | 2.5         | Green  |
|           | Complaints per 1k Passengers                       | 3.91    | 3.87    | 3.28    | 5.5         | Green  |
|           | Financial/Efficiency Indicators                    |         |         |         |             |        |
|           | Subsidy Per Passenger                              | \$44.07 | \$43.43 | \$42.27 | \$44.20     | Green  |

## High Occupancy Vehicle Transitway Services

DART currently operates 75 miles of Interim or Immediate Action HOV lanes, with another 9 miles scheduled to open in 2008. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 10:00 a.m. in the westbound direction and from 3:30 p.m. to 7:00 p.m. in the eastbound direction. The concurrent flow HOV lanes on I-35E and the I-635 HOV lanes are 24-hour facilities with the I-35E Interchange Bypass (S-ramp) under I-635 operating from 6 a.m. to 9 a.m. and 3:30 a.m. to 7 p.m. 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 11:00 a.m. in the northbound direction, and from 2:30 p.m. to 7:00 p.m. in the southbound direction. The US 75 concurrent flow HOV lanes are operational 24 hours.

Exhibit 8 is DART's HOV Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs.

| Exhibit 8 | HOV Scorecard - Key Performance Indicators |        |        |        |             |        |
|-----------|--|--------|--------|--------|-------------|--------|
|           |  |        |        |        |             |        |
|           | Indicators                                 | Q 1/07 | Q 1/08 | Qtrly  | FY08 Target | Status |
|           | Customer/Quality Indicators                |        |        |        |             |        |
|           | Ridership (M)                              | 36.5   | 37.8   | 9.5    | 41.2        | Green  |
|           | Avg. Weekday Ridership (000s)              | 111.3  | 115.7  | 115.7  | 123.5       | Yellow |
|           | Operating Speed Ratio (Qtrly)*             | 1.70   | 1.59   | 1.59   | 1.45        | Green  |
|           | Lane Availability                          | 99.5%  | 99.3%  | 99.7%  | 99.0%       | Green  |
|           | Complaints per 100K Passengers             | 0.14   | 0.26   | 0.36   | 0.20        | Yellow |
|           | Financial/Efficiency Indicators            |        |        |        |             |        |
|           | Subsidy Per Passenger                      | \$0.14 | \$0.16 | \$0.19 | \$0.21      | Green  |

\*Number stated is a quarterly number

New lanes and extensions to HOV lane facilities were scheduled to open in July of 2007, and this was reflected in the projected ridership for FY 2008. However, the lanes opened in December 2007 and January 2008, resulting in first quarter ridership lower than projected. It is expected that ridership will increase throughout the remainder of the fiscal year and will meet targets.

As with any new facility, the extensions/new lanes generated concerns and complaints and DART is working with TxDOT to address these issues. The complaints are expected to fall within target in 2008.

## 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. DART and the NCTCOG reached agreement in mid-2007 on a new funding formula for the vanpool program that results in NCTCOG contributing 50% of the cost of each vanpool, with riders paying 40%. The current monthly rate charged per van to the riders (covering the vehicle, maintenance, and insurance) is either \$215 or \$200, depending upon van size. Lower prices have resulted in increased demand for new vanpools and a better opportunity to retain vanpools that lose one or more participants due to normal changes in use/travel patterns. 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 2008 KPI targets and historical quarterly KPIs.

| Exhibit 9 | General Mobility (Vanpool) - Key Performance Indicators |        |        |        |             |        |
|-----------|---|--------|--------|--------|-------------|--------|
|           |   |        |        |        |             |        |
|           | Indicators  | Q 1/07 | Q 1/08 | Qtrly  | FY08 Target | Status |
|           | Customer/Quality Indicators                             |        |        |        |             |        |
|           | Ridership (000s)  | 444.5  | 519.1  | 143.3  | 726.6       | Yellow |
|           | Number Of Vanpools (current)                            | 87     | 111    | 111    | 145         | Yellow |
|           | Financial/Efficiency Indicators                         |        |        |        |             |        |
|           | Subsidy Per Passenger                                   | \$0.59 | \$0.59 | \$0.62 | \$0.41      | Yellow |

Since pricing changes went into effect last May, interest in vanpools has grown. After six months of little variation in vanpool counts, eighteen new vanpools were formed during the following six months. Toward the end of the first quarter, we observed a significant increase in interest concerning the vanpool program as gas prices have risen. There are numerous vanpool groups awaiting delivery, application review, and pending formation, and we expect a significant increase in participation for the second quarter. The subsidy per passenger for the year was significantly better than earlier years due to the revised contribution agreement with the NCTCOG, although still missing the target. Over time, we expect that the extra NCTCOG subsidy for the program accompanied with rising fuel costs will increase its attractiveness and use.



## Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating costs for the first quarter of FY 2008.

| Exhibit 10 | Actuals vs. Budget<br>Capital and Non-Operating Costs<br>Through the First Quarter, FY 2008<br>(In Thousands) |                 |                  |                    |
|------------|---|-----------------|------------------|--------------------|
|            | Mode  | FY08<br>Actuals | FY08<br>Budget   | Unspent<br>Balance |
|            | Agency-Wide   | \$671           | \$33,719         | \$33,049           |
|            | Bus   | 2,683           | 15,840           | 13,157             |
|            | LRT   | 61,839          | 571,375          | 509,536            |
|            | Commuter Rail   | 5,346           | 56,320           | 50,974             |
|            | Paratransit   | (1,005)         | 2,256            | 3,262              |
|            | HOV   | 275             | 31,408           | 31,133             |
|            | <b>Total Projects</b>   | <b>\$69,809</b> | <b>\$710,918</b> | <b>\$641,110</b>   |
|            |   |                 |                  |                    |
|            | P&D/Startup/Non-Ops   | \$5,848         | \$28,673         | \$22,826           |
|            | Road Improvements/ITS   | 18              | 17,432           | 17,413             |
|            | <b>Total Capital</b>  | <b>\$75,675</b> | <b>\$757,023</b> | <b>\$681,349</b>   |

This table shows expenditures against the Capital and Non-Operating Budget approved on September 25, 2007. The Draft FY 2008 Financial Plan that was distributed to the member cities reflects the most recently updated capital project cash flows. If adopted, the FY 2008 Capital Budget would be reduced to \$721.4 million.

The credit amount shown for Paratransit represents the correction of an amount previously charged to Paratransit for van purchases that were actually for Bus Innovative Services vans.

As in prior years, a high percentage of budgeted capital expenditures in FY 2008 are expected to occur toward the end of the fiscal year.

## APPENDIX

**Revenues, Operating Expenses and Net Financing Costs**  
**Exhibit 11 - Actuals vs. Budget**  
**First Quarter, FY 2008**  
**Dollars in Thousands**

| <b>Revenues:</b>                           | <b>YTD Actuals</b> | <b>YTD Budget</b> | <b>YTD Better<br/>(Worse)</b> | <b>% Better<br/>(Worse) Budget</b> | <b>Total Budget</b> |
|--|--------------------|-------------------|-------------------------------|------------------------------------|---------------------|
| Passenger Revenues (Fixed Route)           | \$11,401           | \$11,738          | (\$337)                       | (2.9)%                             | \$47,413            |
| Special Events Passenger Revenue           | 158                | 98                | 60                            | 61.3%                              | 391                 |
| Vanpool Passenger Revenues                 | 67                 | 185               | (118)                         | (63.9)%                            | 813                 |
| Paratransit Passenger Revenues             | 418                | 448               | (30)                          | (6.7)%                             | 1,759               |
| <b>Passenger Revenues</b>                  | <b>\$12,044</b>    | <b>\$12,468</b>   | <b>(\$425)</b>                | <b>(3.4)%</b>                      | <b>\$50,376</b>     |
| Advertising and Other                      | \$2,377            | \$1,354           | \$1,024                       | 75.6%                              | \$10,196            |
| Grants/ILA Program Revenues                | 287                | 555               | (268)                         | (48.2)%                            | 2,941               |
| <b>Total Other Revenues</b>                | <b>\$2,665</b>     | <b>\$1,909</b>    | <b>\$756</b>                  | <b>39.6%</b>                       | <b>\$13,136</b>     |
| <b>Total Operating Revenues</b>            | <b>\$14,708</b>    | <b>\$14,377</b>   | <b>\$332</b>                  | <b>2.3%</b>                        | <b>\$63,512</b>     |
| Sales Tax Revenues                         | \$106,426          | \$104,970         | \$1,456                       | 1.4%                               | \$403,716           |
| Other Non-Operating Revenues               | 1,887              | 2,036             | (149)                         | (7.3)%                             | 8,143               |
| <b>Total Revenues</b>                      | <b>\$123,021</b>   | <b>\$121,383</b>  | <b>\$1,639</b>                | <b>1.4%</b>                        | <b>\$475,371</b>    |
| <b>Operating Expenses:</b>                 | <b>YTD Actuals</b> | <b>YTD Budget</b> | <b>YTD<br/>(Better)/Worse</b> | <b>% Over /<br/>(Under) Budget</b> | <b>Total Budget</b> |
| Salaries & Wages *                         | \$39,626           | \$40,784          | (1,158)                       | (2.9)%                             | \$172,636           |
| Benefits *                                 | 17,092             | 18,192            | (1,100)                       | (6.4)%                             | 71,011              |
| Services *                                 | 5,147              | 5,741             | (595)                         | (11.6)%                            | 27,163              |
| Materials & Supplies *                     | 12,965             | 12,148            | 817                           | 6.3%                               | 44,429              |
| Utilities*                                 | 2,521              | 2,719             | (197)                         | (7.8)%                             | 10,677              |
| Casualty and liability *                   | 935                | 979               | (44)                          | (4.7)%                             | 3,962               |
| Purchased Transportation *                 | 11,040             | 11,190            | (150)                         | (1.4)%                             | 44,961              |
| Taxes, Leases, and Other *                 | 1,057              | 1,303             | (246)                         | (23.3)%                            | 6,441               |
| Management & Fuel Reserves                 | -                  |                   | 0                             | 0.0%                               | 1,316               |
| <b>Total Operating Expenses</b>            | <b>\$90,383</b>    | <b>\$93,057</b>   | <b>(\$2,674)</b>              | <b>(3.0)%</b>                      | <b>\$382,594</b>    |
| Capital Allocation                         | (\$5,624)          | (\$6,578)         | \$954                         | (17.0)%                            | (\$26,312)          |
| <b>Total Ops Expense after Allocations</b> | <b>\$84,760</b>    | <b>\$86,479</b>   | <b>(\$1,719)</b>              | <b>(2.0)%</b>                      | <b>\$356,283</b>    |

\* The Total Operating Expenses in this report do not match the Total Operating Expenses shown on the Statement of Revenues, Expenses and Change in Net Assets because the Operating Budget does not include Depreciation or items that were budgeted for Board-approved capital and non-operating projects but cannot be capitalized for financial reporting purposes.

| <b>DALLAS AREA RAPID TRANSIT</b><br><b>STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS</b><br><b>FOR THE QUARTER ENDED DECEMBER 31, 2007 AND 2006</b> |                           |                           |
|--|---------------------------|---------------------------|
|  | (In thousands)            |                           |
|  | For the quarter ended     |                           |
|  | 12/31/2007                | 12/31/2006                |
| <b>OPERATING REVENUES:</b>   |                           |                           |
| Passenger  | \$12,060                  | \$10,326                  |
| Advertising, rent and other  | 2,459                     | 2,185                     |
| <b>Total Operating Revenues</b>  | <b>14,519</b>             | <b>12,511</b>             |
| <b>OPERATING EXPENSES:</b>   |                           |                           |
| Labor  | 39,830                    | 38,378                    |
| Benefits   | 17,092                    | 15,056                    |
| Services   | 6,157                     | 4,882                     |
| Materials and Supplies   | 13,350                    | 10,704                    |
| Purchased Transportation   | 11,040                    | 10,085                    |
| Depreciation and amortization  | 29,351                    | 26,199                    |
| Utilities  | 2,521                     | 2,389                     |
| Taxes, Leases, and Other   | 1,045                     | 965                       |
| Casualty and liability   | 935                       | 844                       |
| <b>TOTAL OPERATING EXPENSES</b>  | <b>121,321</b>            | <b>109,502</b>            |
| <b>NET OPERATING LOSS</b>  | <b>(106,802)</b>          | <b>(96,991)</b>           |
| <b>NON-OPERATING REVENUES (EXPENSES):</b>  |                           |                           |
| Sales tax revenue  | 106,426                   | 100,955                   |
| Investment Income  | 7,163                     | 6,009                     |
| Interest Income from investments held to pay capital lease   | 5,852                     | 5,459                     |
| Interest expense on capital leases   | (5,852)                   | (5,459)                   |
| Local Assistance Program and Street improvements   | (18)                      | (190)                     |
| Interest and financing expenses  | (9,631)                   | (7,034)                   |
| Other non-operating revenues   | 2,830                     | 2,816                     |
| Other non-operating expenses   | (948)                     | (1,046)                   |
| <b>TOTAL NET NON-OPERATING REVENUES</b>  | <b>105,822</b>            | <b>101,510</b>            |
| <b>INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>  | <b>(980)</b>              | <b>4,519</b>              |
| <b>CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:</b>   |                           |                           |
| Federal capital contributions  | 15,441                    | 6,286                     |
| Federal grants and reimbursements  | 353                       | 477                       |
| <b>TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>  | <b>15,794</b>             | <b>6,763</b>              |
| <b>CHANGE IN NET ASSETS</b>  | <b>14,814</b>             | <b>11,282</b>             |
| TOTAL NET ASSETS - Beginning of the year   | 2,093,675                 | 1,976,722                 |
| TOTAL NET ASSETS - End of the quarter  | <u><b>\$2,108,489</b></u> | <u><b>\$1,988,004</b></u> |

| DALLAS AREA RAPID TRANSIT  |                           |  |                    |
|--|---------------------------|--|--------------------|
| STATEMENTS OF NET ASSETS   |                           |  |                    |
| AS OF DECEMBER 31, 2007 AND SEPTEMBER 30, 2007                         |                           |  |                    |
|  | (In thousands)            |  |                    |
|  | 12/31/2007<br>(Unaudited) |  | 9/30/2007          |
| <b>ASSETS</b>  |                           |  |                    |
| <b>CURRENT ASSETS</b>  |                           |  |                    |
| Cash & Cash Equivalents  | \$125,118                 |  | \$122,858          |
| Investments  | 352,522                   |  | 386,981            |
| Current portion of restricted assets                                   | 7,237                     |  | 28,145             |
| Current portion of investment held to pay capital lease liability      | 50,620                    |  | 49,411             |
| Sales tax receivable   | 74,800                    |  | 67,020             |
| Transit Revenue Rec., Net  | 2,598                     |  | 2,367              |
| Due from Other Governments   | 7,594                     |  | 6,448              |
| Materials and supplies inventory                                       | 23,886                    |  | 23,562             |
| Prepaid transit expenses and other                                     | 5,460                     |  | 3,424              |
| <b>TOTAL CURRENT ASSETS</b>  | <b>649,835</b>            |  | <b>690,216</b>     |
| <b>NONCURRENT ASSETS</b>   |                           |  |                    |
| Note Receivable  | 3,232                     |  | 3,208              |
| Restricted assets  | 60,000                    |  | 40,979             |
| Investments in joint venture   | 9,029                     |  | 9,158              |
| Capital assets   |                           |  |                    |
| Land and rights of way   | 388,000                   |  | 388,000            |
| Depreciable capital assets, net of depreciation                        | 1,568,103                 |  | 1,589,374          |
| Projects in progress   | 851,464                   |  | 745,171            |
| Long-term investments held to pay capital lease/lease back liabilities | 381,455                   |  | 384,326            |
| Net pension asset  | 4,063                     |  | 4,063              |
| Unamortized debt issuance costs and other                              | 8,299                     |  | 8,433              |
| <b>TOTAL NONCURRENT ASSETS</b>   | <b>3,273,645</b>          |  | <b>3,172,712</b>   |
| <b>TOTAL ASSETS</b>  | <b>\$3,923,480</b>        |  | <b>\$3,862,928</b> |



**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET ASSETS - CONT'D**

**AS OF DECEMBER 31, 2007 AND SEPTEMBER 30, 2007**

|  | (In thousands)            |                    |
|--|---------------------------|--------------------|
|  | 12/31/2007<br>(Unaudited) | 9/30/2007          |
| <b>LIABILITIES</b>   |                           |                    |
| <b>CURRENT LIABILITIES</b>                                     |                           |                    |
| Accounts payable and accrued liabilities                       | \$127,121                 | \$133,928          |
| Commercial paper notes payable                                 | 255,000                   | 180,000            |
| Current portion of Capital lease/leaseback liabilities         | 50,620                    | 49,411             |
| Current portion of amount due to the State Comptroller         | 824                       | 824                |
| Local Assistance Program Payable                               | 19,213                    | 19,213             |
| Retainage Payable  | 22,929                    | 20,507             |
| Other Current Liabilities                                      | 11,670                    | 9,329              |
| Payable from restricted assets                                 |                           |                    |
| Interest payable   | 5,054                     | 16,318             |
| Current portion of senior lien sales tax revenue bonds payable | 14,295                    | 13,680             |
| <b>TOTAL CURRENT LIABILITIES</b>                               | <b>506,726</b>            | <b>443,210</b>     |
| <b>NON-CURRENT LIABILITIES</b>                                 |                           |                    |
| Repayment due to State Comptroller                             | 11,330                    | 11,536             |
| Senior lien sales tax revenue bonds payable                    | 915,480                   | 930,181            |
| Capital lease/leaseback liabilities                            | 381,455                   | 384,326            |
| <b>TOTAL NON-CURRENT LIABILITIES</b>                           | <b>1,308,265</b>          | <b>1,326,043</b>   |
| <b>TOTAL LIABILITIES</b>                                       | <b>1,814,991</b>          | <b>1,769,253</b>   |
| <b>NET ASSETS</b>  |                           |                    |
| Invested in capital assets, net of related debt                | 1,667,924                 | 1,627,343          |
| Restricted for   |                           |                    |
| Debt Service   | 2,183                     | 11,827             |
| Unrestricted   | 438,382                   | 454,505            |
| <b>TOTAL NET ASSETS</b>  | <b>\$2,108,489</b>        | <b>\$2,093,675</b> |

## 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 (e.g. passenger boardings are counted resulting in transferring passengers being counted each time they board a vehicle). The following information is included in this section of the Quarterly Report.

| <u>Page</u> | <u>Reference</u> | <u>Description</u>                                  |
|-------------|------------------|---|
| R2          | Chart 1          | System Total Ridership                              |
| R3-5        | Charts 2-4       | Average Daily Ridership (Bus, LRT, TRE)             |
| R6          | Table 1          | Monthly Trending Report                             |
| R7          | Table 2          | Weekday Trending Report                             |
| R8          | Table 3          | Passengers Boarding by Member City                  |
| R9-12       | 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                      |

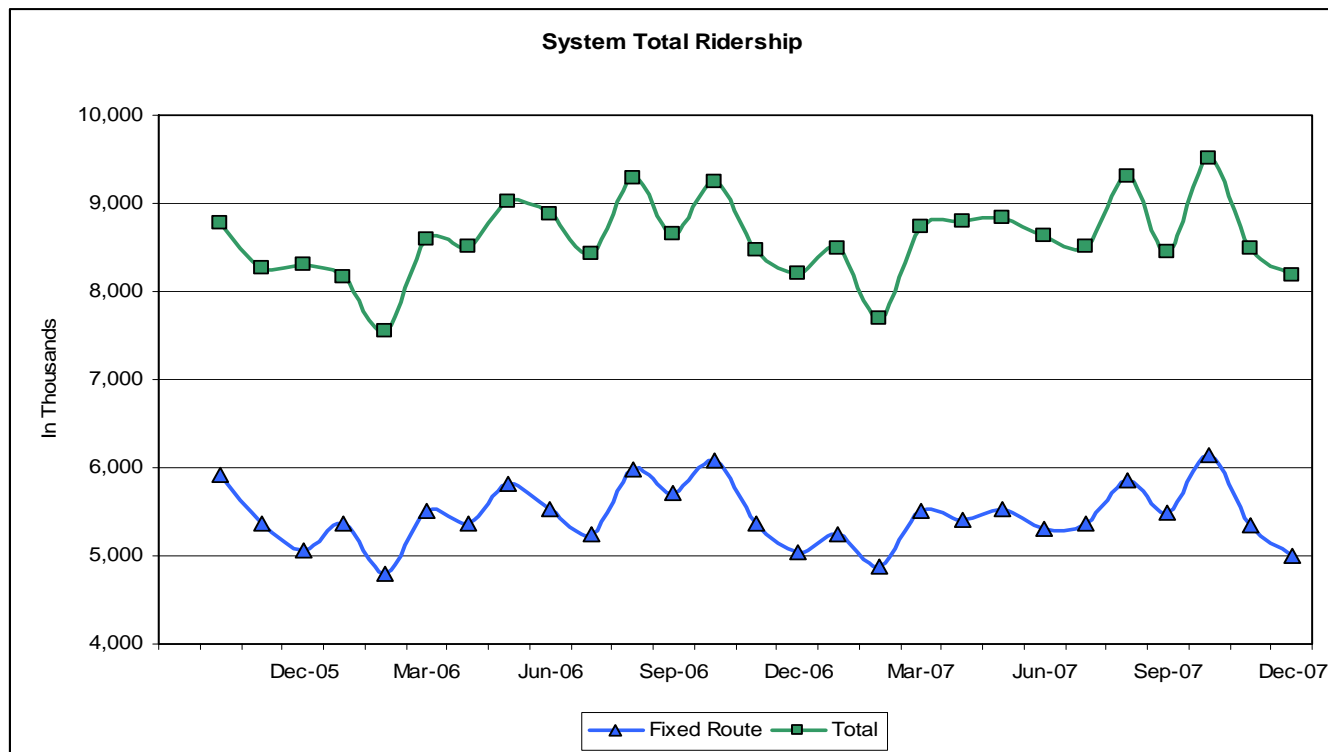
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

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

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

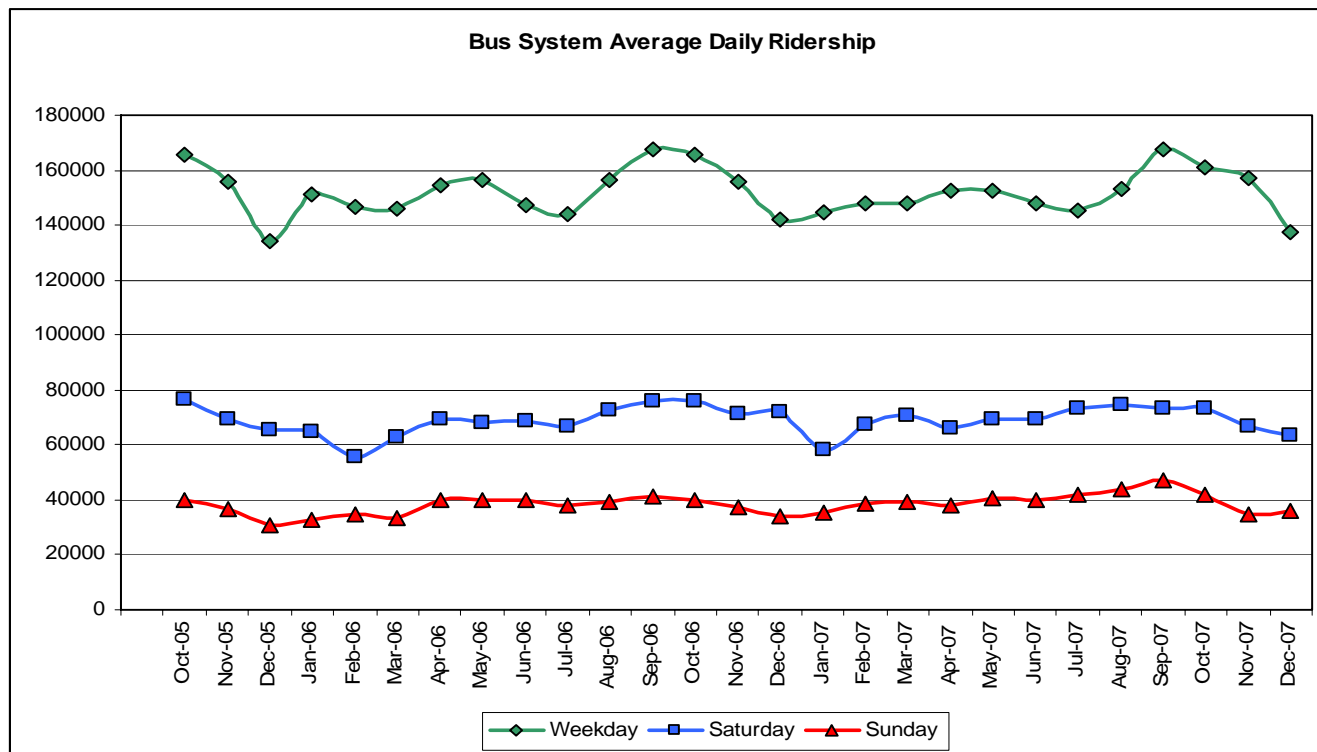
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

## Total System Ridership



- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes 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 2008 was 26.32 million riders, an increase of 1.2 percent over the first quarter of FY 2007.
- Fixed route ridership totaled 16.50 million passengers in the first quarter of FY 2008, an increase of 0.2 percent over the first quarter of FY 2007. Both light rail and commuter rail ridership increased while the bus system experienced a modest decrease in riders.
- Trinity Railway Express ridership was over 654,100 passengers in the first quarter, an increase of 8.4 percent from last year. This increase is the result of strong weekday ridership.
- Light rail ridership was 4.69 million riders in the first quarter. This 2.1 percent increase is attributed to surges in gasoline prices.
- Paratransit ridership increased to over 176,900 trips in the first quarter of FY 2008, an increase of 6.6 percent from FY 2007 levels.
- Total HOV usage in the first quarter of FY 2008 was 9.50 million persons, up 2.5 percent from the first quarter of FY 2007. The opening of new HOV lanes and the extensions of other facilities are expected to yield even higher ridership in FY 2008.

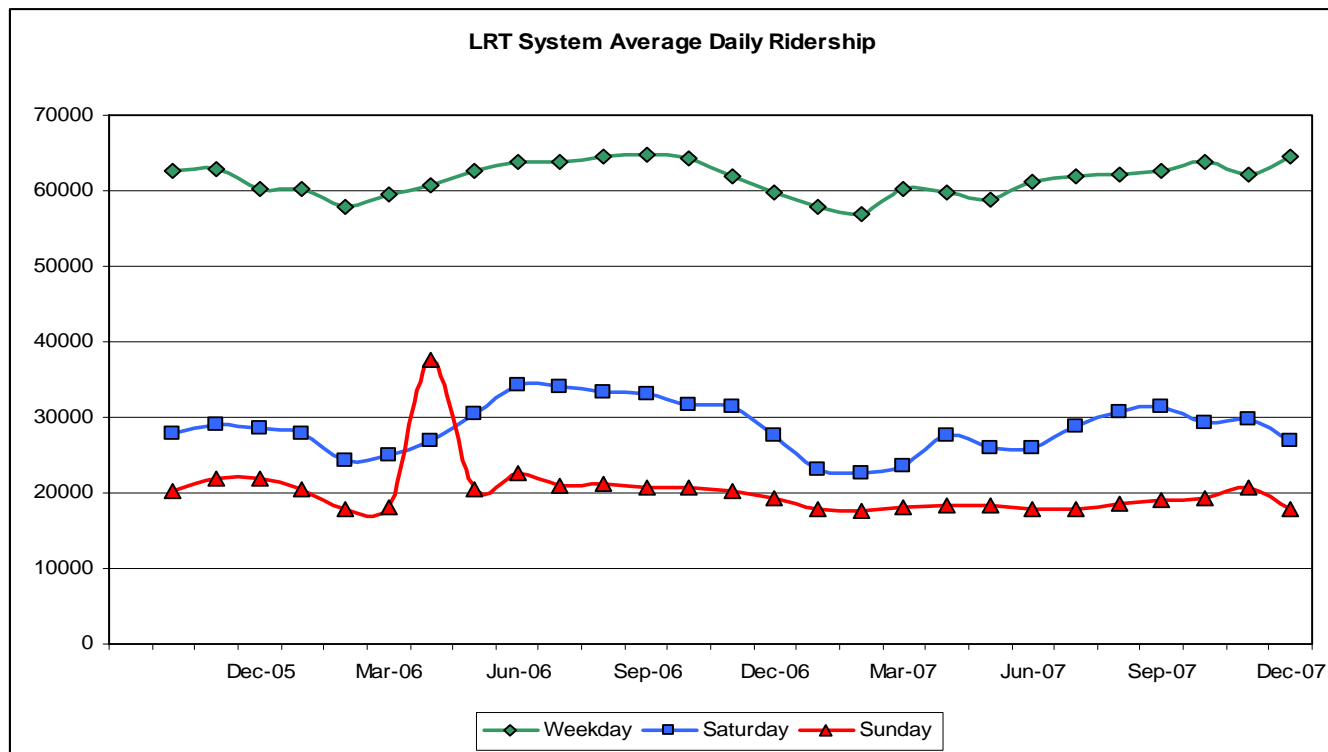
## Bus System Ridership



- Total bus ridership in the first quarter of FY 2008 was 11.1 million riders, a 1.0 percent decrease from the first quarter of FY 2007.
- Average weekday ridership in the first quarter was 151,938 riders, a 1.7 percent decrease from last year's average.
- Saturday bus system ridership averaged 67,906 daily riders, a decrease of 6.9 percent from last year.
- Sunday bus system ridership averaged 37,513 daily riders, an increase of 1.1 percent from last year.
- The most heavily patronized routes in the first quarter, by route classification, were:

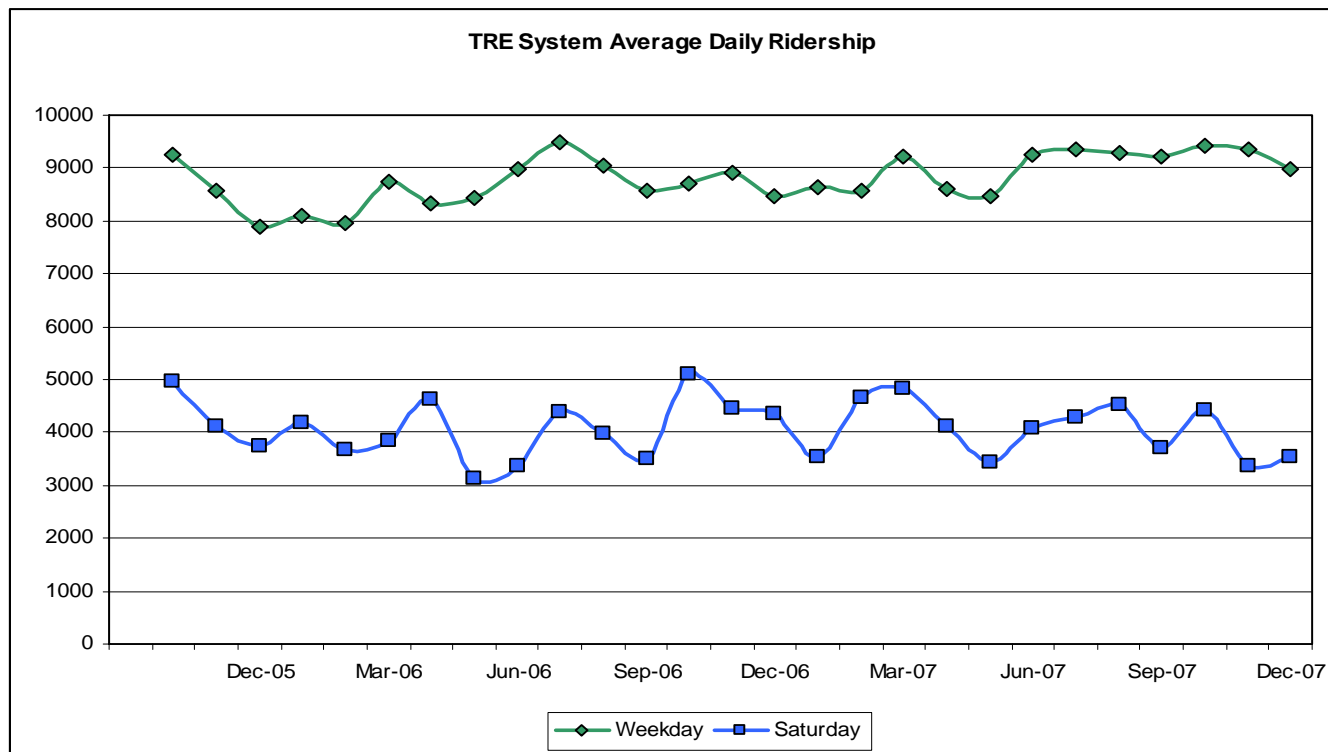
| <u>Route Type</u> | <u>Route</u> | <u>Weekday Average</u> |
|-------------------|--------------|------------------------|
| Crosstown         | 466          | 6,072                  |
| Express           | 283          | 1,183                  |
| Rail Feeder       | 583          | 3,325                  |
| TC Feeder         | 378          | 1,726                  |
| Local             | 44           | 7,827                  |

## LRT Ridership



- LRT ridership in the first quarter totaled 4.69 million riders, an increase of 2.1 percent above the first quarter of FY 2007.
- Weekday ridership in the first quarter averaged 63,436 passengers, an increase of 2.3 percent from the first quarter of FY 2007.
- Saturday ridership in the first quarter averaged 28,685 passengers, a decrease of 5.0 percent from the FY 2007 level.
- Sunday ridership in the first quarter averaged 19,286 passengers, a decrease of 3.6 percent from the FY 2007 level.
- Ridership in the first quarter was higher than that experienced in the first quarter last year. The ridership increase was specifically the result of higher weekday ridership. Fluctuating bus generally increasing fuel prices served as a catalyst for this increase. Weekend ridership, on the other hand, decreased partially in response to fewer recreational trips being made.
- Ridership on the Blue Line has led the ridership increase while Red Line ridership has generally been lower than in the first quarter last year.
- The terminal light rail stations in Dallas (Ledbetter and Westmoreland), Garland (Downtown Garland) and Plano (Parker Road) and have combined to contribute about 10,600 average weekday riders to the system in the first quarter, an increase of 5.4 percent. These four stations served 16.7 percent of the system's average weekday ridership in the quarter.
- Stations on the downtown Dallas light rail mall (West End, Akard, St Paul and Pearl) combined to accounted for an average of 18,880 average weekday riders in the first quarter, representing 29.8 percent of average weekday riders.

## Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership continued to increase in the first quarter. The TRE served a total of 654,102 passengers, an increase of 8.4 percent over the first quarter of FY 2007.
- Weekday ridership on the TRE averaged 9,242 daily riders (a 6.4 percent increase over last year) in the first quarter.
- Saturday ridership in the first quarter averaged 3,950 daily riders, a decrease of 14.8 percent from the first quarter of FY 2007.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the first quarter, 54,731 passengers were counted boarding and alighting TRE trains at the Victory station. This level represents an increase of 25.1 percent over the first quarter last year.
- A contributing factor in the Saturday ridership decrease was significantly lower ridership to Saturday events at Victory station. Average Saturday event ridership in the first quarter was 24.1 percent lower than in the first quarter last year.
- On an average weekday in the first quarter of FY 2008 the most heavily used TRE stations included Union Station (2,733 daily riders), Centreport/DFW (1,199 daily riders), Medical/Market Center (1,017 daily riders), South Irving (930 daily riders) and Fort Worth's Intermodal Transportation Center (906 daily riders).
- On an average Saturday in the first quarter, the most heavily used TRE stations were Union Station (1,167 daily riders), Fort Worth's Intermodal Transportation Center (635 daily riders), Victory station (356 daily riders), Centreport/DFW (343 daily riders) and South Irving (295 daily riders).



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

| Year | Month     | Bus Monthly | LRT Monthly | Commuter Rail<br>Monthly | Fixed Route<br>Total |
|------|-----------|-------------|-------------|--------------------------|----------------------|
| 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                |
|      | January   | 3,585       | 1,452       | 204                      | 5,241                |
|      | February  | 3,384       | 1,297       | 190                      | 4,871                |
|      | March     | 3,770       | 1,513       | 227                      | 5,510                |
|      | April     | 3,658       | 1,458       | 197                      | 5,313                |
|      | May       | 3,840       | 1,489       | 200                      | 5,529                |
|      | June      | 3,609       | 1,486       | 215                      | 5,310                |
|      | July      | 3,589       | 1,524       | 214                      | 5,327                |
|      | August    | 3,992       | 1,626       | 232                      | 5,850                |
|      | September | 3,830       | 1,458       | 194                      | 5,482                |
| 2008 | October   | 4,170       | 1,663       | 234                      | 6,067                |
|      | November  | 3,648       | 1,494       | 204                      | 5,346                |
|      | December  | 3,285       | 1,530       | 186                      | 5,001                |

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

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

| Year | Month     | Bus Weekday | LRT Weekday | Commuter Rail Weekday | Fixed Route Total |
|------|-----------|-------------|-------------|-----------------------|-------------------|
| 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             |
|      | January   | 144.4       | 57.8        | 8.6                   | 210.8             |
|      | February  | 147.9       | 56.8        | 8.6                   | 213.3             |
|      | March     | 148.2       | 60.1        | 9.2                   | 217.5             |
|      | April     | 152.6       | 59.8        | 8.6                   | 221               |
|      | May       | 152.6       | 58.8        | 8.5                   | 219.9             |
|      | June      | 147.7       | 61.2        | 9.3                   | 218.2             |
|      | July      | 145         | 61.9        | 9.3                   | 216.2             |
|      | August    | 153         | 62.2        | 9.3                   | 224.5             |
|      | September | 167.3       | 62.5        | 9.2                   | 239               |
| 2008 | October   | 161.3       | 63.8        | 9.4                   | 234.5             |
|      | November  | 157         | 62.1        | 9.4                   | 228.5             |
|      | December  | 137.5       | 64.4        | 8.5                   | 210.4             |

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

**Table 3 – Passenger Boardings by Member City**

**Dallas Area Rapid Transit**  
**Estimated Passenger Boardings By Member City**  
**For the First Quarter Fiscal Year 2008, Period Ending December 31, 2007**  
 In Thousands

| Description                      | Qtr 1<br>2007 | Qtr 1<br>2006 | %%% (2)<br>Change |
|----------------------------------|---------------|---------------|-------------------|
| <b>Bus Ridership (1)</b>         |               |               |                   |
| Addison                          | 96            | 96            | 0.3%              |
| Carrollton                       | 193           | 192           | 0.4%              |
| Farmers Branch                   | 56            | 56            | 1.2%              |
| Garland                          | 666           | 672           | -0.9%             |
| Glenn Heights                    | 74            | 66            | 12.6%             |
| Irving                           | 628           | 623           | 0.8%              |
| Plano                            | 199           | 204           | -2.4%             |
| Richardson                       | 251           | 253           | -0.8%             |
| Rowlett                          | 19            | 19            | 1.5%              |
| <b>Suburban Total</b>            | 2183          | 2180          | 0.1%              |
| <b>Dallas Total (3)</b>          | 8920          | 9029          | -1.2%             |
| <b>Bus Total</b>                 | 11,102        | 11,210        | -1.0%             |
| <b>Light Rail</b>                | 4,687         | 4,588         | 2.1%              |
| <b>Commuter Rail</b>             | 624           | 603           | 3.5%              |
| <b>Total Passenger Boardings</b> | 16,413        | 16,401        | 0.1%              |

| YTD<br>2008 | YTD<br>2007 | %%%<br>Change |
|-------------|-------------|---------------|
| 96          | 96          | 0.3%          |
| 193         | 192         | 0.4%          |
| 56          | 56          | 1.2%          |
| 666         | 672         | -0.9%         |
| 74          | 66          | 12.6%         |
| 628         | 623         | 0.8%          |
| 199         | 204         | -2.4%         |
| 251         | 253         | -0.8%         |
| 19          | 19          | 1.5%          |
| 2183        | 2180        | 0.1%          |
| 8920        | 9029        | -1.2%         |
| 11,102      | 11,210      | -1.0%         |
| 4687        | 4588        | 2.1%          |
| 624         | 603         | 3.5%          |
| 16,413      | 16,401      | 0.1%          |

| Type of Day              | Qtr 1<br>2007 | Qtr 1<br>2006 | Inc<br>(Dec) |
|--------------------------|---------------|---------------|--------------|
| <b>Weekdays</b>          | 63            | 62            | 1            |
| <b>Saturdays/Holiday</b> | 14            | 14            | 0            |
| <b>Sundays/Holiday</b>   | 15            | 16            | -1           |
| <b>Total</b>             | 92            | 92            | 0            |

| YTD<br>2008 | YTD<br>2007 | Inc<br>(Dec) |
|-------------|-------------|--------------|
| 63          | 62          | 1            |
| 14          | 14          | 0            |
| 15          | 16          | -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 recommended for adoption for FY 2008 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.

The policy also 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**

- Three Crosstown routes 404, 438 and 444 failed to achieve an RPI value of 0.6.
- Route 404 (Westmoreland Station/South Irving Station) performed at a 0.3 level. A significant restructuring of route 404, designed to improve performance, will occur in March 2008.
- Route 438 operates only on Saturdays connecting South Oak Cliff and West Oak Cliff areas to employment centers in North Irving. A review of appropriate measures to correct its poor performance will be completed.
- Route 444 (Cockrell Hill/Ledbetter Station) serves several diverse areas of Oak Cliff. A review of its service will be undertaken to identify opportunities to improve resource utilization.
- The remaining Crosstown routes performed at or above the 0.6 level during the first quarter.
- Four Crosstown routes performed at an RPI level of 1.0 or better.
- Route 466 (Loop 12) was the strongest performing Crosstown route with an RPI of 1.4.
- Three routes, 409 (Illinois Station/Medical Center), 463 (Addison/Downtown Garland) and 486 (Farmers Branch/Downtown Garland) performed at the 1.0 RPI level or better.
- Six Crosstown routes had RPI values between 0.6 and 0.8. These routes will be carefully monitored for opportunities to improve performance.

### **Express Routes**

- Six of DART's ten Express routes had an RPI value of 0.8 or greater.
- Routes 205 (Addison) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.0.
- Three routes had RPI values of less than 0.6.
- Routes 210 (West Plano) and 234 (Plano/Richardson/North Irving) performed at the 0.5 level. Service modifications and ridership growth are anticipated to strengthen their performance.
- Route 247 (Farmers Branch) was at 0.4 level.

### **Rail Feeder Routes**

- Seven of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 23 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 702 (NorthPark Shuttle) with an RPI value of 2.5.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 2.1.
- Route 554 (Ledbetter Station/ Bonnieview) and Route 506 (Park Lane and Walnut Hill stations) were third with an RPI of 1.7.
- One route had an RPI value of 1.1 and two routes posted an RPI of 1.0.
- Four routes recorded an RPI value of 0.5 during the first quarter. Routes 507 (North Irving), 566 (Downtown Garland/Bush Turnpike), 567 (Walnut Hill/Forest Lane) and 760 (Downtown Plano). Routes 507 and 566 will be modified in March 2008. Route 567 was modified in October 2007 and is anticipated to improve.
- Routes 557 (Rowlett), 560 (LBJ/Skillman/Kingsley) and 570 (East Plano) performed at the 0.4 RPI level. Route 557 has been experiencing increasing ridership and is expected to improve in performance. Route 560 will be modified in March 2008. Route 570 operates in the same area as the East Plano DART-on-Call service. A review of the service in that area will address its performance.

### **Transit Center Feeder Routes**

- Six Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 306, 311 and 315 in Irving, 316 and 347 in Addison and Plano and 342 in the Southeast Dallas area.
- The March 2008 service modifications will address routes 306, 311, 315 and 316. Routes 342 and 347 are relatively new and are still developing ridership.
- Twenty-two of the 28 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Eight of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central), Route 301 (North Irving/South Irving) and Route 341 (Addison/Rosemeade) were the top performing Transit Center Feeder routes with RPI values of 1.5, 1.5 and 1.3 respectively.

### **Local Routes**

- Thirty of the 32 Local routes posted RPI values of 0.6 or greater in the first quarter of FY 2008.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.7 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/South Dallas) placed second with an RPI value of 1.5.
- Route 19 (Ann Arbor/Lakewood) and 165 (Pleasant Grove) performed at the 1.1 level. Four routes performed at the 1.0 level.
- Six routes had RPI values of 0.9, three routes posted RPI values of 0.8 and another four routes had 0.7 RPIs.
- Route 8 (Oak Lawn/Preston Center) with an RPI of 0.4 and route 184 (Frankford) with an RPI of 0.4 were the poorest performers. Route 8 will be modified in March 2008. Route 184 will be retained.

### **Site-specific Shuttles**

- Seven of eight Site-specific Shuttles performed at or above the 0.6 level.
- The T I Spring Creek Shuttle, the Medical City Shuttle and the Mustang Express were the top performers with RPIs of 2.0, 1.7 and 1.6 respectively.
- The UT Southwestern, DFW and T I Dallas shuttles were followed with RPI values of 1.3, 1.3 and 1.1 respectively.
- The Campbell Center E-shuttle performed at a 0.6 level.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.4 level but is expected to improve.

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

- Five of the nine DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 0.9.
- The relatively new Glenn Heights zone performed at a 0.8 level. The East Plano, Rowlett and Richardson zones performed at the 0.7 level.
- The Lake Highlands, Lakewood and North Dallas zones, with SPI values of 0.4, will be examined for opportunities to increase ridership.
- The Farmers Branch zone performed at the 0.3 level.
- Opportunities to increase ridership in the Farmers Branch zone will be pursued.



## 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.

| <b>Crosstown</b>  |                       | <b><u>Express</u></b> |                       | <b><u>Rail Feeders</u></b> |                       | <b><u>T C Feeders</u></b> |                       | <b><u>Local</u></b> |                       |
|-------------------|-----------------------|-----------------------|-----------------------|----------------------------|-----------------------|---------------------------|-----------------------|---------------------|-----------------------|
| <b><u>RPI</u></b> | <b><u>Ranking</u></b> | <b><u>RPI</u></b>     | <b><u>Ranking</u></b> | <b><u>RPI</u></b>          | <b><u>Ranking</u></b> | <b><u>RPI</u></b>         | <b><u>Ranking</u></b> | <b><u>RPI</u></b>   | <b><u>Ranking</u></b> |
| 404               | 400                   | 210                   | 210                   | 507                        | 542                   | 306                       | 306                   | 8                   | 8                     |
| 438               | 404                   | 234                   | 234                   | 557                        | 551                   | 311                       | 311                   | 184                 | 21                    |
|                   | 438                   | 247                   | 247                   | 560                        | 557                   | 315                       | 315                   |                     | 31                    |
|                   | 444                   |                       |                       | 566                        | 560                   | 316                       | 316                   |                     | 35                    |
|                   | 475                   |                       |                       | 567                        | 567                   | 342                       | 342                   |                     | 42                    |
|                   |                       |                       |                       | 570                        | 567                   | 347                       | 347                   |                     | 155                   |
|                   |                       |                       |                       | 760                        | 570                   |                           |                       |                     | 184                   |
|                   |                       |                       |                       |                            | 571                   |                           |                       |                     | 185                   |
|                   |                       |                       |                       |                            | 760                   |                           |                       |                     |                       |

The ranking process identifies three more Crosstown routes and the same Express routes as poorly performing. Two more Rail Feeder routes, the same 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 2008

| LINE  |  | Avg<br>Weekday<br>Pass<br>1Q08 | Avg<br>Weekday<br>Pass<br>1Q07 | %<br>Change | Sub/<br>Pass<br>1Q08 | Index | Pass/<br>Trip<br>1Q08 | Index | Pass/<br>Rev<br>1Q08 | Index | 4Q07<br>Route<br>Performance<br>Index | 1Q08<br>Route<br>Performance<br>Index | RPI<br>Point<br>Change |
|-------|--|--------------------------------|--------------------------------|-------------|----------------------|-------|-----------------------|-------|----------------------|-------|---------------------------------------|---------------------------------------|------------------------|
|       |  |                                |                                |             | \$2.75               |       | 34.00                 |       | 1.85                 |       |                                       |                                       |                        |
| C 466 |  | 6,072                          | 6,852                          | -11.4%      | \$2.28               | 1.2   | 66.7                  | 2.0   | 2.2                  | 1.2   | 1.5                                   | 1.4                                   | -0.1                   |
| C 463 |  | 2,013                          | 1,868                          | 7.8%        | \$2.47               | 1.1   | 32.0                  | 0.9   | 2.2                  | 1.2   | 1.1                                   | 1.1                                   | 0.0                    |
| C 486 |  | 2,644                          | 2,772                          | -4.6%       | \$2.98               | 0.9   | 40.1                  | 1.2   | 1.9                  | 1.0   | 1.2                                   | 1.0                                   | -0.2                   |
| C 409 |  | 3,162                          | 3,228                          | -2.0%       | \$2.55               | 1.1   | 23.6                  | 0.7   | 2.3                  | 1.3   | 1.2                                   | 1.0                                   | -0.2                   |
| C 488 |  | 1,754                          | 1,655                          | 6.0%        | \$3.11               | 0.9   | 30.6                  | 0.9   | 1.9                  | 1.0   | 0.9                                   | 0.9                                   | 0.0                    |
| C 453 |  | 2,693                          | 2,637                          | 2.1%        | \$3.19               | 0.9   | 30.9                  | 0.9   | 1.9                  | 1.0   | 1.0                                   | 0.9                                   | -0.1                   |
| C 428 |  | 3,279                          | 3,641                          | -9.9%       | \$3.58               | 0.8   | 34.4                  | 1.0   | 1.7                  | 0.9   | 1.0                                   | 0.9                                   | -0.1                   |
| C 405 |  | 2,301                          | 2,405                          | -4.3%       | \$3.30               | 0.8   | 30.9                  | 0.9   | 1.7                  | 0.9   | 0.9                                   | 0.9                                   | 0.0                    |
| C 408 |  | 2,185                          | 2,107                          | 3.7%        | \$3.38               | 0.8   | 31.7                  | 0.9   | 1.6                  | 0.9   | 0.9                                   | 0.9                                   | 0.0                    |
| C 400 |  | 2,400                          | 2,270                          | 5.7%        | \$4.72               | 0.6   | 38.7                  | 1.1   | 1.2                  | 0.7   | 0.8                                   | 0.8                                   | 0.0                    |
| C 445 |  | 1,072                          | 1,161                          | -7.6%       | \$3.63               | 0.8   | 13.5                  | 0.4   | 2.0                  | 1.1   | 0.8                                   | 0.7                                   | 0.0                    |
| C 415 |  | 1,279                          | 1,105                          | 15.7%       | \$3.92               | 0.7   | 23.3                  | 0.7   | 1.5                  | 0.8   | 0.7                                   | 0.7                                   | 0.1                    |
| C 451 |  | 2,138                          | 2,335                          | -8.4%       | \$4.17               | 0.7   | 23.7                  | 0.7   | 1.4                  | 0.8   | 0.7                                   | 0.7                                   | 0.0                    |
| C 410 |  | 1,248                          | 1,210                          | 3.1%        | \$4.04               | 0.7   | 21.3                  | 0.6   | 1.4                  | 0.8   | 0.7                                   | 0.7                                   | -0.1                   |
| C 475 |  | 1,564                          | 910                            | 71.8%       | \$5.15               | 0.5   | 24.2                  | 0.7   | 1.2                  | 0.7   | 0.6                                   | 0.6                                   | 0.1                    |
| C 444 |  | 1,019                          | 1,013                          | 0.6%        | \$5.13               | 0.5   | 14.7                  | 0.4   | 1.2                  | 0.7   | 0.6                                   | 0.5                                   | -0.1                   |
| C 404 |  | 525                            | 611                            | -14.1%      | \$8.47               | 0.3   | 10.3                  | 0.3   | 0.6                  | 0.3   | 0.3                                   | 0.3                                   | 0.0                    |
| C 438 |  | 27                             | 26                             | 4.1%        | \$26.48              | 0.1   | 4.5                   | 0.1   | 0.2                  | 0.1   | 0.1                                   | 0.1                                   | 0.0                    |

## Express Routes

### Express

#### Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2008

| LINE  |  | Avg<br>Weekday<br>Pass<br>1Q08 | Avg<br>Weekday<br>Pass<br>1Q07 | %<br>Change | Sub/<br>Pass<br>1Q08 | Index | Pass/<br>Trip<br>1Q08 | Index | Pass/<br>Rev<br>1Q08 | Index | 4Q07<br>Route<br>Performance<br>Index | 1Q08<br>Route<br>Performance<br>Index | RPI<br>Point<br>Change |
|-------|--|--------------------------------|--------------------------------|-------------|----------------------|-------|-----------------------|-------|----------------------|-------|---------------------------------------|---------------------------------------|------------------------|
|       |  |                                |                                |             | \$4.50               |       | 17.50                 |       | 1.10                 |       |                                       |                                       |                        |
| E 205 |  | 608                            | 819                            | -25.8%      | \$6.24               | 0.7   | 20.3                  | 1.2   | 1.4                  | 1.3   | 1.3                                   | 1.0                                   | -0.2                   |
| E 206 |  | 1,125                          | 1,013                          | 11.0%       | \$5.88               | 0.8   | 20.1                  | 1.1   | 1.1                  | 1.0   | 0.9                                   | 1.0                                   | 0.1                    |
| E 278 |  | 666                            | 711                            | -6.2%       | \$5.46               | 0.8   | 13.1                  | 0.7   | 1.3                  | 1.2   | 1.0                                   | 0.9                                   | -0.1                   |
| E 202 |  | 959                            | 950                            | 1.0%        | \$4.90               | 0.9   | 12.3                  | 0.7   | 0.9                  | 0.9   | 0.7                                   | 0.8                                   | 0.2                    |
| E 207 |  | 236                            | 199                            | 18.9%       | \$7.80               | 0.6   | 18.2                  | 1.0   | 0.9                  | 0.8   | 0.8                                   | 0.8                                   | 0.0                    |
| E 283 |  | 1,183                          | 1,179                          | 0.3%        | \$6.57               | 0.7   | 15.2                  | 0.9   | 1.0                  | 0.9   | 0.9                                   | 0.8                                   | 0.0                    |
| E 204 |  | 1,030                          | 1,160                          | -11.2%      | \$9.60               | 0.5   | 12.0                  | 0.7   | 0.6                  | 0.5   | 0.7                                   | 0.6                                   | -0.1                   |
| E 210 |  | 559                            | 578                            | -3.2%       | \$11.47              | 0.4   | 12.4                  | 0.7   | 0.6                  | 0.5   | 0.6                                   | 0.5                                   | -0.1                   |
| E 234 |  | 60                             | 72                             | -15.9%      | \$20.93              | 0.2   | 15.1                  | 0.9   | 0.5                  | 0.5   | 0.6                                   | 0.5                                   | 0.0                    |
| E 247 |  | 68                             | 52                             | 30.4%       | \$16.55              | 0.3   | 8.6                   | 0.5   | 0.6                  | 0.5   | 0.4                                   | 0.4                                   | 0.0                    |

## Rail Feeder Routes

### Rail Station Feeder

### Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2008

| LINE   | Avg<br>Weekday<br>Pass<br>1Q08 | Avg<br>Weekday<br>Pass<br>1Q07 | %<br>Change | Sub/<br>Pass<br>1Q08 | Index | Pass/<br>Trip<br>1Q08 | Index | Pass/<br>Rev<br>1Q08 | Index | 4Q07<br>Route<br>Performance<br>Index | 1Q08<br>Route<br>Performance<br>Index | RPI<br>Point<br>Change |
|--------|--------------------------------|--------------------------------|-------------|----------------------|-------|-----------------------|-------|----------------------|-------|---------------------------------------|---------------------------------------|------------------------|
|        |                                |                                |             | \$3.45               |       | 13.00                 |       | 2.00                 |       |                                       |                                       |                        |
| F1 702 | 682                            | 705                            | -3.3%       | \$1.14               | 3.0   | 8.5                   | 0.7   | 7.8                  | 3.9   | 2.3                                   | 2.5                                   | 0.2                    |
| F1 583 | 3,325                          | 3,954                          | -15.9%      | \$1.53               | 2.2   | 33.3                  | 2.6   | 3.2                  | 1.6   | 2.5                                   | 2.1                                   | -0.3                   |
| F1 554 | 1,291                          | 1,090                          | 18.5%       | \$1.46               | 2.4   | 14.6                  | 1.1   | 3.1                  | 1.6   | 1.7                                   | 1.7                                   | 0.0                    |
| F1 506 | 1,689                          | 1,280                          | 31.9%       | \$1.63               | 2.1   | 16.5                  | 1.3   | 3.2                  | 1.6   | 1.2                                   | 1.7                                   | 0.5                    |
| F1 548 | 1,324                          | 1,318                          | 0.5%        | \$3.22               | 1.1   | 16.0                  | 1.2   | 2.0                  | 1.0   | 1.2                                   | 1.1                                   | -0.1                   |
| F1 541 | 1,072                          | -                              | All         | \$3.26               | 1.1   | 14.7                  | 1.1   | 1.7                  | 0.9   | 1.1                                   | 1.0                                   | -0.1                   |
| F1 555 | 751                            | 766                            | -1.9%       | \$2.78               | 1.2   | 9.0                   | 0.7   | 1.9                  | 1.0   | 1.0                                   | 1.0                                   | -0.1                   |
| F1 502 | 1,267                          | -                              | All         | \$3.61               | 1.0   | 12.9                  | 1.0   | 1.8                  | 0.9   | -                                     | 0.9                                   | -                      |
| F1 519 | 981                            | 1,471                          | -33.3%      | \$4.82               | 0.7   | 16.4                  | 1.3   | 1.4                  | 0.7   | 1.2                                   | 0.9                                   | -0.4                   |
| F1 522 | 982                            | 847                            | 16.0%       | \$3.86               | 0.9   | 10.9                  | 0.8   | 1.6                  | 0.8   | 0.8                                   | 0.8                                   | 0.1                    |
| F1 582 | 944                            | 1,285                          | -26.6%      | \$4.78               | 0.7   | 11.1                  | 0.9   | 1.5                  | 0.7   | 1.1                                   | 0.8                                   | -0.3                   |
| F1 547 | 697                            | 612                            | 14.0%       | \$4.03               | 0.9   | 10.1                  | 0.8   | 1.3                  | 0.6   | 0.7                                   | 0.8                                   | 0.1                    |
| F1 510 | 814                            | 883                            | -7.9%       | \$4.51               | 0.8   | 9.8                   | 0.8   | 1.5                  | 0.7   | 0.8                                   | 0.8                                   | -0.1                   |
| F1 568 | 1,055                          | 1,039                          | 1.5%        | \$4.81               | 0.7   | 12.4                  | 1.0   | 1.2                  | 0.6   | 0.8                                   | 0.8                                   | 0.0                    |
| F1 549 | 1,002                          | 939                            | 6.7%        | \$5.69               | 0.6   | 13.5                  | 1.0   | 1.1                  | 0.6   | 0.7                                   | 0.7                                   | 0.0                    |
| F1 553 | 445                            | 406                            | 9.7%        | \$4.84               | 0.7   | 9.5                   | 0.7   | 1.4                  | 0.7   | 0.7                                   | 0.7                                   | 0.0                    |
| F1 515 | 1,031                          | 973                            | 6.0%        | \$5.21               | 0.7   | 11.0                  | 0.8   | 1.2                  | 0.6   | 0.7                                   | 0.7                                   | 0.0                    |
| F1 538 | 1,072                          | 1,055                          | 1.6%        | \$4.16               | 0.8   | 6.1                   | 0.5   | 1.5                  | 0.7   | 0.7                                   | 0.7                                   | 0.0                    |
| F1 571 | 638                            | 748                            | -14.7%      | \$6.46               | 0.5   | 11.4                  | 0.9   | 1.0                  | 0.5   | 0.9                                   | 0.6                                   | -0.2                   |
| F1 574 | 471                            | 514                            | -8.4%       | \$5.64               | 0.6   | 10.2                  | 0.8   | 1.0                  | 0.5   | 0.7                                   | 0.6                                   | -0.1                   |
| F1 513 | 331                            | 340                            | -2.8%       | \$5.06               | 0.7   | 6.1                   | 0.5   | 1.2                  | 0.6   | 0.6                                   | 0.6                                   | 0.0                    |
| F1 542 | 516                            | -                              | All         | \$6.54               | 0.5   | 8.1                   | 0.6   | 1.0                  | 0.5   | 0.7                                   | 0.6                                   | -0.2                   |
| F1 551 | 361                            | 340                            | 6.2%        | \$6.41               | 0.5   | 7.9                   | 0.6   | 1.0                  | 0.5   | 0.6                                   | 0.6                                   | 0.0                    |
| F1 760 | 172                            | 281                            | -38.7%      | \$6.86               | 0.5   | 2.9                   | 0.2   | 1.6                  | 0.8   | 0.6                                   | 0.5                                   | -0.1                   |
| F1 507 | 223                            | 273                            | -18.2%      | \$6.18               | 0.6   | 5.7                   | 0.4   | 1.1                  | 0.5   | 0.6                                   | 0.5                                   | -0.1                   |
| F1 567 | 353                            | 384                            | -8.3%       | \$6.27               | 0.5   | 5.5                   | 0.4   | 1.1                  | 0.6   | 0.6                                   | 0.5                                   | -0.1                   |
| F1 566 | 323                            | 285                            | 13.4%       | \$9.83               | 0.4   | 8.1                   | 0.6   | 0.9                  | 0.4   | 0.5                                   | 0.5                                   | 0.0                    |
| F1 557 | 90                             | 198                            | -54.8%      | \$6.26               | 0.6   | 4.7                   | 0.4   | 0.8                  | 0.4   | -                                     | 0.4                                   | -                      |
| F1 560 | 403                            | 409                            | -1.5%       | \$9.89               | 0.3   | 7.1                   | 0.5   | 0.7                  | 0.4   | 0.5                                   | 0.4                                   | -0.1                   |
| F1 570 | 66                             | 21                             | 206.1%      | \$7.91               | 0.4   | 2.5                   | 0.2   | 0.9                  | 0.5   | 0.0                                   | 0.4                                   | 0.4                    |

## Transit Center Feeder Routes

### Transit Center Feeder

### Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2008

| LINE   | Avg<br>Weekday<br>Pass | Avg<br>Weekday<br>Pass | %<br>Change | Sub/<br>Pass | Index | Pass/<br>Trip | Index | Pass/<br>Rev | Index | 4Q07<br>Route<br>Performance | 1Q08<br>Route<br>Performance | RPI<br>Point<br>Change |
|--------|------------------------|------------------------|-------------|--------------|-------|---------------|-------|--------------|-------|------------------------------|------------------------------|------------------------|
|        | 1Q08                   | 1Q07                   |             |              |       |               |       |              |       | Index                        | Index                        |                        |
|        |                        |                        |             | \$4.15       |       | 12.50         |       | 1.25         |       |                              |                              |                        |
| F2 378 | 1,726                  | 1,734                  | -0.4%       | \$3.47       | 1.2   | 24.4          | 2.0   | 1.8          | 1.5   | 1.6                          | 1.5                          | 0.0                    |
| F2 301 | 1,461                  | 1,384                  | 5.5%        | \$4.75       | 0.9   | 29.2          | 2.3   | 1.5          | 1.2   | 1.4                          | 1.5                          | 0.1                    |
| F2 341 | 940                    | 864                    | 8.8%        | \$3.16       | 1.3   | 14.0          | 1.1   | 1.8          | 1.5   | 1.2                          | 1.3                          | 0.1                    |
| F2 362 | 912                    | 871                    | 4.7%        | \$4.51       | 0.9   | 15.5          | 1.2   | 1.4          | 1.2   | 0.9                          | 1.1                          | 0.2                    |
| F2 374 | 759                    | 556                    | 36.4%       | \$4.43       | 0.9   | 13.8          | 1.1   | 1.6          | 1.3   | 1.1                          | 1.1                          | 0.0                    |
| F2 361 | 556                    | 559                    | -0.6%       | \$5.06       | 0.8   | 11.1          | 0.9   | 1.6          | 1.3   | 1.0                          | 1.0                          | 0.0                    |
| F2 331 | 610                    | 502                    | 21.5%       | \$4.77       | 0.9   | 12.5          | 1.0   | 1.4          | 1.1   | 1.0                          | 1.0                          | 0.0                    |
| F2 350 | 940                    | 869                    | 8.2%        | \$5.56       | 0.7   | 15.7          | 1.3   | 1.1          | 0.9   | 1.0                          | 1.0                          | 0.0                    |
| F2 310 | 711                    | 607                    | 17.2%       | \$5.36       | 0.8   | 13.2          | 1.1   | 1.2          | 0.9   | 0.8                          | 0.9                          | 0.1                    |
| F2 360 | 1,111                  | 1,134                  | -2.0%       | \$5.52       | 0.8   | 12.1          | 1.0   | 1.3          | 1.0   | 0.9                          | 0.9                          | 0.0                    |
| F2 372 | 795                    | 850                    | -6.4%       | \$5.44       | 0.8   | 12.9          | 1.0   | 1.1          | 0.9   | 1.0                          | 0.9                          | -0.1                   |
| F2 377 | 599                    | 344                    | 74.2%       | \$6.11       | 0.7   | 9.5           | 0.8   | 1.5          | 1.2   | 0.6                          | 0.9                          | 0.2                    |
| F2 314 | 563                    | 760                    | -25.9%      | \$7.93       | 0.5   | 16.0          | 1.3   | 0.7          | 0.6   | 0.8                          | 0.8                          | 0.0                    |
| F2 380 | 403                    | 461                    | -12.7%      | \$5.79       | 0.7   | 8.1           | 0.6   | 1.2          | 1.0   | 0.7                          | 0.8                          | 0.0                    |
| F2 303 | 394                    | 283                    | 39.1%       | \$5.40       | 0.8   | 8.2           | 0.7   | 1.1          | 0.9   | 0.8                          | 0.8                          | 0.0                    |
| F2 385 | 222                    | 236                    | -6.1%       | \$6.06       | 0.7   | 6.0           | 0.5   | 1.1          | 0.9   | 0.8                          | 0.7                          | -0.1                   |
| F2 333 | 486                    | 540                    | -9.9%       | \$6.86       | 0.6   | 9.3           | 0.7   | 0.8          | 0.7   | 0.8                          | 0.7                          | -0.2                   |
| F2 302 | 490                    | 421                    | 16.4%       | \$8.14       | 0.5   | 9.6           | 0.8   | 0.9          | 0.7   | 0.5                          | 0.7                          | 0.2                    |
| F2 305 | 343                    | 346                    | -1.1%       | \$6.64       | 0.6   | 7.1           | 0.6   | 0.9          | 0.7   | 0.6                          | 0.6                          | 0.0                    |
| F2 308 | 378                    | 480                    | -21.1%      | \$7.29       | 0.6   | 7.3           | 0.6   | 0.9          | 0.8   | 1.0                          | 0.6                          | -0.4                   |
| F2 344 | 275                    | 291                    | -5.5%       | \$9.87       | 0.4   | 8.9           | 0.7   | 0.9          | 0.7   | 0.6                          | 0.6                          | 0.0                    |
| F2 307 | 467                    | 473                    | -1.3%       | \$9.09       | 0.5   | 10.2          | 0.8   | 0.7          | 0.6   | 0.7                          | 0.6                          | -0.1                   |
| F2 311 | 82                     | 97                     | -15.8%      | \$14.54      | 0.3   | 10.2          | 0.8   | 0.7          | 0.5   | 0.6                          | 0.5                          | -0.1                   |
| F2 306 | 428                    | 481                    | -10.9%      | \$10.10      | 0.4   | 8.6           | 0.7   | 0.7          | 0.5   | 0.7                          | 0.5                          | -0.2                   |
| F2 315 | 196                    | -                      | All         | \$11.23      | 0.4   | 7.3           | 0.6   | 0.6          | 0.5   | 0.5                          | 0.5                          | 0.0                    |
| F2 342 | 121                    | -                      | All         | \$14.98      | 0.3   | 6.7           | 0.5   | 0.6          | 0.5   | 0.5                          | 0.4                          | 0.0                    |
| F2 316 | 210                    | 203                    | 3.3%        | \$12.73      | 0.3   | 5.0           | 0.4   | 0.6          | 0.5   | 0.4                          | 0.4                          | 0.0                    |
| F2 347 | 79                     | -                      | All         | \$15.44      | 0.3   | 3.3           | 0.3   | 0.4          | 0.3   | 0.3                          | 0.3                          | 0.0                    |

## Local Routes

Local

### Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2008

| LINE  |  | Avg<br>Weekday<br>Pass<br>1Q08 | Avg<br>Weekday<br>Pass<br>1Q07 | %<br>Change | Sub/<br>Pass<br>1Q08 | Index | Pass/<br>Trip<br>1Q08 | Index | Pass/<br>Rev<br>1Q08 | Index | 4Q07<br>Route<br>Performance<br>Index | 1Q08<br>Route<br>Performance<br>Index | RPI<br>Point<br>Change |
|-------|--|--------------------------------|--------------------------------|-------------|----------------------|-------|-----------------------|-------|----------------------|-------|---------------------------------------|---------------------------------------|------------------------|
|       |  |                                |                                |             | \$2.85               |       | 24.50                 |       | 2.10                 |       |                                       |                                       |                        |
| L 44  |  | 7,827                          | 7,511                          | 4.2%        | \$1.93               | 1.5   | 53.5                  | 2.2   | 2.7                  | 1.3   | 1.7                                   | 1.7                                   | -0.1                   |
| L 26  |  | 4,975                          | 4,780                          | 4.1%        | \$1.86               | 1.5   | 35.0                  | 1.4   | 3.1                  | 1.5   | 1.4                                   | 1.5                                   | 0.0                    |
| L 19  |  | 3,449                          | 3,753                          | -8.1%       | \$2.54               | 1.1   | 25.6                  | 1.0   | 2.5                  | 1.2   | 1.2                                   | 1.1                                   | -0.1                   |
| L 165 |  | 4,149                          | 3,977                          | 4.3%        | \$2.54               | 1.1   | 27.1                  | 1.1   | 2.0                  | 0.9   | 1.1                                   | 1.1                                   | -0.1                   |
| L 24  |  | 1,788                          | 2,135                          | -16.2%      | \$2.53               | 1.1   | 15.2                  | 0.6   | 2.8                  | 1.3   | 1.2                                   | 1.0                                   | -0.2                   |
| L 12  |  | 1,363                          | 1,262                          | 8.0%        | \$2.62               | 1.1   | 17.0                  | 0.7   | 2.6                  | 1.3   | 1.0                                   | 1.0                                   | 0.0                    |
| L 29  |  | 1,420                          | 1,430                          | -0.7%       | \$2.70               | 1.1   | 16.6                  | 0.7   | 2.5                  | 1.2   | 1.0                                   | 1.0                                   | 0.0                    |
| L 76  |  | 1,950                          | 1,938                          | 0.6%        | \$3.23               | 0.9   | 28.7                  | 1.2   | 1.8                  | 0.9   | 1.0                                   | 1.0                                   | 0.0                    |
| L 1   |  | 2,652                          | 2,933                          | -9.6%       | \$3.20               | 0.9   | 21.3                  | 0.9   | 2.0                  | 1.0   | 1.0                                   | 0.9                                   | 0.0                    |
| L 36  |  | 1,899                          | 1,882                          | 0.9%        | \$3.73               | 0.8   | 27.0                  | 1.1   | 1.7                  | 0.8   | 0.9                                   | 0.9                                   | 0.0                    |
| L 39  |  | 1,229                          | 1,158                          | 6.2%        | \$2.97               | 1.0   | 15.1                  | 0.6   | 2.3                  | 1.1   | 0.9                                   | 0.9                                   | 0.0                    |
| L 2   |  | 1,346                          | 1,373                          | -2.0%       | \$2.99               | 1.0   | 17.1                  | 0.7   | 2.1                  | 1.0   | 0.8                                   | 0.9                                   | 0.0                    |
| L 52  |  | 1,168                          | 1,193                          | -2.1%       | \$2.87               | 1.0   | 13.3                  | 0.5   | 2.2                  | 1.1   | 0.9                                   | 0.9                                   | 0.0                    |
| L 11  |  | 3,408                          | 3,733                          | -8.7%       | \$3.61               | 0.8   | 24.2                  | 1.0   | 1.7                  | 0.8   | 0.9                                   | 0.9                                   | -0.1                   |
| L 164 |  | 3,615                          | 3,481                          | 3.9%        | \$3.60               | 0.8   | 22.7                  | 0.9   | 1.7                  | 0.8   | 0.8                                   | 0.8                                   | 0.0                    |
| L 50  |  | 2,124                          | 2,194                          | -3.2%       | \$3.81               | 0.7   | 22.9                  | 0.9   | 1.5                  | 0.7   | 0.8                                   | 0.8                                   | 0.0                    |
| L 49  |  | 1,234                          | 1,332                          | -7.3%       | \$3.83               | 0.7   | 15.6                  | 0.6   | 2.0                  | 0.9   | 1.0                                   | 0.8                                   | -0.2                   |
| L 59  |  | 1,186                          | 1,170                          | 1.3%        | \$4.18               | 0.7   | 19.4                  | 0.8   | 1.5                  | 0.7   | 0.7                                   | 0.7                                   | 0.0                    |
| L 21  |  | 1,941                          | 2,015                          | -3.7%       | \$5.61               | 0.5   | 25.6                  | 1.0   | 1.2                  | 0.6   | 0.7                                   | 0.7                                   | 0.0                    |
| L 63  |  | 886                            | 917                            | -3.3%       | \$4.08               | 0.7   | 13.0                  | 0.5   | 1.7                  | 0.8   | 0.7                                   | 0.7                                   | 0.0                    |
| L 161 |  | 2,274                          | 2,553                          | -10.9%      | \$4.03               | 0.7   | 16.0                  | 0.7   | 1.4                  | 0.6   | 0.7                                   | 0.7                                   | 0.0                    |
| L 31  |  | 1,323                          | 1,345                          | -1.7%       | \$5.10               | 0.6   | 20.1                  | 0.8   | 1.2                  | 0.6   | 0.7                                   | 0.6                                   | 0.0                    |
| L 42  |  | 1,840                          | 1,951                          | -5.7%       | \$5.25               | 0.5   | 21.7                  | 0.9   | 1.1                  | 0.5   | 0.7                                   | 0.6                                   | 0.0                    |
| L 60  |  | 1,349                          | 1,485                          | -9.2%       | \$5.01               | 0.6   | 17.5                  | 0.7   | 1.3                  | 0.6   | 0.6                                   | 0.6                                   | 0.0                    |
| L 183 |  | 1,386                          | 1,233                          | 12.5%       | \$4.05               | 0.7   | 15.7                  | 0.6   | 1.1                  | 0.5   | 0.7                                   | 0.6                                   | 0.0                    |
| L 37  |  | 2,000                          | 2,086                          | -4.1%       | \$4.83               | 0.6   | 16.5                  | 0.7   | 1.2                  | 0.6   | 0.6                                   | 0.6                                   | 0.0                    |
| L 51  |  | 1,181                          | 1,240                          | -4.8%       | \$4.87               | 0.6   | 14.6                  | 0.6   | 1.3                  | 0.6   | 0.6                                   | 0.6                                   | 0.0                    |
| L 35  |  | 1,188                          | 1,159                          | 2.5%        | \$6.08               | 0.5   | 18.2                  | 0.7   | 1.1                  | 0.5   | 0.6                                   | 0.6                                   | 0.0                    |
| L 155 |  | 269                            | 306                            | -12.2%      | \$5.01               | 0.6   | 12.2                  | 0.5   | 1.3                  | 0.6   | 0.6                                   | 0.6                                   | 0.0                    |
| L 185 |  | 1,357                          | 1,397                          | -2.9%       | \$5.63               | 0.5   | 16.0                  | 0.7   | 1.1                  | 0.5   | 0.5                                   | 0.6                                   | 0.1                    |
| L 184 |  | 125                            | 100                            | 24.8%       | \$11.83              | 0.2   | 12.5                  | 0.5   | 0.8                  | 0.4   | 0.3                                   | 0.4                                   | 0.0                    |
| L 8   |  | 480                            | 510                            | -5.9%       | \$8.33               | 0.3   | 5.5                   | 0.2   | 1.1                  | 0.5   | 0.4                                   | 0.4                                   | -0.1                   |

## Site-specific Shuttles

### Site-Specific Shuttles

### Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2008

|      |      | Avg<br>Weekday | Avg<br>Weekday |        |              |       |               |       |                      |       | 4Q07                 | 1Q08                 |                 |
|------|------|----------------|----------------|--------|--------------|-------|---------------|-------|----------------------|-------|----------------------|----------------------|-----------------|
|      |      | Pass           | Pass           | %      | Sub/<br>Pass | Index | Pass/<br>Trip | Index | Pass/<br>Rev<br>Mile | Index | Route<br>Performance | Route<br>Performance | RPI             |
| LINE |      | 1Q08           | 1Q07           | Change |              |       |               |       |                      |       | Index                | Index                | Point<br>Change |
|      |      |                |                |        |              |       |               |       |                      |       |                      |                      |                 |
|      |      |                |                |        |              |       |               |       |                      |       |                      |                      |                 |
| SS   | TIS  | 164            | 149            | 10.5%  | \$0.68       | 5.1   | 3.2           | 0.2   | 1.1                  | 0.6   | -                    | 2.0                  | -               |
| SS   | MCE  | 136            | 134            | 1.3%   | \$0.82       | 4.2   | 1.6           | 0.1   | 1.5                  | 0.7   | 1.6                  | 1.7                  | 0.1             |
| SS   | SMU  | 894            | 650            | 37.5%  | \$1.35       | 2.6   | 11.0          | 0.8   | 2.8                  | 1.4   | 1.5                  | 1.6                  | 0.1             |
| SS   | UTSW | 321            | 338            | -5.0%  | \$1.19       | 2.9   | 3.6           | 0.3   | 1.6                  | 0.8   | 1.4                  | 1.3                  | -0.1            |
| SS   | TI   | 768            | 858            | -10.6% | \$1.28       | 2.7   | 4.9           | 0.4   | 1.6                  | 0.8   | 1.4                  | 1.3                  | -0.1            |
| SS   | DFW  | 489            | 506            | -3.4%  | \$1.40       | 2.5   | 6.1           | 0.5   | 0.7                  | 0.3   | 1.4                  | 1.1                  | -0.3            |
| SS   | CCE  | 46             | 68             | -32.5% | \$2.42       | 1.4   | 1.0           | 0.1   | 0.8                  | 0.4   | 0.9                  | 0.6                  | -0.2            |
| SS   | PE   | 53             | 61             | -13.4% | \$4.60       | 0.8   | 1.2           | 0.1   | 0.6                  | 0.3   | 0.8                  | 0.4                  | -0.4            |

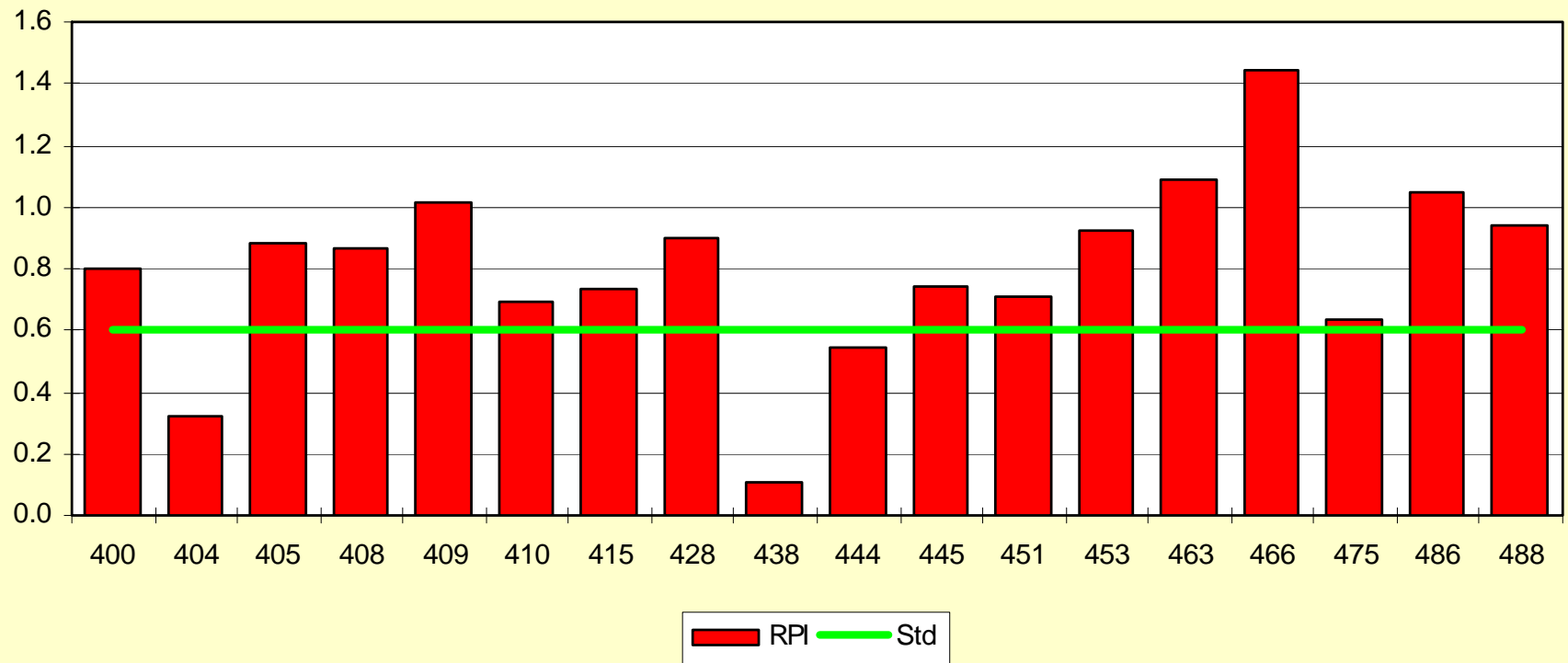
## DART-on-Call

### DART-on-Call

### Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2008

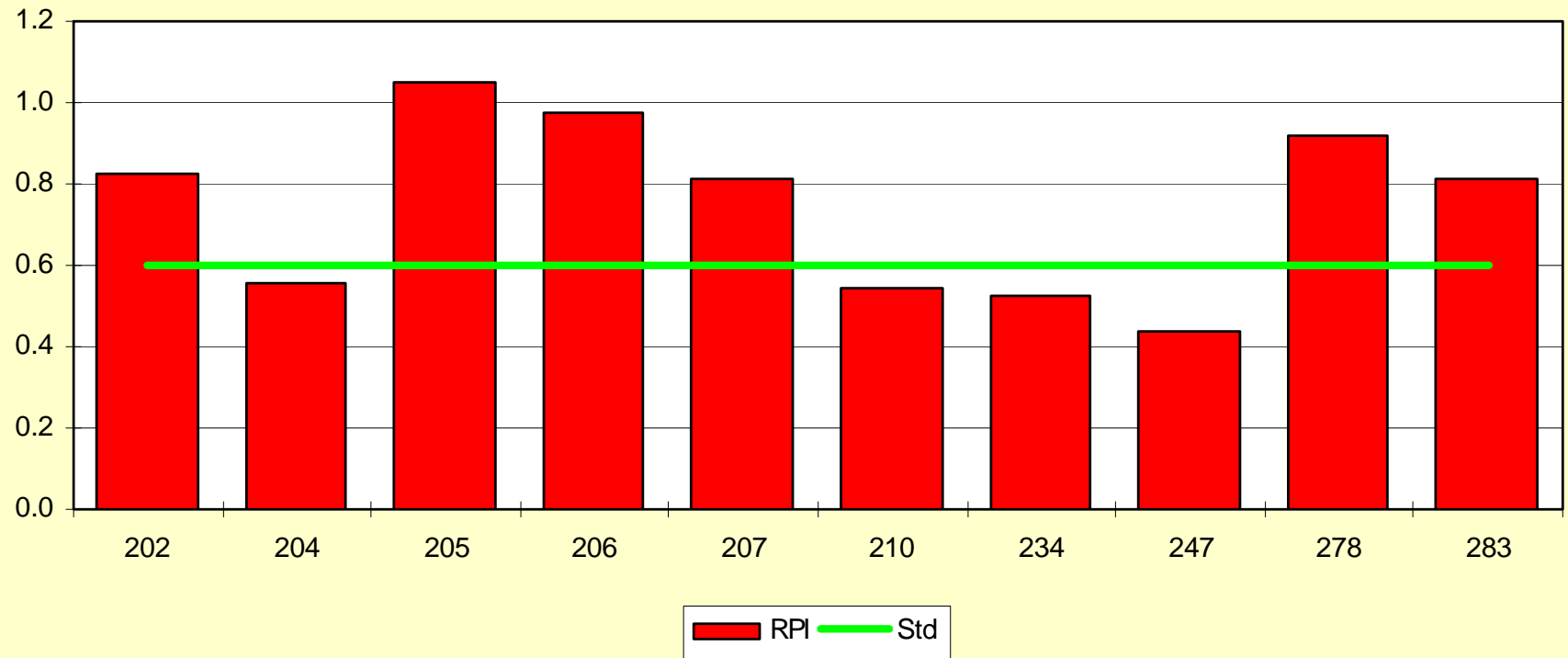
| LINE    |     | Avg<br>Weekday<br>Pass | Avg<br>Weekday<br>Pass | %<br>Change | Sub/<br>Pass | Index | Pass/<br>Rev<br>Hour | Index | 4Q07<br>Service<br>Performance<br>Index | 1Q08<br>Service<br>Performance<br>Index | SPI<br>Point<br>Change |
|---------|-----|------------------------|------------------------|-------------|--------------|-------|----------------------|-------|---|---|------------------------|
|         |     |                        |                        |             | \$4.50       |       | 6.00                 |       |   |   |                        |
| D NCPoC | 137 | 119                    | 14.9%                  | \$6.32      | 0.7          |       | 6.14                 | 1.0   | 0.7                                     | 0.9                                     | 0.1                    |
| D GH    | 53  | 50                     | 7.1%                   | \$9.08      | 0.5          |       | 6.77                 | 1.1   | 0.8                                     | 0.8                                     | 0.0                    |
| D RoC   | 63  | 78                     | -19.5%                 | \$11.04     | 0.4          |       | 6.49                 | 1.1   | 0.7                                     | 0.7                                     | 0.1                    |
| D Rich  | 57  | 50                     | 13.7%                  | \$9.44      | 0.5          |       | 5.94                 | 1.0   | 0.6                                     | 0.7                                     | 0.1                    |
| D EPoC  | 85  | 83                     | 2.0%                   | \$8.37      | 0.5          |       | 5.56                 | 0.9   | 0.8                                     | 0.7                                     | -0.1                   |
| D LoC   | 51  | 114                    | -55.4%                 | \$13.89     | 0.3          |       | 3.45                 | 0.6   | 1.1                                     | 0.4                                     | -0.6                   |
| D NDoC  | 40  | 40                     | 0.1%                   | \$17.13     | 0.3          |       | 2.93                 | 0.5   | 0.4                                     | 0.4                                     | 0.0                    |
| D LHoC  | 44  | 48                     | -8.3%                  | \$16.89     | 0.3          |       | 2.87                 | 0.5   | 0.3                                     | 0.4                                     | 0.0                    |
| D FBoC  | 42  | 45                     | -6.1%                  | \$17.50     | 0.3          |       | 2.60                 | 0.4   | 0.4                                     | 0.3                                     | -0.1                   |

# Route Performance Index Crosstown Routes



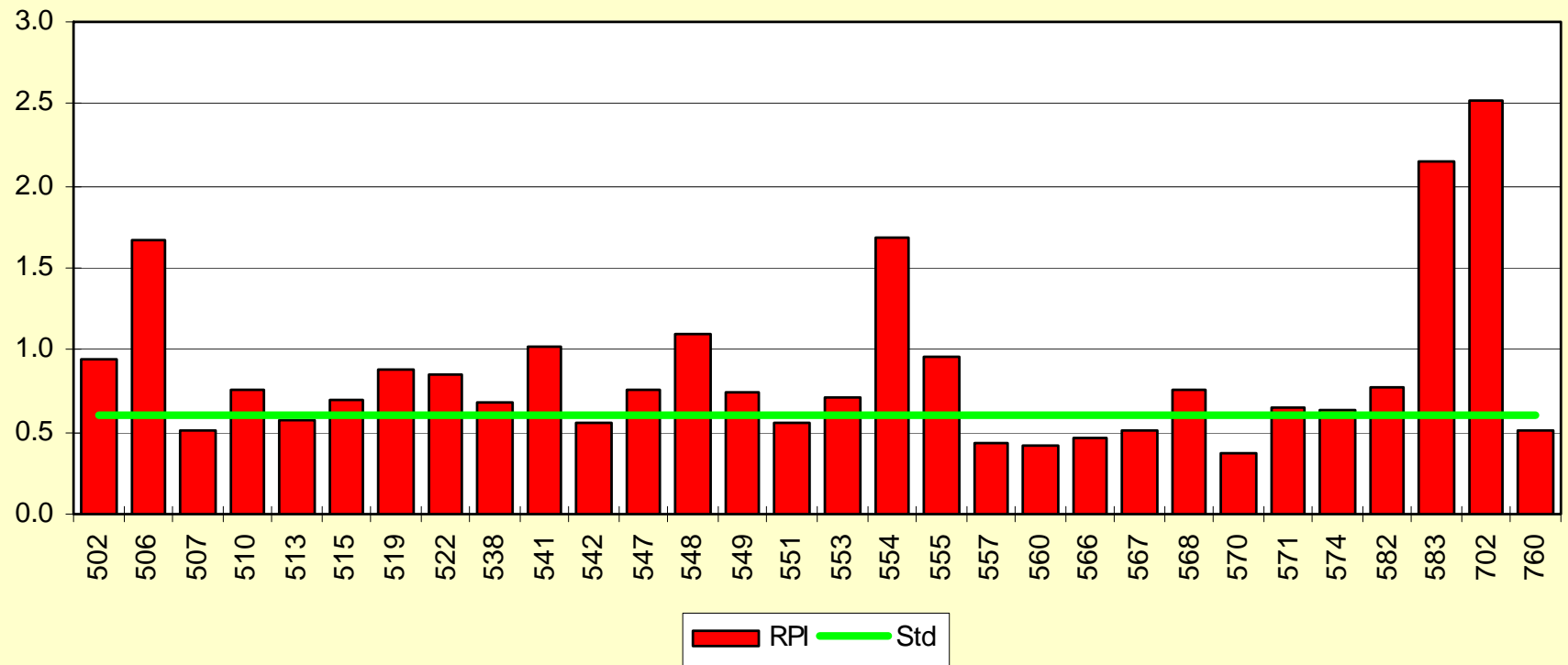


### Route Performance Index Express Routes

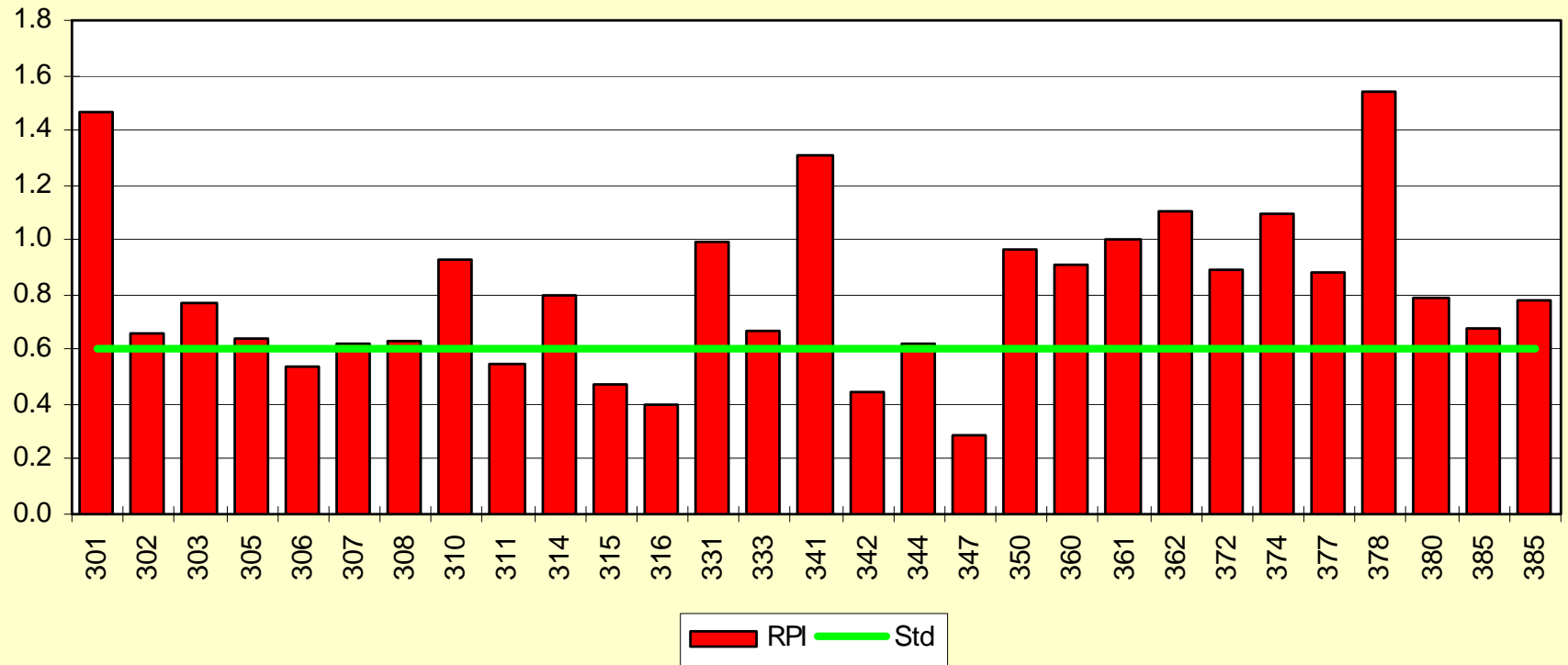


# Route Performance Index

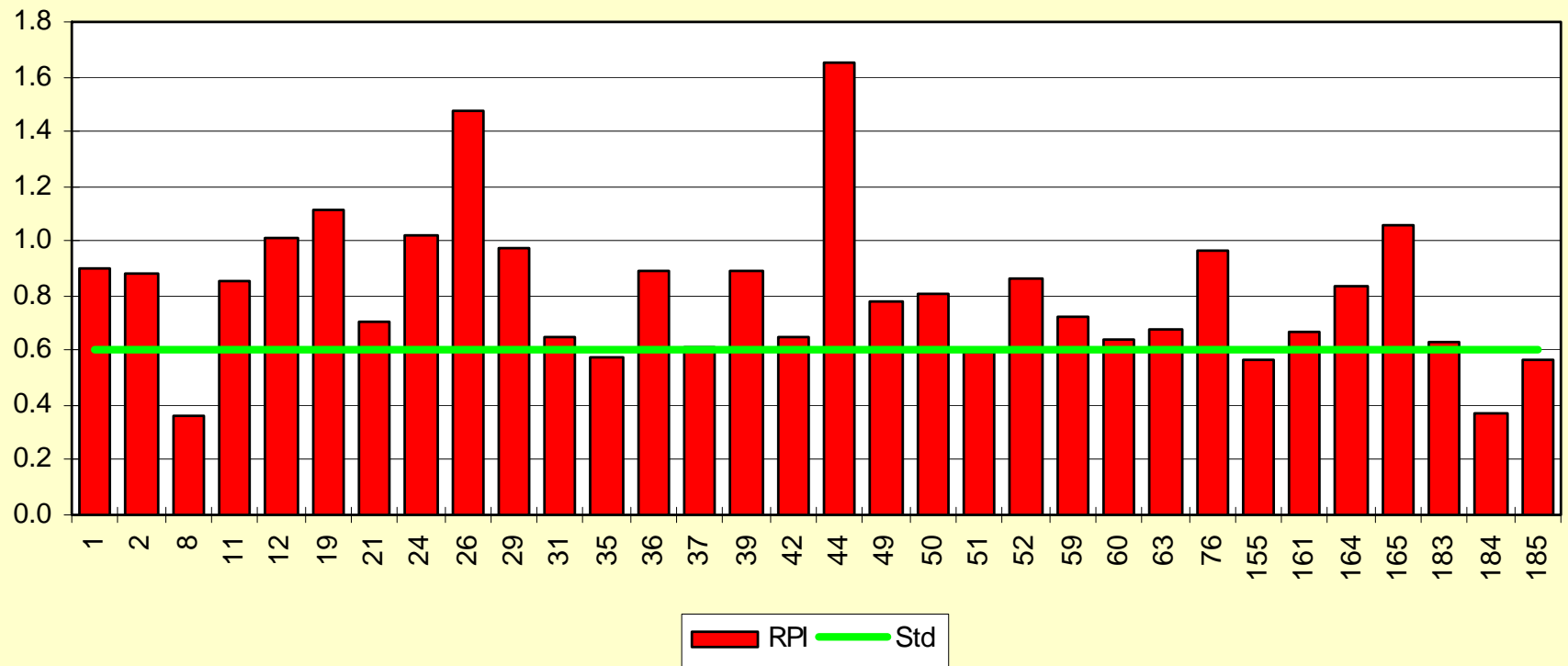
## Rail Feeder Routes



# Route Performance Index Transit Center Feeder Routes



# Route Performance Index Local Routes



# PLANNING & DEVELOPMENT DEPARTMENT

## First Quarter FY 2008 Quarterly Reports

|                  |   |
|------------------|---|
| <b>P&amp;D1</b>  | <b>Highlights</b>   |
| <b>P&amp;D2</b>  | <b>Capital Planning &amp; Development</b>                           |
| P&D2             | Southeast Corridor Support  |
| P&D3             | Northwest Corridor (Dallas CBD to Carrollton) Support               |
| P&D4             | Northwest Corridor (NW HWY to Irving/DFW) FEIS                      |
| P&D5             | Dallas CBD Alternatives Analysis/Draft EIS Statement                |
| P&D6             | Economic Development  |
| <b>P&amp;D7</b>  | <b>Mobility Programs Development</b>                                |
| P&D7             | I-30 Old Turnpike Managed/HOV Lanes Project                         |
| P&D8             | Regional Comprehensive ITS Program for the Dallas/Fort Worth Region |
| P&D9             | HOV Lanes Operation   |
| P&D10            | North Central (US 75) Concurrent HOV Lanes                          |
| P&D11            | TRE at Belt Line Road Transit PASS Project                          |
| P&D12            | SH 114 Freeway Widening Including Managed/HOV Lanes                 |
| <b>P&amp;D13</b> | <b>Service Planning &amp; Scheduling</b>                            |
| P&D13            | Bus Corridor Concept Development                                    |
| P&D14            | Employer Service Program Development                                |
| P&D15            | Public Announcement and Visual Message Board (PA/VMB) System        |
| P&D16            | Connection Protection   |
| P&D17            | Construction and Installation of Standard Shelters                  |
| P&D18            | Vanpool Program   |
| P&D19            | Customer Response Team (CRT)  |
| P&D20            | Five-Year Action Plan   |
| P&D21            | Five-Year Action Plan Score Card                                    |
| P&D22            | Service Reviews   |

# Planning and Development Department

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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

- Northwest Corridor (Dallas CBD to Carrollton) activities during 1Q8 included: four (4) public meetings to update public on project development and construction and the Texas Historical Commission's finding of no effect for the Downtown Carrollton archaeological survey.
- Staff is working with all affected member cities within the Northwest/Southeast Corridor to assist with expediting zoning requests, zoning changes, abandonments, eminent domain and street closures. Special Use Permits were approved for all three Carrollton Stations in November 2007.
- The Northwest Corridor (NW Hwy. to Irving/DFW) DEIS was approved for publication by both FTA and FAA.
- Data collection was completed for the Alternatives Screening Process regarding the Dallas CBD Alternatives Analysis/DEIS. Meetings were held with the Technical, Community and Policy Advisory Committees.
- The four DART operated HOV lanes carried approximately 114,500 weekday daily commuters. On-time opening performance for the East R.L. Thornton HOV lane was 99.9% during the last quarter.
- The I-30 East extension and the US75 HOV lane opened to traffic in December 2007.
- TxDOT and FHWA in Austin have approved construction plans for letting on the SH 114 Freeway Widening project. Letting is scheduled for September 2008.
- UTD began Route 883, which connects UTD Campus with Bush Station, on January 4, 2008.
- Funding was approved to install a Public Announcement and Visual Board System (PA/VMB) at all CBD-Starter System rail stations. The PA/VMB system would be used for service disruptions, safety and security messages and emergency preparedness information.
- Four (4) new vanpools were introduced during 1Q8, with a new total of 110 in operation.
- Agency-wide Customer Response Team (CRT) procedures were developed and finalized and teams identified for all rail stations and transit centers.

|                                     |   |
|-------------------------------------|---|
| <b>Strategic Plan Consideration</b> | C2.3 Open/Integrate new transit service.  |
| <b>Description</b>                  | <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. Project Management completed Final Design in 2006 and initiated construction in September 2006.</p> <p>Planning staff continues to support the Southeast Corridor project through construction.</p> |
| <b>Accomplishment</b>               | <ul style="list-style-type: none"><li>• 1stQ8 activities:<ul style="list-style-type: none"><li>o DART prepared a DRAFT Section 4(f) Statement for Previously Unidentified Section 4(f) Use of parkland</li></ul></li><li>• 3rdQ07 activities:<ul style="list-style-type: none"><li>o Goodyear Building owner initiated approved sound proofing construction.</li></ul></li></ul>  |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• Final sign-off of Goodyear Building. Soundproofing only outstanding SHPO issue. Section 4(f) Use to be finalized after City holds public hearing.</li></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• Sept. 2009: Fair Park</li><li>• Dec. 2010: Remainder of SE to Buckner</li></ul>   |
| <b>Project Manager(s)</b>           | John Hoppie   |



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|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C2.3 Open/Integrate new transit services.  |
| <b>Description</b>                  | Planning staff continues to support Project Management in project refinement activities to support construction. Efforts include service plan amendments, environmental studies and coordination with local governments and other entities. Specific projects include: Coordination with Parkland and Southwestern Medical District; coordination with City of Dallas, Williamson Printing and Love Field West community; coordination with FAA; and impacts associated with potential DCTA commuter rail service. |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• October/November 2007: Held a series of four public meetings to update public on project development and construction.</li><li>• November 27, 2007: Submitted third report to Texas Historical Commission (THC) to address THC comments for Downtown Carrollton Station archaeological survey.</li><li>• December 17, 2007: Received THC finding of no effect for Downtown Carrollton archaeological survey, thus completing THC coordination for this item.</li></ul>     |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• Requested by Parkland to postpone portion of Parkland Boulevard construction indefinitely. DART to propose maintaining road for bus and pedestrian access.</li><li>• Timely review of FTA and FAA of NW-2 Environmental Study and action by FAA to provide necessary real estate to DART. This action is awaiting formal request by City to FAA to release airport property – expected in January 2008.</li></ul>  |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• Provide ongoing support during final design and construction.</li></ul>  |
| <b>Project Manager(s)</b>           | Kay Shelton  |

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|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C2.3 Open/Integrate new transit services.  |
| <b>Description</b>                  | <p>The Northwest Corridor MIS was completed in February 2000. In November 2002, DART began to reevaluate the identified alignment because of 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. FAA requested an Airspace Study, which was completed in June 2007. In April 2007, the 10% design was handed off to Project Management.</p> |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• DEIS finalized and sent to printer</li><li>• DEIS approved for publication by both FTA and FAA</li><li>• Made necessary change to document for submittal in early December.</li><li>• November 11, 2007: Conference call with FTA mapped out strategy for timely completion of DEIS</li><li>• October 17, 2007: FTA provides comments on DEIS; requests significant changes</li><li>• October 1, 2007: FAA approved revised DEIS for signature and distribution</li></ul>  |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• Cost of project drawing scrutiny</li><li>• FAA requested an Airspace Study, which delayed the DEIS</li></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• January 25, 2008: Notice of Availability</li><li>• February 28, 2008: Public Hearing</li><li>• March 11, 2008: Public comment period ends</li><li>• Jan. 2008: Print/Distribute DEIS</li><li>• March 2008: Complete PE/FEIS</li></ul>  |
| <b>Project Manager(s)</b>           | John Hoppie  |

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C2.3 Open/Integrate new transit services.  |
| <b>Description</b>                  | <p>An Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) will be conducted to address some major transit issues centered around the Dallas Central Business District (CBD), including: (1) LRT system capacity through the CBD, (2) LRT system operational flexibility and efficiency through the CBD, (3) transit access between the LRT mainlines and adjacent un-served activity centers, and (4) Circulation between those activity centers and within the CBD. Transportation modes to be considered and coordinated with include: commuter rail, light rail, modern streetcar, HOV lanes, bus service, single occupant vehicle (SOV) travel, as well as walking and bicycling. The effort will follow the traditional transportation planning process, and adhere to requirements of the National Environmental Policy Act (NEPA). The Public Involvement effort will include a series of public meetings, accommodate four (4) advisory committees, and include the development of a study website, newsletters and information kiosk/ headquarters within the Study Area. The Dallas CBD AA/Draft EIS Statement is scheduled for completion during 2008.</p> |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• Held the third round of meetings of the Technical Advisory Committee, the second meeting of the Community Advisory Committee, and the first meeting of the Policy Advisory Committee.</li><li>• Completed data collection for the Alternatives Screening Process</li><li>• Developed potential alignments and cross-sections for area near Gables Development and the Dallas Aquarium</li><li>• Made second presentation to the City of Dallas Transportation and Environment Committee.</li></ul>   |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• None</li></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• Fall 2007: Alternatives Development and Assessment</li><li>• Winter 2008: Alternatives Evaluation and Preliminary DEIS.</li><li>• Spring 2008: Draft EIS &amp; LPA.</li><li>• Summer 2008: Public Hearing and Refined LPA</li><li>• Fall 2008: LPA report submitted to FTA.</li></ul>  |
| <b>Project Manager(s)</b>           | Ernie Martinez   |

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | S1.5 Identify and develop strategic partnerships.<br>S1.6 Advocate transit-oriented development.<br>S1.9 Pursue joint development opportunities.   |
| <b>Description</b>                  | The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”  |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• Staff is working with all affected member cities within the Northwest/Southeast Corridor to assist with expediting zoning requests, zoning changes, abandonments, eminent domain and street closures. Special Use Permits were approved for all three Carrollton Stations on November 6, 2007.</li><li>• Staff is working with the City of Dallas and their selected master developer, Cherokee/PB Placemaking regarding identification and development around transit stations.</li><li>• Stainback Public Private Real Estate group has been added to the GPC contract as the real estate/financial advisor to DART TOD staff.</li></ul> |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• Finalizing the TOD Policy and Procedures.</li><li>• Developing procedures for identification sites, and solicitation of development proposals for TOD at DART facilities.</li><li>• Initiating an update of DART’s TOD Development packets.</li><li>• Initiating a revision of DART’s draft TOD Development Guidelines.</li><li>• Staff is finalizing NCTCOG sustainable development grant agreements with Harvest Partners and Valencia for a pedestrian overpass at Park Lane and hike and bike trails at Walnut Hill Stations respectively.</li></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• January 22: TOD Committee Briefings</li><li>• 1stQ08: Finalize MOU with Inland America for Mockingbird Station TOD, initiate negotiations of Development Agreement with Inland America..</li><li>• February 1-2: Rail-Volution National Steering Committee meeting, San Francisco</li><li>• May 7-9: Urban Land Institute (ULI) National Spring Conference, Dallas</li><li>• Oct. 26-29: Rail-Volution National Conference San Francisco.</li></ul>  |
| <b>Project Manager(s)</b>           | Jack Wierzenski  |

# I-30 Old Turnpike Managed/HOV Lanes Project

## Mobility Programs Development

|                                     |   |
|-------------------------------------|---|
| <b>Strategic Plan Consideration</b> | C2.3 Open/Integrate new transit services.   |
| <b>Description</b>                  | <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. The first phase will open in two sections: the first section from TCL to Loop 12 opened July 31, 2007, and the remaining section of phase I will open in 2008. Interim Phase II includes construction of tolling plaza and scheduled for completion July 2009.</p> |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• 1stQ08: Work continues on the remaining segment of Phase I, scheduled to open in 2008.</li><li>• 4thQ07: The first 6-mile segment of Phase I was opened in July 2007.</li><li>• April 2007: Phase II design initiated in April 2007.</li></ul>  |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• The region stakeholders have requested no sorting of HOV/SOV vehicles on the main lanes.</li><li>• Existing toll tag limitation that will not allow to turn-on and off by drivers.</li><li>• Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).</li><li>• TxDOT is reviewing the structural report for shifting center support for three bridges to allow two lanes Managed HOV into downtown.</li></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• 2008: Complete remaining segment of Phase I construction of the Managed/HOV lane facility on I-30.</li><li>• 2009: Completion of phase II</li></ul>   |
| <b>Project Manager(s)</b>           | Koorosh Olyai/Mahesh Kuimil   |

# 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 (1998) 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, Software, and Data Warehouse 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

- 1stQ08: The RDVCS standard committee met in December 2007; the group is still working toward optional formats of video to test in a controlled environment. Data warehouse design was completed in December.
- 3rdQ07: A Regional Data Video Communication System (RDVCS) standard committee was formed to evaluate video exchange MPEG (Moving Picture Experts Group) 4 standard and create step process for regional video sharing needs.
- 2ndQ07: Data warehouse design is in progress.
- 2ndQ07: The region has evaluated various design approaches for the center-to-center communication network.
- 1stQ07: NCTCOG funding became available for implementation of center-to-center communication network.
- 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

# Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

## Mobility Programs Development

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.
- (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.

### Issues

- None

### Schedule

- Feb. 2008: NCTCOG will have the center-to-center plug-in and data installed to the data warehouse.

### Project Manager(s)

Koorosh Olyai



### Strategic Plan Consideration

C1.1 Improve on-time performance  
C1.4 Provide friendly courteous service

### Description

HOV lane system is DART's most cost efficient service with \$0.19 subsidy per passenger and carrying about 38% of the total DART system ridership.

I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 37.5 million commuters during FY 07.

DART currently operates 39 miles of HOV Transitways along I-30 East, I-35E, I-635, I-35E/US 67, and I-30 West freeways. The HOV lane on I-30 East is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons and LBJ 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. The HOV lanes on I-30 West is a two-lane reversible facility.

Another 44 miles of HOV lanes are scheduled to open in FY 08.

### Accomplishments

The following is HOV ridership information for Dec. 2007:

- The five DART operated HOV lanes carried approximately 114,500 weekday daily commuters.
- The HOV lanes along I-635, I-35E, I-30 East, I-35E/US 67, and I-30 West carried 41,370, 26,770, 17,240, 26,350, and 2,800 weekday passengers respectively.
- HOV users saved 6.4 minutes, 13.2 minutes, 8.8 minutes, and 12.3 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 99.9% during the last quarter.
- A six-mile segment of Phase I of the I-30 West HOV lane opened to traffic in July 2007; the remainder of Phase I will open in 2008.
- The I-30 East extension and the US 75 HOV lane opened to traffic in December 2007. The I-635 East extension is scheduled to open in Jan. 2008.

### Issues

Additional public education and marketing efforts are necessary.

# HOV Lanes Operation

**Mobility Programs  
Development**

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**Schedule**      Ongoing.

**Project Manager(s)**      Mahesh Kuimil

# North Central (US 75) Concurrent HOV Lanes

## Mobility Programs Development

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C2.3 Open/Integrate new transit services   |
| <b>Description</b>                  | 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. |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• 4thQ07: Construction was completed and the HOV lane facility on US 75 was opened to traffic in December 2007.</li><li>• 3rdQ06: Project has been let.</li><li>• The T-ramp from TI Boulevard to the LBJ HOV opened to traffic last month as part of the High Five construction.</li><li>• 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.</li></ul>   |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• 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.</li><li>• An MIS is needed to address the additional HOV needs within the corridor.</li><li>• Access/egress locations at Campbell Road have been eliminated due to operational concerns.</li></ul>  |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• Dec. 2007: Completed construction of the HOV lane facility on US 75.</li><li>• Dec. 2007: Completed ramp connections from US 75 HOV lane to I-635 HOV lane.</li></ul>  |
| <b>Project Manager(s)</b>           | 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 was acquired by the COI. Total estimated cost including ROW, engineering, and construction is approximately \$70 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. 2007: Construction activities are ongoing. Contractor completed the drilled shafts on Abutment No.1 and Abutment No.123. Contractor is forming the abutment cap on abutment No. 1.
- Nov. 2007: Construction activities are ongoing. Mobilization, field office and utility relocation works is 30% complete. 15% of temporary embankment walls are being placed.
- Oct. 2007: Contractor has begun excavation of permanent retaining wall footing at East abutment. Erosion Controls and Construction Entrances have been installed. Clearing and grubbing is complete. Storm Line "F" and "G" has been completed. MCI has completed relocation of their fiber optic lines. TXU has agreed to move their lines as soon as possible.
- Sept. 2007: The Notice-To-Proceed was issued on September 18, 2007 for contract duration of 1,095 Calendar Days.
- Aug. 2007: The construction contract was signed with McCarthy Construction Co. for the Civil/Structural project last

month. The pre-construction kickoff meeting is scheduled for September 10, 2007.

- July 2007: DART Board approved construction contracts for this project on July 10, 2007 contingent upon availability of funds from the City and NCTCOG.
- June 2007: The Project Management Committee unanimously approved contracts for construction of the TRE Belt Line Grade Separation Project on June 26, 2007. The financial plan was amended to fund additional costs for the TRE Belt Line Grade Separation Project.

### Issues

- A new funding strategy was agreed upon by NCTCOG, Irving, and DART for additional funds needed for project cost overrun. NCTCOG staff presented this item to the STTC on August 24, 2007 meeting and the funding recommendation (\$13M Local and \$15M Federal) was approved by the RTC at the September 13, 2007 meeting.
- The franchise utilities status as of June 2007:
  - Atmos Gas lines - completed
  - TXU electric - ongoing
  - MCI - ongoing
  - Verizon field work - ongoing
  - AT&T - completed

### Schedule

- 2/23/07: Issue Solicitation
- 3/7/07: Pre-bid Conference
- 3/26/07: Bid Due Date/Bid Opening
- 8/10/07: Bid Acceptance Period (120 Days)
- 7/10/07: Board approval
- 8/13/07: Notice of Award
- 9/18/07: Notice to Proceed (NTP)
- October 2007: Begin construction.
- December 2010: Project completion.

### Project Manager(s)

Ali Rabiee

# 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. 2007: TxDOT and FHWA in Austin have approved Construction plans for letting and mylars were sent to Austin for procurement purposes. Letting is scheduled for September 2008 based on the new funding strategy by DART/TxDOT/NCTCOG.
- July–Sept. 2007: 100% PS&E package was delivered to TxDOT for review and final processing.
- April - June 2007: The Final PS&E package is in Austin awaiting Final Environmental Clearance (FONSI) and Letter of Authorization to begin letting process.
- Jan.–March 2007: Revised schematics for reconstruction of SH 114 from SH 183 to Tarrant County line including 4 concurrent Managed HOV lanes are being submitted to FHWA/TxDOT with updated environmental document this month. Final PS&E package for reconstruction of the *Loop 12/SH 114 Interchange* (early project) to accommodate LRT under Loop 12 and along SH 114 in support of the future LRT extension to DFW Airport is due to TxDOT in Austin this month. An ILA with TxDOT for funding DART share of LRT and Managed HOV lanes in amount of \$46.3M will be considered by the DART Board next month. Project limits are from Texas Stadium to west of the BNSF RR including LRT station at Tom Braniff Drive. Estimated cost of the 40-month construction project is \$160M.
- Oct.–Dec. 2006: Design schematics for *reconstruction of SH 114* were approved in June 2006. Draft ILA/AFA has been prepared for review and approval.

# SH 114 Freeway Widening Including Managed/HOV Lanes

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**Mobility Programs  
Development**

## **Issues**

- None

## **Schedule**

- Spring 2008: Formal public hearing anticipated in advance of EA approval.
- Summer 2008: Final environmental clearance (FONSI).
- FY 05-07: PS&E for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 08-2010: Construction phase for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 07-10: 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



|                                     |   |
|-------------------------------------|---|
| <b>Strategic Plan Consideration</b> | C1 Improve quality.<br>C2 Improve/add services.<br>C3 Improve efficiency.   |
| <b>Description</b>                  | <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>   |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• 1stQ08: No activity during this quarter.</li><li>• 4thQ07: Staff continued work on final scope for consultant study.</li><li>• 2ndQ07: Staff developed timetables for project implementation and identified work items for consultant.</li><li>• 1stQ07: Board adopted the 2030 TSP, which included final corridor recommendations.</li><li>• 4thQ06: no activity during this quarter.</li><li>• 3rdQ06: System Planning staff presented final corridors to Board for consideration.</li><li>• 2ndQ06: Working with System Planning to identify potential corridors; finalizing plans for consultant to visit DART and review plans and projects.</li><li>• 1stQ06: Prepared documents for BRT consultant; completed data review.</li></ul> |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.</li><li>• Incorporation of bus corridors in the 2030 Transit System Plan.</li></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• FY 2008: Commence consultant study; receive final recommendations from consultant.</li></ul>  |
| <b>Project Manager(s)</b>           | Steven Biba   |

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C1 Improve service quality and effectiveness.<br>C2 Improve service efficiency.<br>C3 Increase ridership by opening new services.  |
| <b>Description</b>                  | 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, City of Richardson Telecom Shuttle and McKinney Avenue Streetcar and UTD.   |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• 1stQ08: UTD began Route 883 on January 4, 2008. Service connects UTD Campus with Bush Station.</li><li>• Staff is fielding calls in regard to shuttle service for various locations throughout service area. There is current interest for service due to higher gasoline costs.</li><li>• 1stQ08: Staff continues to meet with real estate managers in the US 75 corridor to explore options to expand the 702 and Campbell Center e-shuttle.</li><li>• Staff met with Baylor and is exploring possible site-specific connection from Pearl to Baylor.</li><li>• 1stQ08: Staff continued to work with the City of Richardson to provide site-specific shuttle coverage to the Galatyn area after new owners of the Galatyn/Palisades Shuttle declined to continue the operation.</li><li>• Working with SMU for a new agreement and expanded service because of tremendous ridership demands.</li></ul> |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• Fuel costs remain high and create more interest in these types of programs</li><li>• Budget constraints</li><li>• Economy is slowing.</li><li>• Building sales – new management of current e-shuttle operations is not receptive to continuing service.</li><li>• New job creation is with smaller service companies where interest in this program is not significant.</li><li>• Many new employment opportunities are beyond DART service area boundaries.</li></ul>   |

# Employer Service Program Development

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**Service Planning  
and Scheduling**

**Schedule** • Ongoing

**Project Manager(s)** John Quinn

# Public Announcement and Visual Message Board System (PA/VMB)

## Service Planning and Scheduling

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C1 Improve quality of service.<br>C2 Improve efficiency of service.  |
| <b>Description</b>                  | <p>A Public Announcement and Visual Message Board (PA/VMB) system was installed during 2001-2003 at all Phase I light rail stations (Park Lane to Parker on the Red Line and Mockingbird to Downtown Garland on the Blue Line). PA/VMBs are used to announce service disruptions, safety and security messages and emergency preparedness information.</p> <p>Thirty percent (30%) of DART's light rail riders board and alight at a station located within the CBD (part of the starter system). Therefore, in an effort to expand and enhance the capability to communicate with riders, a PA/VMB system will be installed during 2008-2010 at all CBD starter system stations--Pearl, St. Paul, Akard and the West End.</p> |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• October 2007 - November 2007: Developed timeline, and identified stakeholders and outside sources.</li><li>• October 2007: Funding was approved to install PA/VMB at all CBD-Starter System stations.</li><li>• August 2007 - September 2007: A capital request was submitted for the PA/VMB project.</li></ul>  |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• None</li></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• 2008-2010: Installation of PA/VMB system for Downtown Dallas light rail stations.</li></ul>  |
| <b>Project Manager</b>              | Jennifer Jones   |

|                                     |   |
|-------------------------------------|---|
| <b>Strategic Plan Consideration</b> | C1 Improve quality of service.<br>C2 Improve efficiency of service.   |
| <b>Description</b>                  | <p>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.</p> <p>The 6-month pilot test at Arapaho Station was completed in November 2006. The follow-up evaluation recommended a second pilot test using an alternative technology. Rail Planning has issued a work order for Stantec to implement a 3-month pilot at Arapaho Station using a different technology.</p> |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• Nov. 2007: Second pilot timeline completed and approved.</li><li>• Nov. 2007: Station assessment analysis completed and approved.</li><li>• Oct. 2007: Second pilot project was kicked off and timeline completed.</li><li>• Sept. 2007: Work order for second pilot issued to Stantec.</li><li>• Aug. 2007: Work order for second pilot approved by Planning.</li><li>• June - July: An outside source has been identified to develop the technology for the second pilot.</li><li>• May - June 2007: Scope of work for second pilot approved.</li></ul>   |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• A different technology was recommended per the evaluation; therefore, a second pilot will be conducted.</li><li>• Train notification lights will be installed in the Arapaho Station Bus Bay area. Current site plan shows no AC power outlets are present to activate the notification lights. The pilot cannot be conducted at the station until the AC power outlets have been installed.</li></ul>  |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• September 2007 - January 2008: Develop new technology alternatives</li><li>• Feb. 2008: Complete technology recommendations for second pilot.</li><li>• Mar. 2008: Review and approve technology to be used in</li></ul>  |

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second pilot.

- April 2008: Build prototype.

**Project Manager**

Jennifer Jones

# 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 cleaner, safer, 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 08 program is in progress.

**Accomplishments**

- Addressed issues in maintenance slippage through bi-monthly summit meeting. Maintenance contract being renegotiated.
- Developed bi-monthly summit meeting to improve efficiency in communication between Facilities Planning and Facilities Maintenance.
- December 2007: Prepared new installation contract, recommendations for Board approval.
- Installed 9 new shelter equivalents.
- Completed solicitation of 80 i-Stops, which are now ready for installation.

**Issues**

- Crime prevention issues being addressed through environmental design such as lighting.
- An opportunity exists for improved system efficiency if Paratransit would get more Paratransit passengers into fixed route service.
- Continued outside pressure to remove and relocate bus stops, benches, and shelters, which may increase costs and could negatively affect ridership.
- Solar lighting has been added to all new shelters.

**Schedule**

- February 2008: Notice of award of new federalized contract.
- FY 2008: Begin installation of shelters under federalized contract.

**Project Manager(s)** Rob Parks/Ruth Cooper

**Strategic Plan Consideration**

C1 Improve service quality and effectiveness.  
C2 Improve service efficiency.  
C3 Increase ridership by opening new services.

**Description**

Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 7, 8, 12, 14 and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.

**Accomplishments**

- 1stQ08: Four (4) new vanpools were introduced during Q1, with a new total of 110.
- 4thQ07: A new Project Manager (Dan Dickerson) was hired to oversee vanpool operations.
- 4thQ07: 12 new vanpools were introduced during Q4, with a new total of 106.
- 3rdQ07: Vanpool program pricing changes took effect in May. DART staff met with vanpool captains to discuss new rate structure and progress of program. 6 new vanpools were introduced during Q3, with a new total of 94 in operation.
- 2ndQ07: Negotiated vanpool program funding changes with NCTCOG that will allow for a reduction in user rates starting in Q3.
- 1stQ07 Vanpool came within 1 vanpool of our targeted 90

**Issues**

- Teaming with North Texas Clean Air Coalition in Community Outreach projects.
- NCTCOG announced a funding delay in procuring a Regional Rideshare Matching database (pending).
- A funding agreement has been established with NCTCOG into FY08. This will allow the fleet to expand to as many as 145 vans.
- Increased fuel costs continue to create a stronger market for Rideshare services.

**Schedule**

- In development of a "Vanpool Workshop" for new employers. Slated for Mar/Apr '08.
- Continue promotion of new pricing; add new vanpools to operating fleet.
- Continue development of longer-term pricing and marketing strategies.
- Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool



program providers

- Identify overall budget savings to add more vans to service levels in an effort to address the demand for vans.

**Project Manager(s)** Rob Smith/ Dan Dickerson

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C1 Improve quality of service.<br>C2 Improve efficiency of service.  |
| <b>Description</b>                  | 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.   |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• Nov. 2007: Agency wide CRT implemented.</li><li>• Nov. 2007: CRT procedures finalized and teams identified for all rail stations /transit centers.</li><li>• Nov. 2007: Briefed DART employees on new CRT procedures.</li><li>• Oct. 2007: Review draft with Executive Leadership Team.</li><li>• Oct. 2007: Developed and completed draft of agency wide CRT procedures.</li><li>• May 2007: CRT drill was conducted. If a disruption occurs between the Pearl and West End Stations in downtown Dallas, the CRT will be deployed to provide information to passengers.</li><li>• Oct. 2006: CRT implemented.</li><li>• 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.</li></ul> |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• Sept. 2007: A planned rail service disruption occurred between Mockingbird and West End Stations to allow for the completion the second construction phase of the Bryan/Hawkins project. Unplanned circumstances occurred during the construction, which caused the project to not be completed on time. DART received numerous complaints regarding the lack of notification during the unplanned rail service disruption.</li><li>• It was requested by executive management to expand the customer response team to include all departments.</li></ul>  |
| <b>Schedule</b>                     | Project completed.   |
| <b>Project Manager(s)</b>           | Jennifer Jones   |

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|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C1 Improve quality.<br>C2 Improve/add services.<br>C3 Improve efficiency.  |
| <b>Description</b>                  | <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>   |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• 1stQ07: Work continued on added sections of Plan document; however, completion of the document was placed on hold pending Irving/Rowlett value engineering and review of the DART Financial Plan.</li><li>• 4thQ07: Scope of Plan was expanded to incorporate ridership development and retention initiatives developed by the Ridership Development Committee. Drafts began for added sections of Plan document.</li><li>• 3rdQ07: Incorporated management revisions to document.</li><li>• 2ndQ07: Final draft presented to management for review.</li><li>• 1stQ07: Management review and internal presentations on draft document recommendations.</li></ul> |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• Instability in service levels based on ridership changes, sluggish sales tax receipts, and volatile fuel prices.</li></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• 2ndQ08: Work toward completion of expanded draft document and service assumptions.</li></ul>   |
| <b>Project Manager(s)</b>           | Rob Smith  |

# FY 2008 Score Card Five-Year Action Plan

## Service Planning and Scheduling

| Objectives   | Services   | Activities  |
|--|--|---|
| <b>INCREASE RIDERSHIP</b>  |  |   |
| <ul style="list-style-type: none"> <li><b>Expand Services</b></li> </ul>                     |  | Fixed-route ridership increased 0.1% in 1stQ08 compared to 1stQ07. Bus ridership decreased by 1.0%, Light Rail ridership increased by 2.1% and TRE ridership increased by 4.3%.   |
|  | Feeders to Transit Centers and Stations                                    | First redesigned feeder routes implemented in February 2007. Significant changes to feeder routes in North Central Dallas were included in adopted October 2007 service changes. Additional changes to feeder routes and introduction of two new Flex services were approved for March 2008 service changes.  |
| <ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul> | Improved Bus Stop Amenities  | The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters.  |
| <b>IMPROVE COST EFFECTIVENESS</b>  |  |   |
| <ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>              |  |   |
|  | DART On-Call Non-Traditional service                                       | Farmers Branch On-Call midday service expanded in February 2007. Study of Lake Highlands ridership concluded in 2ndQ07. Minor adjustment to Farmers Branch planned for October 2007. Adjustments approved for Lake Highlands and North Dallas On Call in March 2008.  |
|  | New DART On Call programs: flexible routes and late night/weekend services | Two new Flex services (South Irving and Telecom Corridor) will begin operation in March 2008.   |
|  | 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. UTD service agreement approved by Board of Directors, and began operation January 2008. Palisades Shuttle replaced by City of Richardson service, with new agreement approved by the Board of Directors. |
|  | Non-Traditional Vanpool Service (E-Shuttle)                                | Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending.  |
|  | Address low-performing routes  | February 2007 and October 2007 service changes continued to target routes consistently below 0.6 RPI; almost all DART fixed routes currently operating at or above standard. March 2008 service change proposals included a number of additional service adjustments for low-performing routes, with resources re-allocated to other fixed-route service improvements.  |

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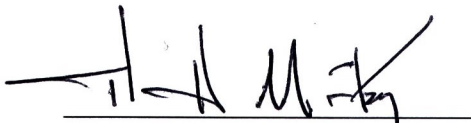
|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C1 Improve quality.<br>C2 Improve/add services.<br>C3 Improve efficiency.  |
| <b>Description</b>                  | DART's on-going service planning process includes completion 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.  |
| <b>Accomplishments</b>              | <ul style="list-style-type: none"><li>• 1stQ08: Richardson review work was completed; several recommendations were ultimately included in service changes that will occur in March 2008.</li><li>• 4thQ07: Conducted final community meeting for Richardson review and first meeting for West Dallas review. Some recommendations incorporated into proposals for March 2008 service changes.</li><li>• 3rdQ07: Completed Richardson draft review plan and held second community meeting.</li><li>• 2ndQ07: East Dallas review finalized; recommendations included in proposals for October 2007 service change. First community meeting held for Richardson service review.</li><li>• 1stQ07: Transfer study and community meetings completed for East Dallas Review; draft document completed. North Tollway, Richardson, and West Dallas reviews commenced.</li></ul> |
| <b>Issues</b>                       | <ul style="list-style-type: none"><li>• None</li></ul>   |
| <b>Schedule</b>                     | <ul style="list-style-type: none"><li>• 2ndQ08: Finalize West Dallas review. Continue work on North Tollway review.</li></ul>  |
| <b>Project Manager(s)</b>           | Rob Smith/assigned staff   |

**DATE:** January 2008

**TO:** Distribution

**SUBJECT:** **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 1st Quarter FY 2008 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, 2007, including Change Control Summaries, Systems Integration, and Real Estate.

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

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

THM/ta

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# ACRONYMS

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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

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## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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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 adds 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 increased the maintenance capacity of the existing facility from 109 to 125 vehicles.

## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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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 four 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.

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

This project will provide a CCTV system at Phase IIA stations. **Part 1** will provide conduit configuration to facilitate future systems for CCTV; passenger emergency call (PEC) units at station platforms and parking areas; and “Connection Protection” at designated stations. **Part 2** will provide the CCTV system.

### **Love Field West Betterments**

The project will provide for the installation of Board-approved betterments (fence and additional landscaping) adjacent to the Love Field West neighborhood.

**NW-2 Little Denton Drive Reconstruction**

The project will provide improvements for Little Denton Drive, between Empire Central and Burbank, adjacent to Line Section NW-2 and the Love Field West neighborhood.

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**COMMUTER RAIL**

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**Belt Line Road Grade Separation**

This grade separation project is located in the city of Irving, Dallas County. The project consists of an 8,236-foot bridge structure carrying Class 4 double track, which 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.

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

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

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**ADDITIONAL CAPITAL DEVELOPMENT**

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**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.

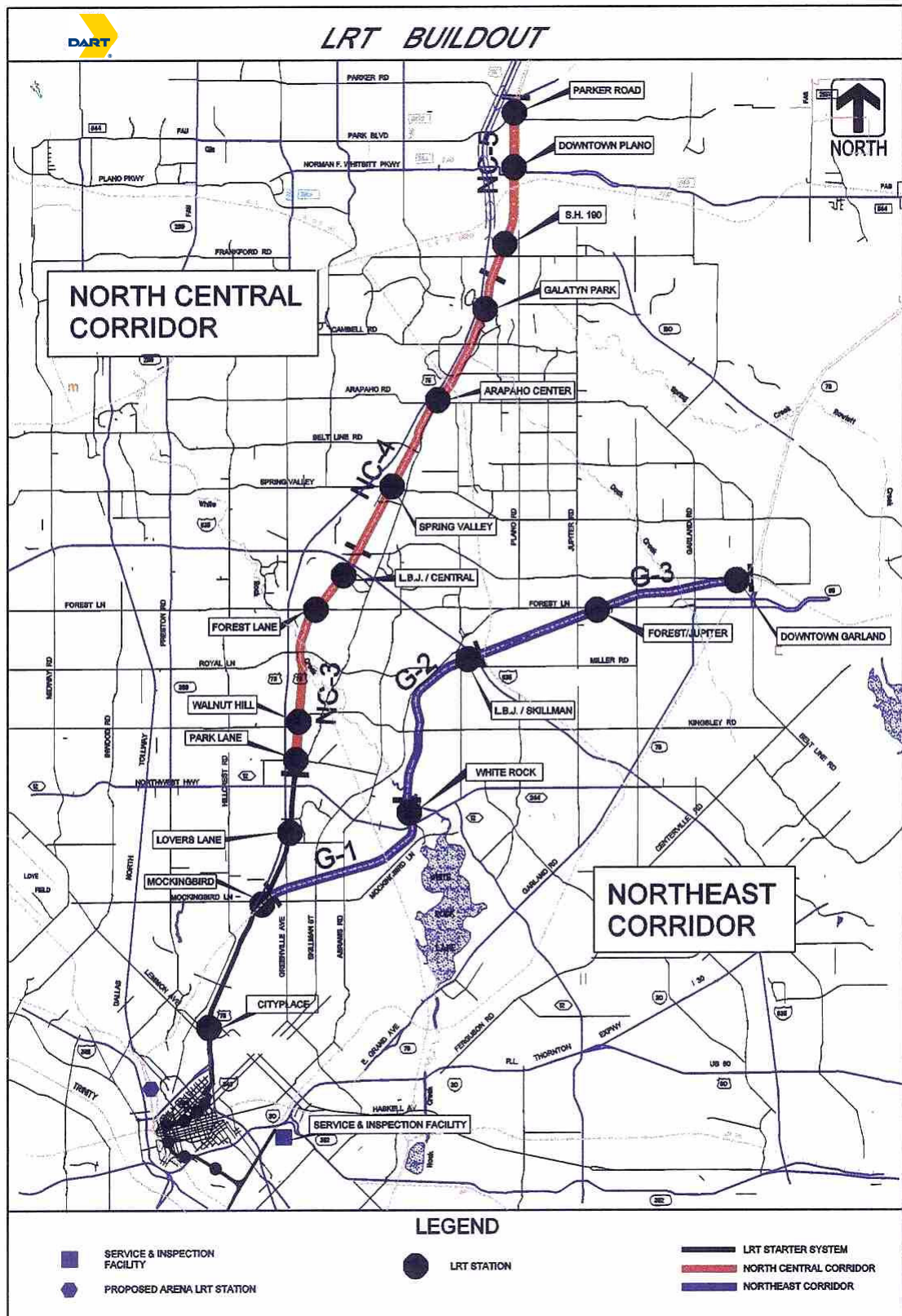
**Level Boarding Modifications for Outlying Stations**

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

**Paratransit Parking**

This project will repair and repave the existing parking lots at the Paratransit Facility located at Senate Street and construct a new employee parking lot on adjacent DART property located on Dilido Street.

**LRT BUILDOUT  
PHASE I**



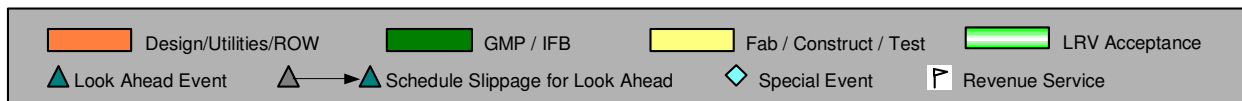
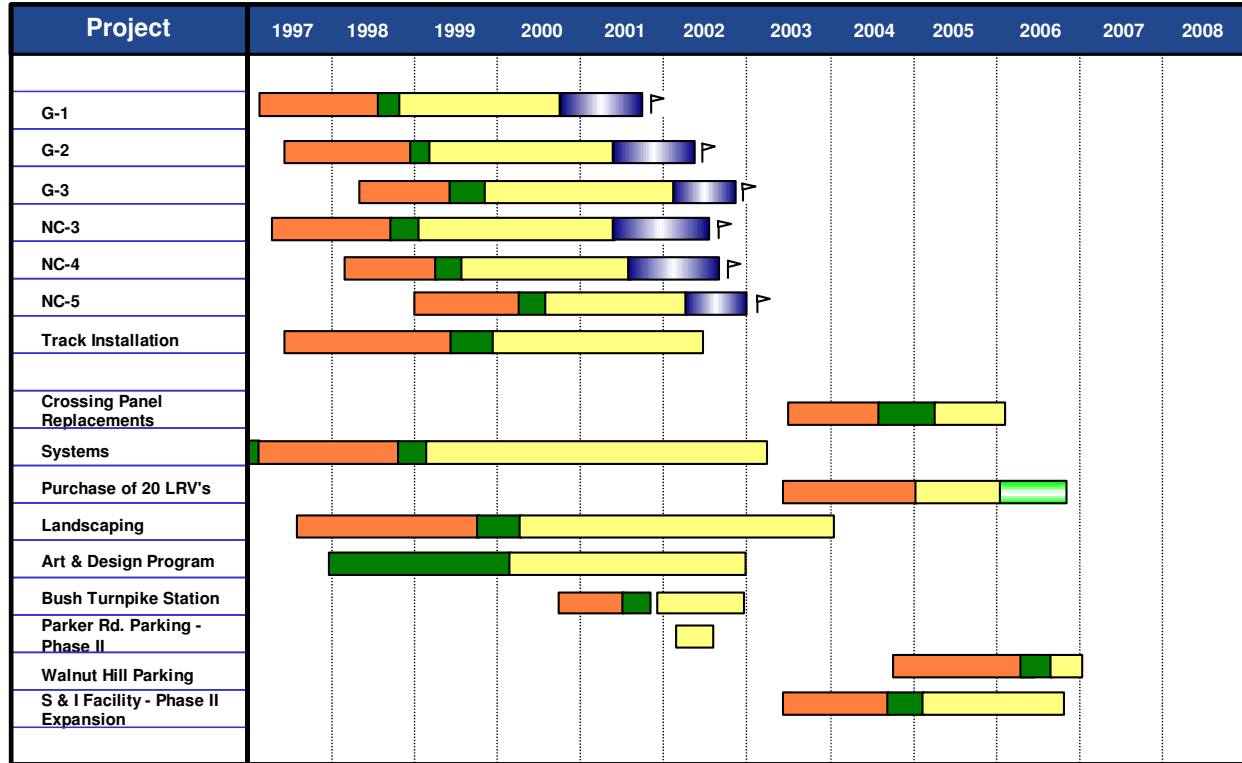
# Summary Control Schedule

## LRT Buildout Phase I

### LRT Buildout Phase I Summary Control Schedule

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# Cost/Schedule Summary

## LRT Buildout Phase I

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

**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 12/31/07, 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<br>(FFGA Amendment 10)<br>Cost Summary<br>(in millions of dollars) |                   |                                      |                                    |
|--|-------------------|--------------------------------------|------------------------------------|
|  | Control<br>Budget | Current<br>Commitment <sup>(1)</sup> | Expended<br>to Date <sup>(2)</sup> |
| Bush Turnpike Station  | \$ 12.5           | \$ 12.9                              | \$12.9                             |
| Parker Road Station Phase II Parking   | 2.6               | 1.6                                  | 1.6                                |
| Walnut Hill Parking  | 1.3               | 1.4                                  | 1.4                                |
| S&I Facility - Phase II Expansion  | 29.8              | 29.5                                 | 28.5                               |
| Purchase of 20 LRVs  | 63.0              | 62.0                                 | 59.5                               |
| <b>Total</b>   | <b>\$ 109.2</b>   | <b>\$107.4</b>                       | <b>\$103.9</b>                     |

- 1) Committed values reflect activity through 10/31/07.
- 2) Expended to date values reflect activity through 12/31/07, as reported on DARTnet.

# Cost/Schedule Summary

## LRT Buildout Phase I

| <b>LRT BUILDOUT PHASE I RELATED PROJECTS</b><br><b>(FFGA Amendment 13)</b><br><b>Cost Summary</b><br><b>(in millions of dollars)</b> |                           |                               |  |
|--|---------------------------|-------------------------------|--|
|  | <b>Control<br/>Budget</b> | <b>Current<br/>Commitment</b> | <b>Expended<br/>to Date <sup>(1)</sup></b> |
| Purchase of C-units 39-46 <sup>(2)</sup>   | \$11.6 <sup>(3)</sup>     | \$11.6                        | 0.0  |
| <b>Total</b>   | <b>\$11.6</b>             | <b>\$11.6</b>                 | <b>\$0.0</b>                               |

- 1) Expended to date values reflect activity through 12/31/07, per DART's General Ledger.
- 2) Purchase of C-unit progress can be found on the "Systems-Vehicles" page of the LRT Buildout Phase IIA section of this progress report.
- 3) A budget revision is pending in TEAM to add approximately \$1.9M (total \$), \$1.5M (federal \$) to the Control Budget. This amount represents reimbursement to the FTA from the Marta Settlement, sale of surplus property and final budget adjustments.

### 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

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C2.3 Integrate new transit services  |
| <b>Description</b>                  | 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. |
| <b>Status</b>                       | Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete.   |
| <b>Issues</b>                       | <p>The contractor, GLF, appealed the contracting officer's final decisions on both its original schedule-related Request for Equitable Adjustment (REA) and on its additional REAs.</p> <p>The matters are proceeding together as one appeal in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing was conducted week of April 23-27, 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** The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages and additional costs totaling over \$37 million. The contracting officer's final decision on the REA was issued on May 24, 2005. GLF appealed the contracting officer's final decision and the matter is in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing before Administrative Judge was held January 16 through February 2, 2007. Hearing continued for one more week beginning May 14, 2007.

# Systems - Vehicles

## LRT Buildout Phase I

---

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C2.3 Integrate new transit services  |
| <b>Description</b>                  | Twenty additional vehicles have been purchased under the option clause of the current contract, bringing the total purchased to date to 115. |
| <b>Status</b>                       | All 20 LRVs are in revenue service. Kinkisharyo continues to install field modifications and support the warranty program.                   |
| <b>Issues</b>                       | 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 and safety certification for open items on Walnut Hill Parking and S&I Facility - Phase II Expansion.

**Issues** None.

# Walnut Hill Parking

## LRT Buildout Phase I

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

**Description** The Walnut Hill Station on Line Section NC-3 was a kiss and ride facility. The addition of parking was constructed on the adjacent Oncor property.

**Status** Contract closeout 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                             | 2008                             |          |       |       |     |      |
|-------------------------------------|----------------------------------|----------|-------|-------|-----|------|
|                                     | 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   |          |       |       |     |      |
| Systems                             | All Deliveries Complete          |          |       |       |     |      |
| Purchase of 20 LRV's                | All Deliveries Complete          |          |       |       |     |      |
| Landscaping                         | Landscaping Complete             |          |       |       |     |      |
| Art & Design Program                | Program 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                        |  Fab / Construct / Test |  LRV Acceptance  |
|  Look Ahead Event     |  Schedule Slippage for Look Ahead |  Special Event          |  Revenue Service |



# Change Control Summary

## LRT Buildout Phase I

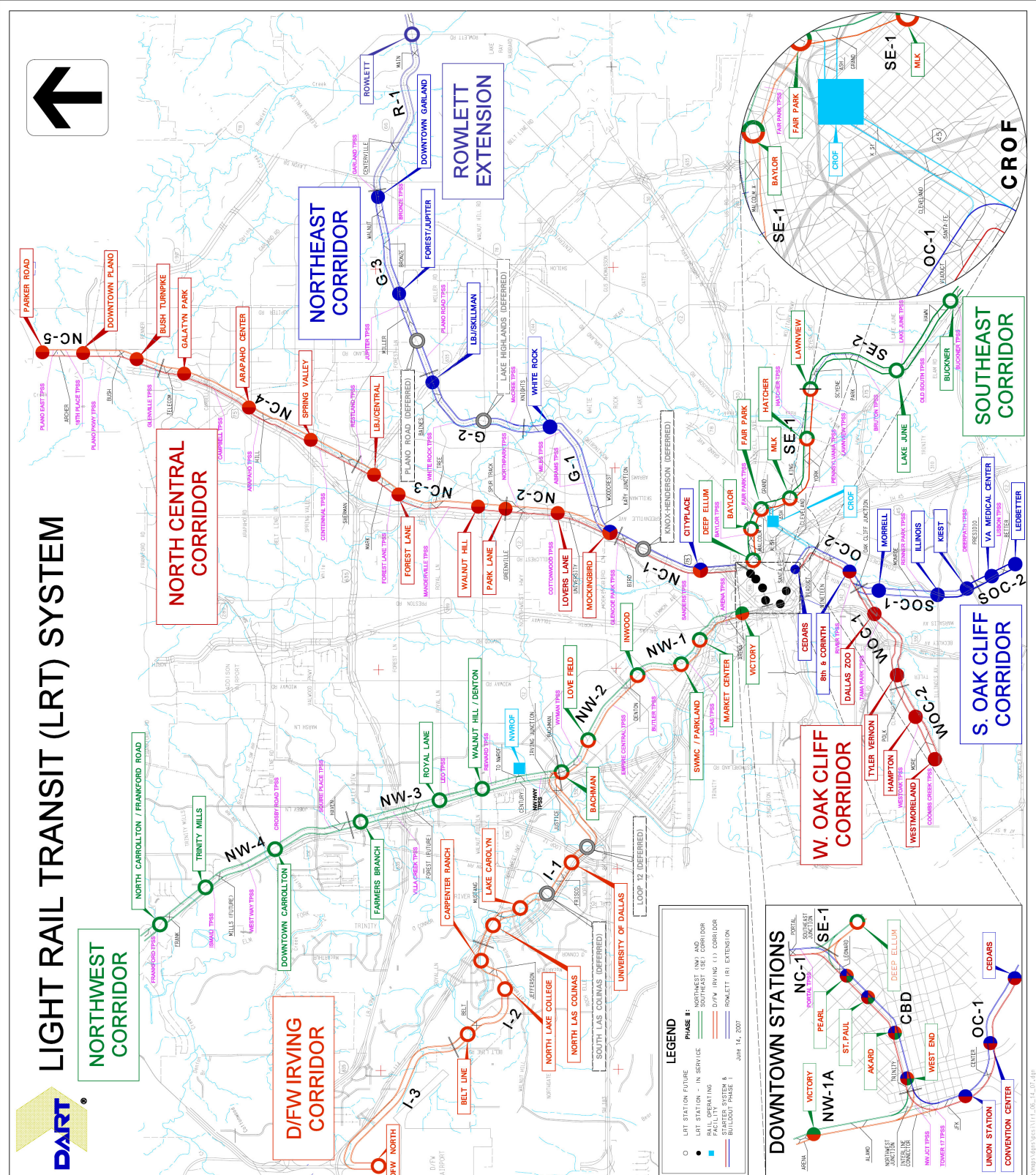
| Light Rail Transit Buildout Phase I - Change Control Summary |   |                           |                                |                                       |                             |                     |                              |  |                                |                              |  |
|--|---|---------------------------|--------------------------------|---------------------------------------|-----------------------------|---------------------|------------------------------|--|--------------------------------|------------------------------|--|
|  |   |                           |                                |                                       |                             |                     |                              |  |                                |                              |  |
| Rail Section/<br>Contract Package                            |   | Consultant/<br>Contractor | Approved<br>Contract<br>Amount | Approved<br>Contingency/<br>Allowance | Total<br>Approved<br>Amount | Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(December 2007) |
|  |   |                           | (A)                            | (B)                                   | (C=A+B)                     | (D)                 | (E=A+D)                      | (F=B-D)                                | (G=D/B)                        |                              |  |
| North Central<br>Corridor                                    | NC-3 CivilStructSta<br>C-98000080   | GLF Constr. Corp.         | \$49,903,009                   | \$4,990,301                           | \$54,893,310                | \$1,158,261         | \$51,061,270                 | \$3,832,040                            | 23%                            | 100%                         | Accounting Closeout is<br>Pending Litigation                     |
|  | Walnut Hill Sta Parking Lot   | Carcon                    | \$1,077,715                    | \$53,886                              | \$1,131,601                 | \$37,568            | \$1,115,283                  | \$16,318                               | 70%                            | 100%                         | Accounting Closeout<br>Pending                                   |
| Northeast<br>Corridor  | G-2 CivilStructSta<br>C-98000089  | GLF Constr. Corp.         | \$35,181,916                   | \$3,518,192                           | \$38,700,108                | \$843,889           | \$36,025,805                 | \$2,674,303                            | 24%                            | 100%                         | Accounting Closeout is<br>Pending Litigation                     |
| LRV<br>Procurement   | 20 Additional<br>C-98000071-02  | Kinkisharyo/Itosha        | \$58,666,378                   | \$1,333,622                           | \$60,000,000                | \$737,946           | \$59,404,324                 | \$595,676                              | 55%                            | 92%                          | Through SA-018   |
| TOTALS:  |   |                           | \$361,912,784                  | \$37,702,383                          | \$399,615,167               | \$29,385,827        | \$385,568,747                | \$8,316,556                            |                                |                              |  |
| Legend:  | % Contingency >= 70%  |                           |                                |                                       |                             |                     |                              |  |                                |                              |  |
| Notes:   | a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.<br>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.<br>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**

## Map

## LRT Buildout Phase II

# LIGHT RAIL TRANSIT (LRT) SYSTEM



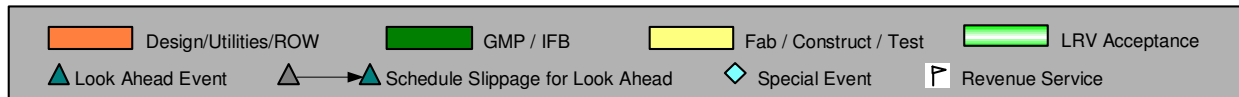
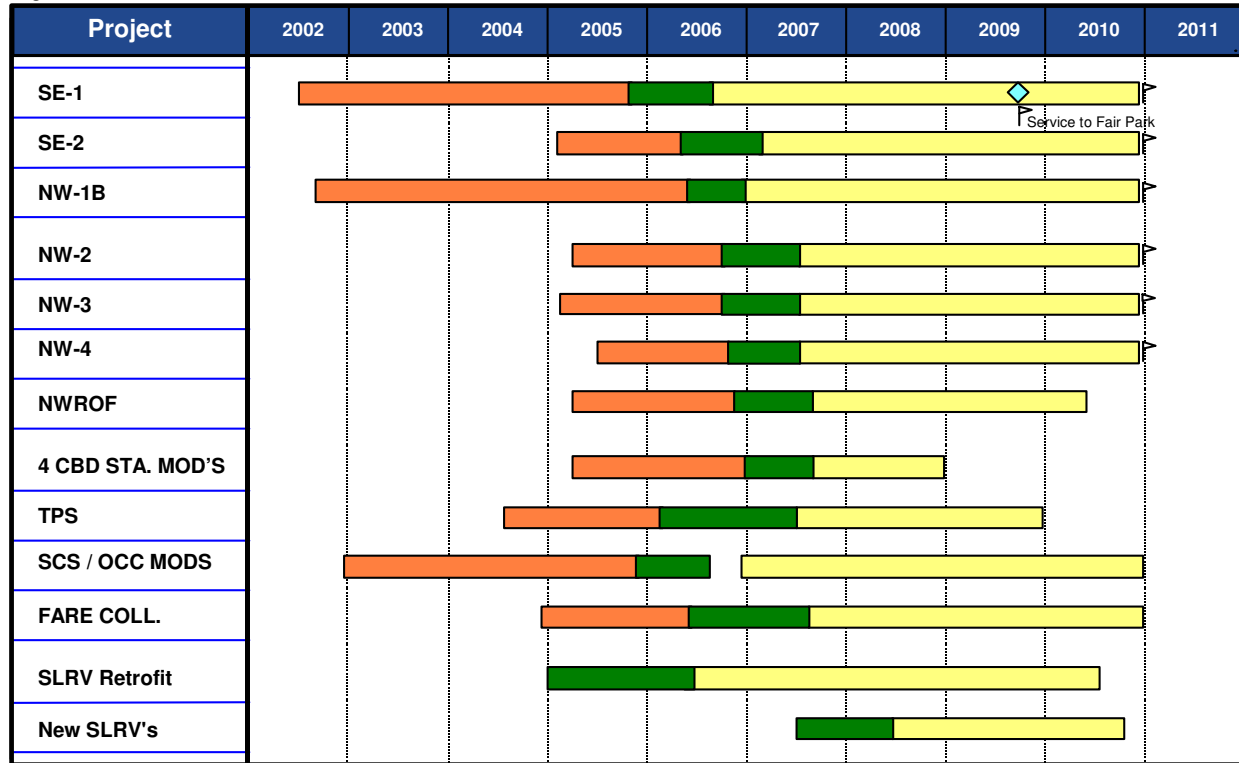
# Summary Control Schedule

**LRT Buildout  
Phase IIA**

## LRT Buildout Phase IIA Summary Control Schedule

Page 1 of 1

12/31/07



# Cost/Schedule Summary

## LRT Buildout Phase IIA

| LRT BUILDOUT PHASE IIA<br>Cost Summary<br>(in millions of dollars) |                   |                                      |                                    |
|--|-------------------|--------------------------------------|------------------------------------|
|  | Control<br>Budget | Current<br>Commitment <sup>(1)</sup> | Expended<br>to Date <sup>(2)</sup> |
| General Phase IIA <sup>(3)</sup>                                   | \$ 239.0          | \$ 87.3                              | \$ 81.2                            |
| Southeast-1  | 205.4             | 196.7                                | 121.5                              |
| Southeast-2  | 163.9             | 157.6                                | 79.3                               |
| Northwest-1B   | 161.5             | 151.7                                | 68.6                               |
| Northwest-2  | 169.0             | 158.3                                | 51.3                               |
| Northwest-3  | 248.4             | 225.6                                | 62.5                               |
| Northwest-4  | 257.8             | 233.6                                | 57.6                               |
| NWROF  | 65.7              | 67.3                                 | 17.2                               |
| Systems  | 102.5             | 74.8                                 | 13.9                               |
| Vehicles   | 186.7             | 73.3                                 | 20.6                               |
| Raise & Extend 4 CBD Stations                                      | 11.8              | 6.6                                  | 0.8                                |
| Phase IIA – CCTVs <sup>(3)</sup>                                   | 8.9               | 0.0                                  | 0.0                                |
| West Love Field Betterments <sup>(3)</sup>                         | 3.5               | 0.0                                  | 0.0                                |
| NW-2 Little Denton Reconstruction <sup>(3)</sup>                   | 0.9               | 0.0                                  | 0.1                                |
| <b>LRT Buildout Phase IIA Total</b>                                | <b>\$1,825.0</b>  | <b>\$1,432.8</b>                     | <b>\$ 574.6</b>                    |

**Notes:**

- 1) Committed values reflect activity through 10/31/07.
- 2) Expended to date values reflect activity through 12/31/07, as reported on DARTnet.
- 3) Control Budget values reflect pending financial plan amendments and transfers from other financial plan reserves.

# 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                          |                              |

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

### 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; Southwestern Medical Center (SWMC)/Parkland Station, located near Motor Street; and Inwood Station, located at Inwood Road and Denton Drive.

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

**Status** **General**  
Final negotiations related to final design construction documents are actively progressing.

**Line Section SE-1**  
Contractor continues installing underground utilities, box culverts, ballast walls, and underdrains throughout the line section. Street reconstruction continues on several streets with the inclusion of track headers and sidewalks. Track slab construction continues in several sections.

Work on street headers at Live Oak and Gaston Avenue is progressing. OCS foundations and ballast walls are being constructed from Live Oak to Swiss Avenue. Drilled shafts for canopies and lights at Deep Ellum Station continue.



**Status (continued)** At Baylor Station, painting and roofing deck installation continues. At Malcolm X Blvd. and Junius Street, pavement of the intersection and work on sidewalks and medians is complete.

Between Main Street and Eastside Rail Storage, work on direct fixation slab plinth test section continues.

At Parry Avenue, bridging slab 5 is complete.

At Fair Park Station, work in the station area was shut down and secured during the month of October while the State Fair of Texas was under operation. Work resumed in November with the continuation of bridging slabs. Track slab transitions have been completed. Erection of canopy steel will begin soon.

At Trunk Avenue and Grand Avenue, liming and paving continue.

At MLK Station, pouring of platform slabs and bus lane inlets are complete. Erection of structural steel is complete. Paving of the bus lane between J.B. Jackson Transit Center and MLK Station continues. Fine grading, liming, and paving for Stage 2 is complete.

Near Hatcher Station, Phase 2 paving at Scyene is progressing. Peak's Branch bridging slab construction is complete. At Hatcher Station, plumbing for roof drains is complete. Drilled shafts for CMU deco wall continue and grading and placement of select fill continues. Installation of CCTV conduits is in progress.

At the yard lead area, installation of communication ductbanks and manholes are complete. Work on ductbank and manholes for S&I Yard tie-in continues. Erection of permanent fence continues.

### **Line Section SE-2**

From Hatcher to Dixon, mechanically stabilized wall construction continues. Drilled shafts for the LRT bridge over Union Pacific Railroad continues. At Dixon, paving is complete and traffic lanes are switched.

Drilled shafts at White Rock Creek LRT bridge continue including placing bridge guideway columns and caps.

At Lawnview Station, the contractor continues to install underground utilities. Ballast wall construction continues.

At the Lawnview parking/bus lane, grading, installation of irrigation sleeves, and light pole foundation construction continue.

Storm water line and box culvert installation continues along the guideway.

**Status (continued)** Construction of H-pile walls on the guideway continues.

DGNO freight track relocation is in progress.

At Keeton Park, work is progressing on access roads around new culvert construction. No-name Creek freight bridge abutment construction continues.

At Lake June Station, MSE wall work continues and storm line reinforced concrete pipe encasement boring continues.

At Jim Miller Road, construction of MSE wall continues at Elam Creek.

At Buckner Station, parking area excavation continues and mechanically stabilized wall construction continues. Storm line installation has begun, with station, street, and parking lot light foundations to follow.

### **Line Section NW-1B**

The contractor continues underground utility work throughout the line section.

Construction of the drainage culvert continues south of Market Center Station. At Turtle Creek, demolition of the old box culvert continues. TXU is progressing with relocation of overhead lines.

At Market Center Station, excavation for bus bay retaining walls continues. Installation of four 10' x 10' box culverts at Cedar Springs and Harry Hines continues; work has started on the southwest wing wall. Preparation of subgrade for the guideways and west lanes of Harry Hines continue.

At Parkland Station, installation of the platform columns is nearly complete. Beams are being set on the overhead spans. Installation of diaphragms and sheer blocks for the guideway beams are in progress. Construction of the platform continues. Guideway foundations and columns are in progress from Parkland Station to Inwood Station. Repaving continues on streets around Parkland Hospital.

At Inwood Station, excavation and backfill continues for the concourse. Diaphragm and decking construction continues with the installation of overhangs and edge forms and placement of the pre-fabricated metal decking.

The Knight's Branch box culvert construction continues.

### Issues General

The addition of closed circuit TV (CCTV) conduits to all stations is under design review and pricing and may impact construction.

### Line Section SE-1

City of Dallas Fair Park link project is designed and contractor has priced. This project is being reviewed with the City of Dallas. Contractor is in need of direction.

Southwestern Bell Company tie-in delays at Live Oak have impacted Live Oak construction; mitigation of the situation is proceeding.

Construction of the sound wall at Hatcher conflicts with existing fences and trees. This issue is being coordinated with adjacent property owners.

Gas line conflict at Trunk Avenue and Grand Avenue affects re-opening of Trunk for the U.S. Post Office. The gas line work is complete. Trunk liming and paving is in progress.

### Line Section SE-2

Redesign on three wall sections is under review and may impact construction.

MSE wall in proximity to fence is being reviewed for conflict.

### Line Section NW-1B

Coordination with delayed TxDOT, NTTA, Dallas Water Utilities, and underground utility work by others may potentially delay LRT construction.

Delays in TXU Distribution relocations may potentially delay construction.

Coordination of future plans at Parkland Hospital may potentially impact construction at this station. Parkland has requested delay in certain portions of the DART project and DART is complying.



**SE-1: Fair Park Station**

**SE-1: MLK Station**







**SE-2: Hanging Beams at White Rock Creek**

**SE-2: Lawnview Station**





**NW-1B: Parkland Station**

# 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. (*See Additional Capital Development section for Bryan/Hawkins report.*) 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** **Line Section SE-1**  
Special trackwork delivery continues.

**Line Section SE-2**  
Deliveries have started and are scheduled for completion in January 2008.

**Line Section NW-1B**  
Deliveries for continuous welded rail track materials will start in January 2008.

**Issues** None.

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

**Description** **Line Section NW-2** extends northwesterly from south of Mockingbird Lane at Bomar Avenue to Community Drive before Northwest Highway on the former Union Pacific railroad alignment. This section makes up 3.1 miles of the 16.3 miles of the entire Northwest Corridor. There are two stations in this line section: 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.

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

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

**Status** **Line Section NW-2**  
At Mockingbird Lane, lime was placed at shoofly and 12" water line was tied in at Fielder. Subballast was installed in several areas. Sanitary sewer was installed between Wyman Street and Webb Chapel Extension. Installation of 18" storm line continues. DGNO is installing new freight track. At Hawes Avenue and Burbank Street, fine grading and preparation for liming is in progress. Lime has been placed for the bus lane at Brookhollow Station. Saw cutting of pavement at Wyman Street is complete. At Shorecrest Drive, boring for line H waste water line is complete and 7' x 5' box culvert is being installed. At Bachman Station, waste water line was installed, installation of 7' x 5' box culvert was completed, existing 48" RCP was removed, and concrete encasement of line K waste water line was completed.



### **Status (Continued)**    **Line Section NW-3**

DGNO is progressing on freight track removal. The contractor is in the process of grading and installing underground storm sewer and water lines in many areas along the guideway. Ballast wall construction continues. North of Royal Lane, drilled shafts continue to be installed along the guideway to LBJ Freeway. Piers were constructed between Zelrich Lane and Northaven Road. Guideway excavation continues between Community Drive and Anode Lane. Subballast and lime has been installed between Joe's Creek and Lombardy Lane. Between Merrell Road and Royal Lane, concrete for freight header at Walnut Hill has been placed. At Royal Lane Station, concrete has been placed for column and caps.

### **Line Section NW-4**

Between Havenhurst Avenue and Squire Place, 10' x 5' box culvert was installed and water line at trees was removed. Clearing and grubbing continues, trees were removed, and ballast walls were constructed.

Drilled shaft construction continues north of Belt Line Road in Carrollton. At Carrollton Square Station, chain link fence and 8" water line were removed; fine grading and liming for Spur C were completed.

Freight ballast wall construction continues.

At Carrollton bridge, construction of piers, footers, columns, and caps continues.

Street work continues at Broadway Street, Ismaili Center Circle, and Fourth Street with lime stabilization activities. At Fourth Street, demolition of pavement and underground utilities continue. The contractor excavated and placed concrete for MSE wall footings and removed unsuitable soils at the Frankford Station area.

### **Issues**    **Line Section NW-2**

Design team is preparing a change request to mitigate concerns from the West Love Field neighborhood. This change is being packaged to minimize impacts to the contractor. Design finalization for this change may impact construction progress.

Franchise utility relocations are slower than anticipated. Currently, the contractor is working around them.

### Issues (Continued) Line Section NW-3

Stop Work Notice was issued for storm drain culvert E to facilitate proposed TxDOT culverts at northbound I-635. Direction is needed soon or may potentially cause delays.

### Line Section NW-4

ILAs with the City of Farmers Branch and the City of Carrollton regarding real estate issues have been developed and forwarded to the various cities for their review. Goal is to finalize these ILAs to avoid delays in obtaining street and station permits.

Coordination with Denton County Transportation Authority (DCTA) for potential connection of both transit systems is ongoing. Senior Management is reviewing cost estimates. ILA for design effort has been executed.

Approval of the U.S. Army Corps of Engineers (USACE) Nationwide 404 permit for access to wetlands is needed from the Corps of Engineers. It is in progress.

Approval is required from TxDOT to utilize the mitigated area for station runoff, as well as eastbound and westbound street reconstruction. Letter of Agreement to commence work has been received from the district office. DART is working with TxDOT to finalize the agreement.

Finalizing the DGNO flagging and signal agreement may impact construction progress.



**NW-2: Anson Road Pavement**

**NW-2: Bachman Station Box Culvert**





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

LRT Buildout  
Phase IIA

**NW-3: Concrete Placement of  
Royal Lane Station Piers**



**NW-4: Placing Concrete Pier Cap at  
Furneaux Creek**





**NW-4: Placing Box Culvert at Squire Place**

### Strategic Plan Consideration

C1 Improve Customer Satisfaction  
C2 Manage System Growth  
C3 Improve Efficiency

### Description

The Northwest Rail Operating Facility (NWROF) will provide storage, running maintenance, and administrative functions to meet DART's long-term operational and maintenance needs for Buildout Phase II. The site is bounded by Lombardy, 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.

### Status

The DART Board approved construction contracts for Lots 1-4 in July 2007. NTP for Lot 1 was given on August 30, 2007. NTP for Lot 3 was given October 1, 2007. Lot 2 NTP is anticipated in February 2007, and Lot 4 NTP is anticipated in Fall 2008.

#### Lot 1 – Base Contract

Site grading and excavation are progressing. Field activities continue with the placing of storm water controls, demolition, and clearing and grubbing activities. Subcontractors have installed underground electrical and are installing sewer line on the southern half of the site.

DART has begun installation of new city water line along Century.

### Issues

There is a potential for changes to storm drainage plans due to development and City-proposed new work in the area.

CMGC-III wants to use west side of project for box culvert installation, which will affect preparation of storage areas for track and materials and for moving rail out of CMGC-III right-of-way. DART is awaiting a formal letter from the contractor before proceeding with a change to the contract.

Due to City of Dallas water leaks along Century Street, the contractor had to pump water from the site daily during the month of November 2007. The leaks are much improved and being repaired by the City of Dallas.

Water table is currently very high at the site, which could affect a portion of the foundation at the S&I building.

# 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**  
Deliveries of Lots 3 (special trackwork), 4 (concrete ties), and 5 (direct fixation rail fasteners) are in progress.

**Issues** The contractor notified DART that the clip manufacturing plant will not be operational until January 2008, delaying delivery of complete fastener assembly. The contractor requested time extension or waiver of the Buy America requirements but did not receive approval. A Cure Notice was issued and response received. A resolution plan of action was agreed in December 2007.

# Systems - Traction Power Substations

## LRT Buildout Phase IIA

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

**Description** Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIA, IIB, and the Northwest Rail Operating Facility (NWROF) will require 38 TPSSs.

**Status** Notice to Proceed was issued to Siemens Transportation Systems, Inc., on June 29, 2007. Contract submittal review is ongoing. The project baseline schedule was approved in November 2007.

Site visit to Brenco, manufacturing location of substations, was made after the December Monthly Progress Meeting. The facility is being prepared to begin the manufacturing.

**Issues** Weekly conference calls to discuss issues and requirements are being held to reduce time between resubmittals and to expedite receipt of the needed information.



**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** As of the end of December 2007, 100 submittals have been received, with 100 returned to the contractor. Interim software was installed on November 27, 2007, for the Bryan/Hawkins Junction area. Sixteen RFI's have been received, with 15 returned to the contractor. All node add/drop multiplexers (ADMs) have been upgraded from a hardware perspective. Completion of the software upgrade to version 8.5 is anticipated in February 2008. This will allow a seamless interface for the Green Line (Northwest & Southeast corridors) communications when they come on-line.

**Issues** The source code Memorandum of Record was executed between the contractor and DART on October 1, 2007. This source code also included code for the NW-1A project. The source code issue is resolved.

Final bitmap data has not been received from the CM/GC-I and CM/GC-III contractors.

Final design review has been delayed.

# Systems – Fare Collection Equipment

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## LRT Buildout Phase IIA

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

**Description** Ticket vending machines (TVMs) are being purchased for Phase IIA stations. The solicitation includes options to purchase additional TVMs for the Phase IIB stations and to replace the Starter System units.

**Status** Notice to Proceed was issued August 9, 2007. Submittal review is ongoing.

**Issues** DART considered exercising Option 6 for 60 TVMs for the Starter System. DART Revenue determined not to exercise the option at this time.

### 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. C-units 39-46 will be funded under Amendment 13 to the LRT Buildout Phase I FFGA.

Also, a total of 48 new SLRVs will be procured, of which 25 will be for Buildout Phase IIA and 23 will be for Phase IIB. The procurement of the C-units for modifying the existing fleet and the procurement of the new SLRVs will be divided into phases.

### Status

#### SLRV Retrofit

The first 21 C-units are undergoing fabrication in Japan. The first two C-units are scheduled to be shipped on January 6, 2008, and are expected to arrive at the Final Assembly-1 (FA-1) site in Dallas by the end of January 2008. Preparations are underway at the FA-1 and FA-2 sites in anticipation of the upcoming final assembly of the first retrofitted SLRV. DART Maintenance and Operations are involved in detailed coordination with Project Management to ensure that DART is fully prepared to facilitate the LRV hand-over process in support of the retrofit. Manufacturing has not yet begun for the C-units associated with Amendment 13. Shell assembly is scheduled to begin in mid-April 2008, and delivery of the first LRV retrofitted under Amendment 13 (C-unit 39) is scheduled for January 2009.

### Issues

As shipments begin from Japan, requirements for the use of U.S. Flagship vessels could result in increased costs to the project.

### Strategic Plan Consideration

C2.3 Integrate new transit services

### Description

Integrate systems operation for LRT Buildout Phase II.

### Status

Systems Integration continues to address final design interface 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 and security impacts.

Safety and Security Certification Checklists have been prepared for certifiable elements and design certification is in progress for all elements. Fire/Life Safety Committee meetings continue and coordination with Buildout member cities is ongoing.

An update to the Integrated Test Plan has been submitted for Phase II and incorporates comments received through Design Review process. An updated Rail Fleet Management Plan has been completed and distributed for Design Review Comments. Additional updates to these plans continue as the Phase II operating plan is finalized.

Monthly coordination meetings with Operations (including Transportation, Maintenance, Technical Services, and Safety) address operational issues in contract documents/plans and incorporate contract special provisions for track allocation. A hiring plan for the Transportation and Maintenance departments has been submitted as part of the Operations and Maintenance Cost Model. Meetings with various operating groups are ongoing and will further refine both the Hiring Plan and Cost Model. An Operations and Maintenance Plan has been submitted for Phase II, and an updated O&M Cost Model is being prepared.

Updates to Train Performance Calculations (TPCs), incorporating final alignment data for the Northwest/Southeast corridors and preliminary engineering alignment for Irving and Rowlett corridors, are in progress. Performance characteristics of the SLRV are now incorporated into TPCs.

Coordination of construction activities and integrated testing for the Bryan/Hawkins cut-over were successfully completed Thanksgiving weekend.

### Issues

None.

# Raise & Extend Four CBD Stations

## LRT Buildout Phase IIA

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C1 Improve Customer Satisfaction<br>C2 Manage System Growth  |
| <b>Description</b>                  | 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.  |
| <b>Status</b>                       | <p>Construction began at St. Paul Station in mid-November 2007, with the station shutdown scheduled for January 2008. The contractor continued the removal of pavers, installation of concrete underlayment, and adjustment of manholes at the platforms.</p> <p>Coordination with any additional equipment and/or cables for closed circuit TV (CCTV) at stations is ongoing.</p> |
| <b>Issues</b>                       | Construction is being sequenced to provide the least amount of service interruption. Adjacent property owners are being notified and real estate negotiations are ongoing.   |

# Closed-Circuit Television (CCTV) System

## LRT Buildout Phase IIA

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

**Description** This project will provide a CCTV system at Phase IIA stations. The project is defined in two parts. **Part 1** will provide conduit configuration below concrete slab-on-grade, concrete paving, and column enclosures at Phase IIA stations to facilitate future systems for CCTV; passenger emergency call (PEC) units at station platforms and parking areas; and “Connection Protection” at designated stations. **Part 2** will provide the CCTV system.

**Status** **Part 1**  
Design is complete for Line Section SE-1, SE-2, and NW-1B stations. Change requests have been issued to CM/GC-I contractor. Design is in progress for remaining stations. Coordination with the contractor is ongoing to establish and monitor the schedule for delivery of change requests.

**Part 2**  
Design has not been initiated for the CCTV system.

**Issues** **Part 1**  
Information needs to be provided in a timely manner to the CM/GC-I contractor so that conduit may be installed before placement of concrete slab-on-grade, concrete paving, and column enclosures.

# Love Field West Betterments

**LRT Buildout  
Phase IIA**

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

**Description** The project will provide for the installation of Board-approved betterments (fence and additional landscaping) adjacent to the Love Field West neighborhood.

**Status** Final design is under way. Completion of design is anticipated by the end of January 2008.

**Issues** Delivery method alternatives are under evaluation.

# NW-2 Little Denton Drive Reconstruction

**LRT Buildout  
Phase IIA**

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

**Description** The project will provide improvements for Little Denton Drive, between Empire Central and Burbank, adjacent to Line Section NW-2 and the Love Field West neighborhood.

**Status** Final design is under way. Completion of design is anticipated by the end of January 2007.

**Issues** Delivery method alternatives are under evaluation.



# Facilities - Six-Month Look Ahead









## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Six Month Look Ahead

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| Project          | 2008                           |          |  |       |     |      |
|------------------|--------------------------------|----------|--|-------|-----|------|
|                  | January                        | February | March  | April | May | June |
| SE-1             | Construction Continues         |          |  |       |     |      |
| SE-2             | Construction Continues         |          |  |       |     |      |
| NW-1B            | Construction Continues         |          |  |       |     |      |
| NW-2             | ▲ Signals & Comm. Bit-Map Data |          | ▲ CWR Staging Area Ready<br>Construction Continues |       |     |      |
| NW-3             | ▲ Signals & Comm. Bit-Map Data |          | Construction Continues                             |       |     |      |
| NW-4             | ▲ Signals & Comm. Bit-Map Data |          | Construction Continues                             |       |     |      |
| NWROF            | Construction Continues         |          |  |       |     |      |
| 4 CBD STA. MOD'S | Construction Continues         |          |  |       |     |      |
| TPS              | Manufacturing Continues        |          |  |       |     |      |
| SCS / OCC MODS   | Manufacturing Continues        |          |  |       |     |      |
| FARE COLL.       | Manufacturing Continues        |          |  |       |     |      |
| SLRV Retrofit    | Manufacturing Continues        |          |  |       |     |      |
| New SLRV's       | ▲.....▶ Proposals Due          |          | Bids Due ▲   |       |     |      |

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

# Change Control Summary

## LRT Buildout Phase IIA

| Light Rail Transit Buildout Phase IIA - Change Control Summary |   |                                |   |                             |                     |   |  |                                |                              |  |                   |
|--|---|--------------------------------|---|-----------------------------|---------------------|---|--|--------------------------------|------------------------------|--|-------------------|
| Rail Section/<br>Contract Package                              | Consultant/<br>Contractor   | Approved<br>Contract<br>Amount | Approved<br>Contingency/<br>Allowance             | Total<br>Approved<br>Amount | Executed<br>Changes | Current<br>Contract<br>Value  | Remaining<br>Contingency/<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(December 2007) |                   |
|  |   | (A)                            | (B)   | (C=A+B)                     | (D)                 | (E=A+D)   | (F=B-D)                                | (G=D/B)                        |                              |  |                   |
| Professional<br>Services                                       | GEC   | ACT-21                         | \$192,166,855                                     | \$910,989                   | \$193,077,844       | \$0   | \$192,166,855                          | \$910,989                      | 0%                           | (Note a)   | Through FY-08 AWP |
|  | C-1002450-01  |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | SDC   | Dallas System Consultants      | \$59,066,616                                      | \$217,189                   | \$59,283,805        | \$0   | \$59,066,616                           | \$217,189                      | 0%                           | (Note a)   | Through FY-08 AWP |
|  | C-1002603-01  |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | Systems Integration (SIC)   | DMJM + HARRIS                  | \$31,226,961                                      | \$168,679                   | \$31,395,640        | \$0   | \$31,226,961                           | \$168,679                      | 0%                           | (Note a)   | Through FY-08 AWP |
|  | C-1004187-01  |                                |   |                             |                     |   |  |                                |                              |  |                   |
| Construction<br>SE1, 2, NW1B                                   | 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                            | \$5,361,218                                       | \$68,938                    | \$5,430,156         | \$0   | \$5,361,218                            | \$68,938                       | 0%                           | (Note a)   | FY-08 Not Active  |
| Construction<br>NW 1, 2, 3                                     | C-1008146-01  |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | CMGC-1  | Archer Western/Brunson Caron   | \$369,991,783                                     | \$18,219,058                | \$388,210,841       | \$7,368,143   | \$377,247,808                          | \$10,850,915                   | 40%                          | (Note a)   |                   |
| Construction<br>CBD<br>Raise/Extend                            | C-1007571-01  | SE-1, 2, NW-1B                 |   |                             |                     | Reduced contract value for SA-035 & 37 (\$43,628,611) & (\$68,488,97) |  |                                |                              |  |                   |
|  | CMGC-3  | Archer Western/Hernog          | \$456,375,780                                     | \$23,688,198                | \$480,063,978       | \$19,570  | \$456,395,350                          | \$23,668,628                   | 0%                           | (Note a)   | SA-3 10-23-07     |
| Construction<br>CBD<br>Raise/Extend                            | C-1009666-01  | NW-2, 3, 4                     |   |                             |                     |   |  |                                |                              | (Note c)   |                   |
|  | CBD Level Boarding  | Phillips-May                   | \$5,370,333                                       | \$537,033                   | \$5,907,366         | \$0   | \$5,370,333                            | \$537,033                      | 0%                           |  |                   |
| NWROF<br>Construction  | C-1012813-01  |                                |   |                             |                     |   |  |                                |                              | (Note c)   |                   |
|  | Lot 1   | Archer Western                 | \$65,238,407                                      | \$4,272,038                 | \$69,510,445        | \$0   | \$65,238,407                           | \$4,272,038                    | 0%                           | 0%   |                   |
|  | C1012392-01   |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | Lot 2   | Hernog                         | \$7,337,506                                       | \$311,777                   | \$7,649,283         | \$0   | \$7,337,506                            | \$311,777                      | 0%                           | 0%   |                   |
|  | C1012392-02   |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | Lot 3   | Mass Electric                  | \$11,289,300                                      | \$479,692                   | \$11,768,992        | \$0   | \$11,289,300                           | \$479,692                      | 0%                           | 0%   |                   |
|  | C1012392-03   |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | Lot 4   | TBD                            | \$8,944,333                                       | \$380,053                   | \$9,324,386         | \$0   | \$8,944,333                            | \$380,053                      | 0%                           | 0%   |                   |
| Track Material<br>Procurement<br>CMGC-1                        | C-1012392-04  |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | Lot 9   | Macton                         | \$1,996,500                                       | \$99,825                    | \$2,096,325         | \$0   | \$1,996,500                            | \$99,825                       | 0%                           | 0%   |                   |
|  | C-1012392-05  |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | Lot 3 & 6   | Progressive Rail               | \$11,754,817                                      | \$352,645                   | \$12,107,462        | \$0   | \$11,637,696                           | \$352,645                      | 0%                           | 0%   |                   |
|  | C-1009684-02  | Spl Trkwrk/CWR                 | Reduced contract value for SA-001 (\$45,335)      |                             |                     | Reduced contract value for SA-003 (\$71,785,92)                       |  |                                |                              |  |                   |
| Track Material<br>Procurement<br>CMGC-3                        | Lot 5   | L.B. Foster                    | \$4,999,349                                       | \$149,981                   | \$5,149,330         | \$891   | \$5,000,240                            | \$149,090                      | 1%                           | 0%   |                   |
|  | C-1009684-03  | Fasteners                      |   |                             |                     |   |  |                                |                              |  |                   |
|  | Lot 4   | Roca Concrete Tie              | \$3,145,765                                       | \$96,089                    | \$3,241,854         | \$57,195  | \$3,202,960                            | \$38,894                       | 60%                          | 0%   |                   |
|  | C-1009684-04  | Concrete Ties                  |   |                             |                     |   |  |                                |                              |  |                   |
|  | Lot 1 & 3   | VAE Nortrak                    | \$8,987,703                                       | \$472,976                   | \$9,460,679         | \$0   | \$8,987,703                            | \$472,976                      | 0%                           | 0%   |                   |
| Systems  | C-1012000-01  | NW2/3/4 & NWROF/Spl Trkwrk     |   |                             |                     |   |  |                                |                              |  | NTP 1/18/07       |
|  | Lot 2   | L.B. Foster                    | \$5,982,978                                       | \$299,149                   | \$6,282,127         | \$0   | \$5,982,978                            | \$299,149                      | 0%                           | 0%   |                   |
|  | C-1012000-02  | NW-2/3/4 CWR                   |   |                             |                     |   |  |                                |                              |  | NTP 1/10/07       |
|  | Lot 4   | Roca Concrete Tie              | \$3,361,624                                       | \$168,081                   | \$3,529,705         | \$0   | \$3,361,624                            | \$168,081                      | 0%                           | 0%   |                   |
|  | C-1012000-03  | Concrete Ties                  |   |                             |                     |   |  |                                |                              |  | NTP 1/10/07       |
| Vehicle  | Lot 5   | Advanced Track Products        | \$5,722,502                                       | \$286,125                   | \$6,008,627         | \$0   | \$5,722,502                            | \$286,125                      | 0%                           | 0%   |                   |
|  | C-1012000-04  | CMGC-3 Fasteners               |   |                             |                     |   |  |                                |                              |  | NTP 1/10/07       |
|  | TPSS DFI  | Siemens Transportation         | \$30,792,441                                      | \$2,463,395                 | \$33,255,836        | \$0   | \$30,792,441                           | \$2,463,395                    | 0%                           | 4%   | NTP 6/29/07       |
| Systems<br>Modifications                                       | C-1012105-01  | Systems, Inc.                  |   |                             |                     |   |  |                                |                              |  |                   |
|  | Fare II   | GFI Genfare                    | \$4,624,103                                       | \$231,205                   | \$4,855,308         | \$0   | \$4,624,103                            | \$231,205                      | 0%                           | 4%   | NTP 08-07         |
| Vehicle  | C-1011621-01  | Systems, Inc.                  |   |                             |                     |   |  |                                |                              |  |                   |
|  | 115 C-Unit Mode W/ATP   | Kinkisharyo/Toochu             | \$190,395,824                                     | \$5,395,494                 | \$195,791,318       | \$15,000  | \$190,410,824                          | \$5,380,494                    | 0%                           | 4%   | NTP 6/29/06       |
| Systems<br>Modifications                                       | C-1011711-01  |                                | Increased contract amount for SA-001 \$10,546,007 |                             |                     |   |  |                                |                              |  |                   |
|  | SCS/OCC   | GE Advanced Comm. Systems      | \$19,268,337                                      | \$1,541,467                 | \$20,809,804        | \$0   | \$19,268,337                           | \$1,541,467                    | 0%                           | 0%   |                   |
| TOTALS:  | C-1009337-01  |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  |   |                                | \$1,411,777,340                                   | \$54,611,862                | \$1,466,389,202     | \$7,459,908   | \$1,419,008,900                        | \$47,151,954                   |                              |  |                   |
| Legend:  | % Contingency >= 70%  |                                |   |                             |                     |   |  |                                |                              |  |                   |
| Notes:   | a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.    |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency. |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | c) CMGC-1 & 3 contracts were modified to include construction services.   |                                |   |                             |                     |   |  |                                |                              |  |                   |
|  | d) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.                            |                                |   |                             |                     |   |  |                                |                              |  |                   |

**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/final environmental impact statement (PE/FEIS) phase scheduled for completion in March 2008.

FAA approved the Draft EIS for signature and distribution on October 1, 2007, while the FTA provided their comments on October 17, 2007, requesting significant changes. Strategy for timely completion of the Draft EIS was developed in a conference call with the FTA in November 2007. Necessary changes to the document have been made. The Draft EIS was approved for publication by both the FTA and FAA in December 2007 and has been finalized and sent to the printer.

**Issues** The FAA requested an Airspace Study, which has delayed the Draft EIS by several months.

Cost reduction opportunities have been addressed and DART is preparing a design-build procurement package for Line Sections Rowlett-1 (R-1), Irving-1 (I-1), and Irving-2 (I-2). The Request for Qualifications is expected to go out by the end of January 2008.

**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** Work on the 30% design for Rowlett Extension (Line Section R-1) continues and is expected to be completed at the end of February 2008.

**Issues** Cost reduction opportunities have been addressed and DART is preparing a design-build procurement package for Line Sections Rowlett-1 (R-1), Irving-1 (I-1), and Irving-2 (I-2). The Request for Qualifications is expected to go out by the end of January 2008.

**COMMUTER  
RAIL**

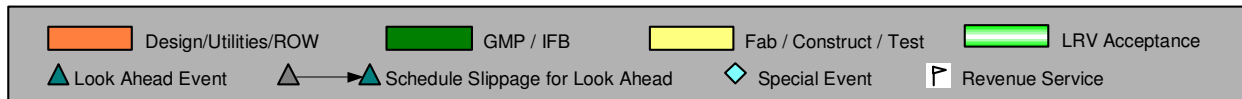
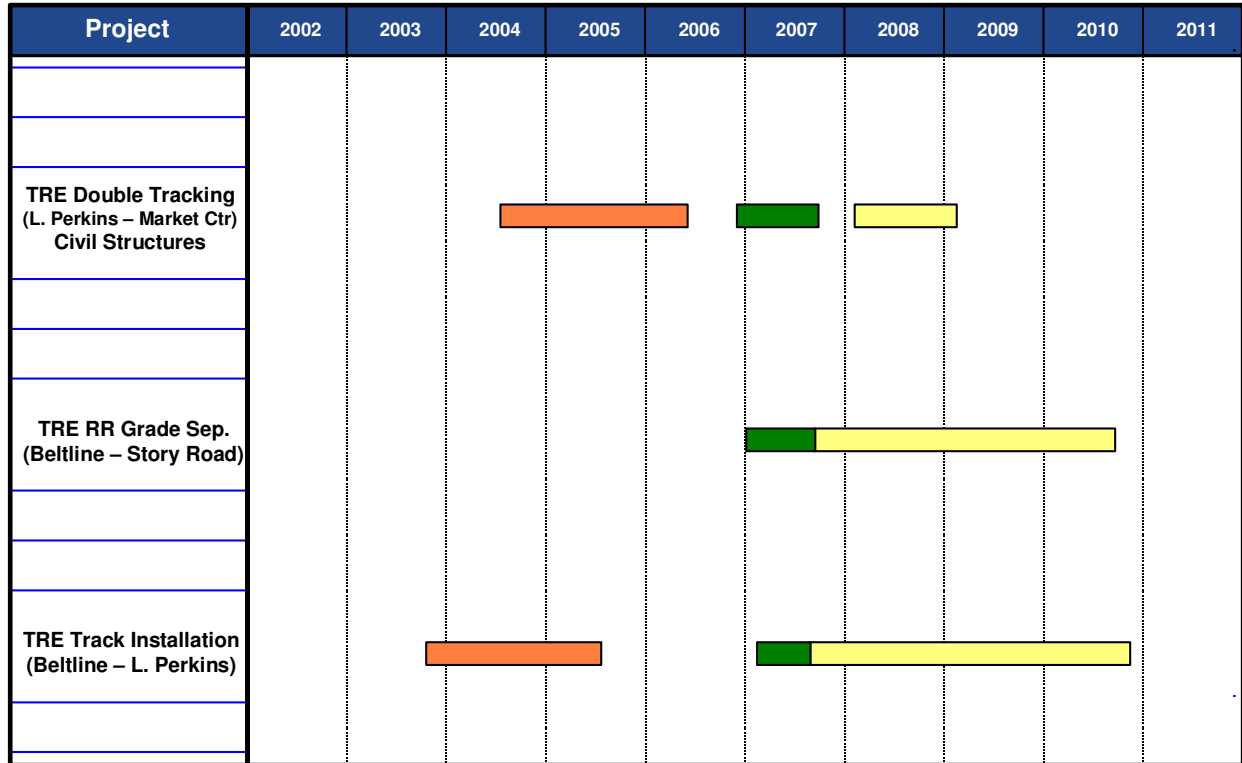
# Summary Working Schedule



## Commuter Rail Summary Working Schedule

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# Cost Summary

## Commuter Rail

| <b>COMMUTER RAIL<br/>Cost Summary<br/>(in millions of dollars)</b> |                           |                               |   |
|--|---------------------------|-------------------------------|---|
|  | <b>Control<br/>Budget</b> | <b>Current<br/>Commitment</b> | <b>Expended<br/>to Date<sup>(1)</sup></b> |
| Belt Line Road Grade Separation <sup>(2)</sup>                     | \$ 70.5                   | \$ 58.8                       | \$5.5                                     |
| Lisa-Perkins Double Tracking                                       | 6.4                       | 5.9                           | 1.3                                       |

**Notes:**

- 1) Expended to date values reflect activity through 12/31/07, as reported on DARTnet.
- 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 was acquired by the City of Irving. Total estimated cost, including ROW, engineering and construction, is approximately \$70 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.

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

## Status

Construction activities are ongoing. Clearing and grubbing has been completed. Storm Lines “F” and “G” have been completed. Contractor completed the drilled shafts on Abutment No. 1 and Abutment No. 123. Contractor is forming the abutment cap on Abutment No. 1.

Private utility relocation work is ongoing. MCI has completed relocation of their fiber optic lines. TXU has agreed to move their lines as soon as possible.

## Issues

A new funding strategy was agreed upon by NCTCOG, Irving, and DART for additional funds needed for project cost overrun. NCTCOG staff presented this item to the Surface Transportation Technical Committee (STTC) at the August 24, 2007, meeting. The funding recommendation of \$13M Local and \$15M Federal was approved by the RTC at the September 13, 2007, meeting.



# 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** Notice of Award was made September 18, 2007. NTP is anticipated for early January 2008, after bonds and insurance certificates are received. The contractor is preparing early action submittals.

**Issues** None.

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

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**Commuter  
Rail**

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

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

**Status** Track submittals are in progress.

**Issues** None.

# Six-Month Look Ahead



## Commuter Rail Six Month Look Ahead

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| Project  | 2008                                       |          |       |       |     |      |
|--|--|----------|-------|-------|-----|------|
|  | January                                    | February | March | April | May | June |
|  |  |          |       |       |     |      |
|  |  |          |       |       |     |      |
| TRE Double Tracking<br>(L. Perkins – Market Ctr)<br>Civil Structures | Construction Continues                     |          |       |       |     |      |
|  |  |          |       |       |     |      |
|  |  |          |       |       |     |      |
| TRE RR Grade Sep.<br>(Beltline – Story Road)                         | Construction Continues                     |          |       |       |     |      |
|  |  |          |       |       |     |      |
|  |  |          |       |       |     |      |
| TRE Track Installation<br>(Beltline – L. Perkins)                    | Material Delivery / Installation Continues |          |       |       |     |      |
|  |  |          |       |       |     |      |
|  |  |          |       |       |     |      |

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

# Change Control Summary

**Commuter  
Rail**

**Commuter Rail - Change Control Summary**

| Facility/<br>Contract Package |   | Consultant/<br>Contractor      | Approved     | Approved    | Total        |          | Current      | Remaining   | Percent     | Percent  | Summary of Activity<br>This Period & Comments<br>(December 2007) |
|-------------------------------|---|--------------------------------|--------------|-------------|--------------|----------|--------------|-------------|-------------|----------|--|
|                               |   |                                | Contract     | Contingency | Approved     | Executed | Contract     | Contingency | Contingency | Contract |  |
|                               |   |                                | Amount       | Allowance   | Amount       | Changes  | Value        | Allowance   | Used        | Comp.    |  |
|                               |   |                                | (A)          | (B)         | (C=A+B)      | (D)      | (E=A+D)      | (F=B-D)     | (G=D/B)     |          |  |
| TRE                           | Belt Line-Story Grade Separation<br>C-1012696-01    | McCarthy Building<br>Companies | \$43,006,362 | \$3,440,509 | \$46,446,871 | \$0      | \$43,006,362 | \$0         | 0%          | 0%       | NTP 9-18-07  |
| TRE                           | TRE Lisa-Perkins Construction<br>C-1012966-01       | Austin Road<br>and Bridge      | \$2,910,060  | \$87,302    | \$2,997,362  | \$0      | \$2,910,060  | \$0         | 0%          | 0%       | NTP 01/07/08   |
| TRE                           | TRE LP/BL-S Trk Mtl Procure/Install<br>C-1012577-01 | Herzog                         | \$11,494,170 | \$344,822   | \$11,838,992 | \$0      | \$11,494,170 | \$0         | 0%          | 0%       | NTP 8/14/07  |
| TOTALS:                       |   |                                | \$43,006,362 | \$3,440,509 | \$46,446,871 | \$0      | \$43,006,362 | \$0         |             |          |  |
| Legend:                       | % Contingency >= 70%                                |                                |              |             |              |          |              |             |             |          |  |
| Notes:                        |   |                                |              |             |              |          |              |             |             |          |  |

**ADDITIONAL  
CAPITAL  
DEVELOPMENT**

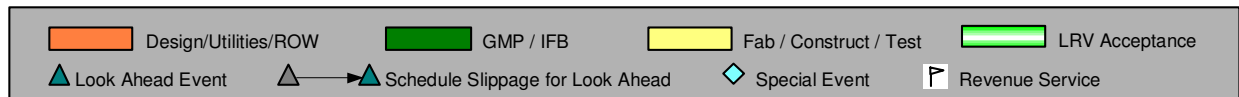
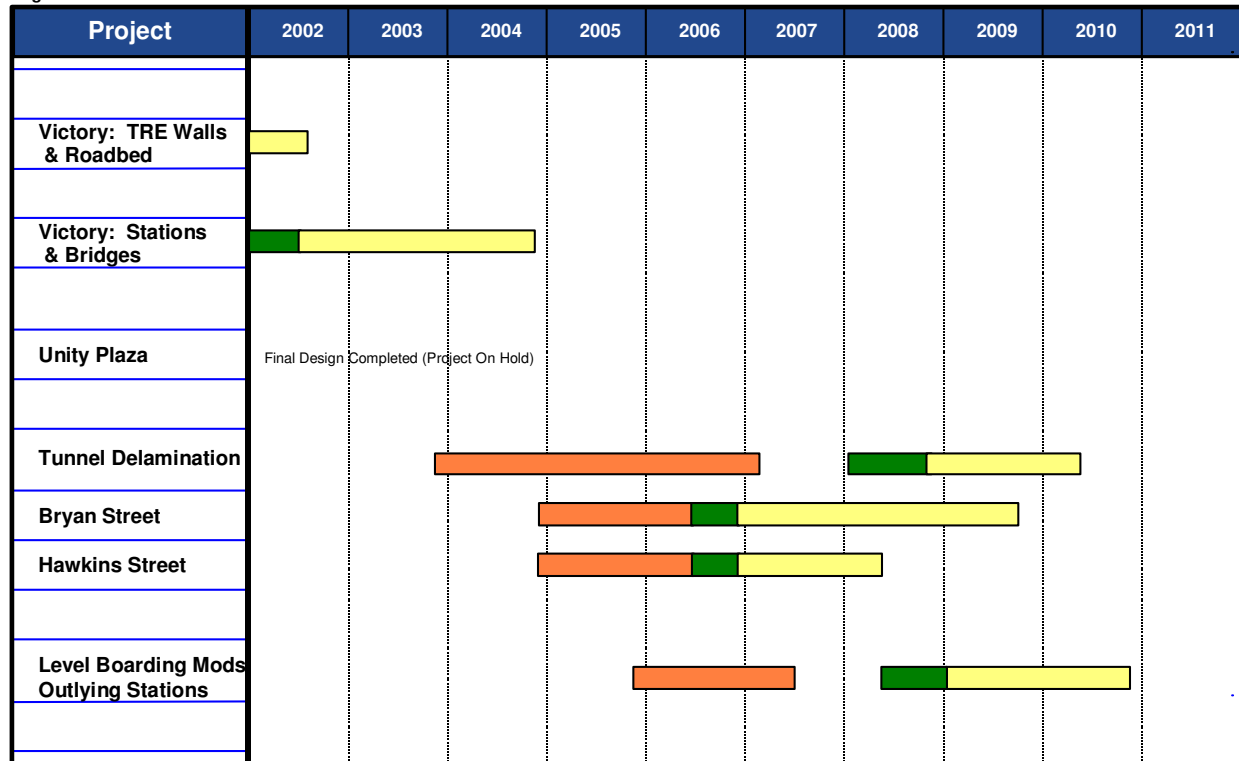
# Summary Working Schedule

Additional Capital Development

## Additional Capital Development Summary Working Schedule

Page 1 of 1

12/31/07



# Cost Summary

## Additional Capital Development

| <b>ADDITIONAL CAPITAL DEVELOPMENT<br/>Cost Summary<br/>(in millions of dollars)</b> |                           |                               |  |
|---|---------------------------|-------------------------------|--|
|   | <b>Control<br/>Budget</b> | <b>Current<br/>Commitment</b> | <b>Expended<br/>to Date <sup>(1)</sup></b> |
| Victory Station Project <sup>(2)</sup>  | \$79.0                    | \$83.0                        | \$80.6                                     |
| Unity Plaza   | 3.5                       | 0.9                           | 0.9  |
| Tunnel Delamination   | 4.2                       | 2.3                           | 2.3  |
| Bryan Street <sup>(3)</sup>   | 30.8                      | 22.3                          | 10.3                                       |
| Hawkins Street  | 23.2                      | 22.8                          | 15.6                                       |
| Level Boarding Modifications –<br>Outlying Stations                                 | 13.2                      | 0.7                           | 0.9  |

**Notes:**

- 1) Expended to date values reflect activity through 12/31/07, as reported on DARTnet.
- 2) Current commitment reflects anticipated Anland credit.
- 3) Current expended to date value reflects funding partners reimbursement.

# 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. Source code license agreement has been received. Release of liens has been received. Contractor meeting to be set up to review final invoice.

### Issues

#### **Line Section NW-1A Facilities Construction Contract**

The contracting officer rendered his final decision regarding the six REAs for claimed impacts and delays to the project.

Eby appealed the decision and the matter is proceeding in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing has been scheduled to begin in April 2008.

Eby sued DART's general engineering consultant, LAN/STV, in State Court. The Texas Supreme Court denied review of the appeal, and the matter is back in District Court.

#### **Line Section NW-1A Systems Construction Contract**

The Supervisory Control System (SCS) software license agreement has been received; this issue is resolved.

All releases of liens have been received. DART is awaiting final invoice.



**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 is complete. Closeout is in progress.

**Issues** None.

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

**Additional Capital  
Development**

**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 DART Southeast Corridor light rail extension. The Bryan/Hawkins project is being performed under the CM/GC-I contract.

**Status** Underground utility installation continues. Northbound frontage road paving is complete from Live Oak to Bryan Street; paving of Bryan between Leonard and Crockett continues.

The contractor continues working at the LRT tunnel entrance. MSE wall construction is nearing completion. Setting of new OCS poles on foundations at Pearl Station is complete. Welding of rail from Routh Street to the portal is complete. Construction of moment slab support for MSE wall coping continues. Grading to existing sidewalk and pavement at Bryan Street continues.

Cutover work planned for the Thanksgiving holiday weekend was successfully completed, and trains are now running on the new track.

**Issues** A fiber optic cable installed by TxDOT conflicts with future grading of access roads. A change order was issued to the contractor for relocation of the cable, and relocation work is complete. The contractor's claimed impacts are under review.

Tracks were not put back in service within the time required during a weekend power interruption on September 22-24. Liquidated damages may be assessed.

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

Additional Capital  
Development

Portal Guideway after  
Thanksgiving Cutover



Area after Thanksgiving Cutover





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

Additional Capital  
Development



Forming Header at NB Central Service Road

Demolition of Old Portal Track



# Track Materials Procurement - Bryan/Hawkins Junction

---

**Additional Capital  
Development**

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

**Description** The track materials procurement for Bryan/Hawkins Junction includes fabrication, delivery, unloading, and placing into DART's storage facilities varying amounts of welded rail, concrete crossties, direct fixation fasteners, and special trackwork. This contract includes Lots 1 & 2 and was awarded to Progress Rail Services.

**Status** Contract closeout is in progress.

**Issues** None.

# Level Boarding Modifications For Outlying Stations

**Additional Capital  
Development**

|                                     |  |
|-------------------------------------|--|
| <b>Strategic Plan Consideration</b> | C1 Improve Customer Satisfaction<br>C2 Manage System Growth  |
| <b>Description</b>                  | This project will modify Starter System and Buildout Phase I LRT station platforms to accommodate the level boarding mode of operation.  |
| <b>Status</b>                       | The schedule is being updated to reflect implementation of a pilot project at Morrell Station to review operational impacts during construction. Bids for this pilot project were received on December 20, 2007. NTP for construction is anticipated in early January 2008. Lessons learned from the pilot project will be incorporated prior to procurement for the remaining stations. |
| <b>Issues</b>                       | Construction will be sequenced to provide the least amount of service interruption.<br><br>Coordination with any additional equipment and/or cables for closed-circuit TV (CCTV) at stations is ongoing.   |

# Paratransit Parking

**Additional Capital  
Development**

**Strategic Plan  
Consideration** C3 Improve Efficiency

**Description** This project will repair and repave the existing parking lots at the Paratransit Facility located at Senate Street. A new employee parking lot will be constructed on adjacent DART property located on Dilido Street.

**Status** Final design of the permanent lot on Dilido Street is under way and will be complete by January 31, 2008. Final design to repair and repave the existing parking lot at Senate Street has been completed. The Senate Street project will begin bid solicitation in February 2008.

**Issues** None.



# Six-Month Look Ahead









**Additional Capital  
Development**

## Additional Capital Development Six Month Look Ahead

Page 1 of 1

12/31/07

| Project                               | 2008   |          |       |       |     |      |
|---------------------------------------|--|----------|-------|-------|-----|------|
|                                       | January  | February | March | April | May | June |
| Victory: TRE Walls & Roadbed          | Construction Completed   |          |       |       |     |      |
| Victory: Stations & Bridges           | Revenue Service Began – 11/15/04   |          |       |       |     |      |
| Unity Plaza                           | Final Design Completed (Project On Hold)                                 |          |       |       |     |      |
| Tunnel Delamination                   | Test / Monitoring Section Complete – 07/30/07<br>Verify/Mapping Complete |          |       |       |     |      |
| Bryan Street                          | Construction Continues   |          |       |       |     |      |
| Hawkins Street                        | Cutover Completed Thanksgiving Weekend<br>Construction Complete          |          |       |       |     |      |
| Level Boarding Mods Outlying Stations | Demonstration Project Complete   |          |       |       |     |      |

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

# Change Control Summary

## Additional Capital Development

| Additional Capital Development - Change Control Summary |   |                                |                                      |                             |                     |                              |                                       |                                |                              |  |
|---|---|--------------------------------|--------------------------------------|-----------------------------|---------------------|------------------------------|---------------------------------------|--------------------------------|------------------------------|--|
| Facility/<br>Contract Package                           | Consultant/<br>Contractor   | Approved<br>Contract<br>Amount | Approved<br>Contingency<br>Allowance | Total<br>Approved<br>Amount | Executed<br>Changes | Current<br>Contract<br>Value | Remaining<br>Contingency<br>Allowance | Percent<br>Contingency<br>Used | Percent<br>Contract<br>Comp. | Summary of Activity<br>This Period & Comments<br>(December 2007) |
|   |   | (A)                            | (B)                                  | (C=A+B)                     | (D)                 | (E=A+D)                      | (F=B-D)                               | (G=D/B)                        |                              |  |
| NW-1A Facilities  | 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  |                                |                                      |                             |                     |                              |                                       |                                |                              | Closeout Pending Litigation                                      |
|   | 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   |
| Misc<br>Facilities                                      | C-1005139-01  |                                |                                      |                             |                     |                              |                                       |                                |                              | Closeout Pending   |
|   | NC-1 Tunnel Delamination  | \$655,999                      | \$39,242                             | \$695,241                   | \$0                 | \$655,999                    | \$39,242                              | 0%                             | 0%                           | Closeout Pending   |
| 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<br>Construction                           | TBD   |                                |                                      |                             |                     |                              |                                       |                                |                              |  |
|   | Construction  | \$35,893,496                   | \$1,823,750                          | \$37,717,246                | \$151,864           | \$36,045,360                 | \$1,671,886                           | 8%                             | 0%                           |  |
| Bryan/Hawkins<br>Track Material                         | C-1007571-01  |                                |                                      |                             |                     |                              |                                       |                                |                              |  |
|   | Lots 1 & 2  | \$2,761,480                    | \$110,460                            | \$2,871,940                 | \$7,150             | \$2,682,191                  | \$103,310                             | 0%                             | 0%                           | SA-2 executed 3-07   |
| Bryan/Hawkins<br>Track Material                         | C-1009684-01  |                                |                                      |                             |                     |                              |                                       |                                |                              |  |
|   |   |                                |                                      |                             |                     |                              |                                       |                                |                              |  |
| TOTALS:   |   | \$84,588,844                   | \$6,469,347                          | \$91,058,191                | \$2,848,695         | \$86,809,312                 | \$3,620,652                           |                                |                              |  |
| Legend:   | % Contingency >= 70%  |                                |                                      |                             |                     |                              |                                       |                                |                              |  |
| 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, 2007**

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

**Sharon Leary, Chief Financial Officer**

**Nathan Hallett, Treasurer**

**Beverly LaBenske, Assistant Treasurer**

***Prepared by Treasury Reporting  
January 31, 2008***

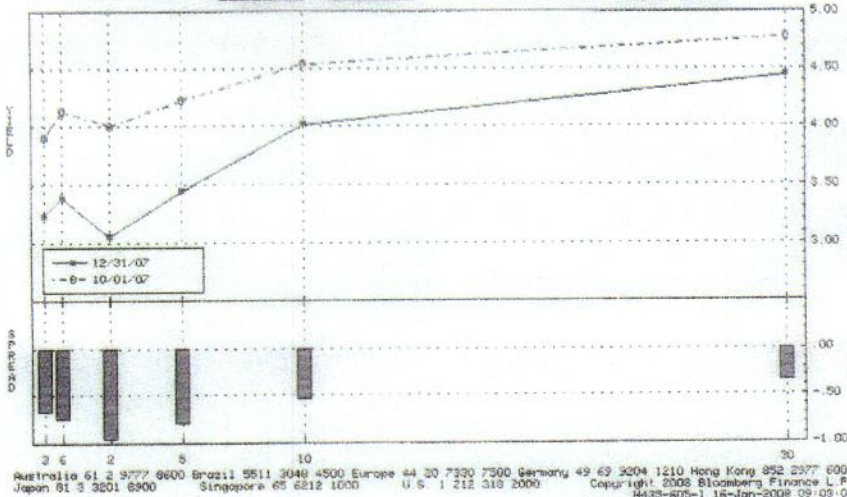
# Quarterly Investment Report



**1st Qtr FY08**

Prepared by Treasury Reporting

HISTORICAL YIELD CURVE PAGE 1 OF 2  
DATE RANGE 10/1/07 12/31/07 MTY RANGE 3M 30Y



Bloomberg

## Rate Tracker

|              |         |
|--------------|---------|
| Short Term   | ↓ 62 bp |
| Intermediate | ↓ 87 bp |
| Long Term    | ↓ 9 bp  |

## Portfolio Performance

|                 |                  |
|-----------------|------------------|
| Aggregate Yield | ↓ 0.51% to 4.85% |
| Benchmark       | ↓ 0.85% to 3.10% |

## DART Commercial Paper

|                         |          |
|-------------------------|----------|
| Change During Quarter   | \$75 M   |
| Current Outstanding     | \$255 M  |
| Last Rate Change        | ↓ 0.08 % |
| Average Rate            | 3.39 %   |
| Avg. Issue Days to Mat. | 141      |

## Market Overview

During the first quarter, the Fed lowered interest rates by 50 basis points (25 points in both October and December) as part of the ongoing process of bolstering consumer confidence in the economy and mitigating the downward economic pressures resulting from the lingering sub-prime mortgage situation. Because the yield curve continues to move downward, and is expected to continue to do so for at least 2 more quarters, the investment strategy for the Operating Account will extend the maturity by seeking intermediate-term investments to hedge against further rate reductions. Commercial paper holdings should decrease.

## Investment Strategies

The investment strategy will be to monitor the yield curve shape. This could lead to a change in investment strategy.

|                                |   |
|--------------------------------|---|
| <b>Insurance Fund:</b>         | laddered maturities; manage so as to replace called/matured investments   |
| <b>Financial Reserve Fund:</b> | laddered maturities; manage so as to replace called/matured investments   |
| <b>SEA Fund:</b>               | 100% money market investment  |
| <b>Debt Service Fund:</b>      | seek investment maturities tied to required semi-annual payments; 100% in money market funds until the spread widens between these funds and shorter-term agency. |

## DART Commercial Paper Program

DART's commercial paper costs continue to be below money market investment rates. As a result, DART will continue to issue large amounts of CP to take advantage of this positive arbitrage situation.

An additional \$75,000,000 was issued during the 1st Quarter of FY08 in support of the various capital projects.

## Investment Portfolios (compliance)

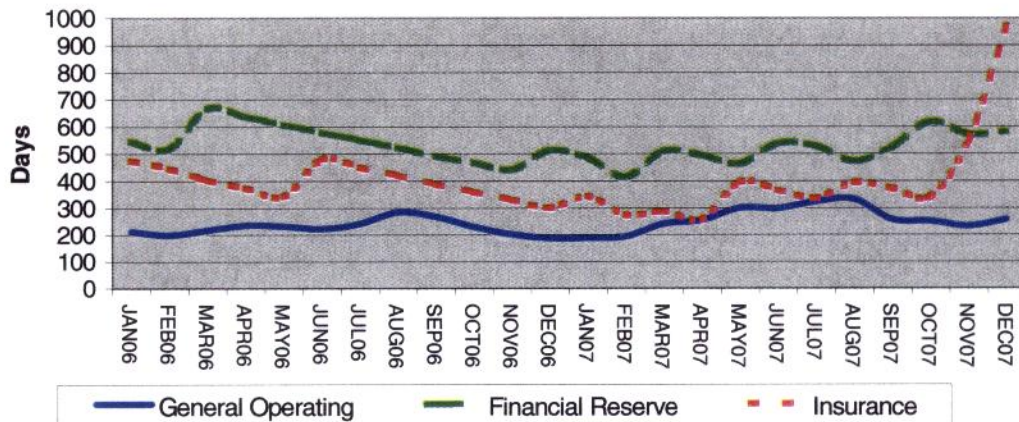
|                   |                       |             |     |
|-------------------|-----------------------|-------------|-----|
| General Operating | \$ 409,976,177        | 75%         | Yes |
| Financial Reserve | \$ 49,999,984         | 9%          | Yes |
| Capital Reserve   | \$ 4,424,705          | 1%          | Yes |
| Master Insurance  | \$ 11,900,000         | 2%          | NO  |
| SEAF              | \$ 59,999,591         | 11%         | Yes |
| Debt Service      | \$ 7,236,847          | 1%          | Yes |
| <b>TOTAL</b>      | <b>\$ 543,537,305</b> | <b>100%</b> |     |

## Investments by Sector

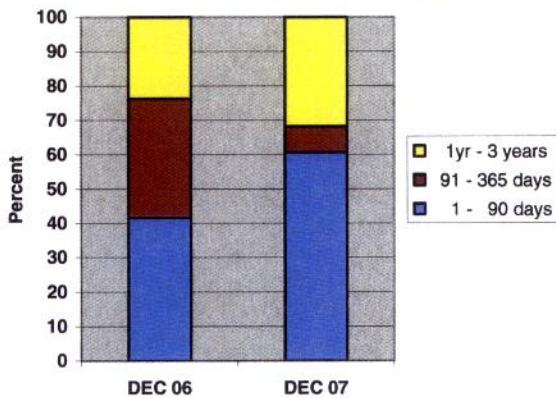
|              |                      |            |
|--------------|----------------------|------------|
| Treasuries   | \$0                  | 35%        |
| Agencys      | \$200,143,036        |            |
| Comm. Paper  | \$192,742,063        |            |
| Money Market | \$150,652,206        | 28%        |
| <b>TOTAL</b> | <b>\$543,537,305</b> | <b>37%</b> |



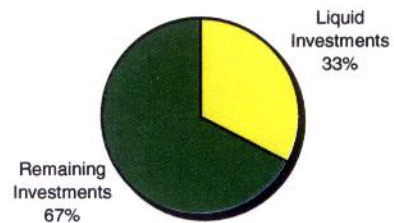
### Weighted Average Maturities



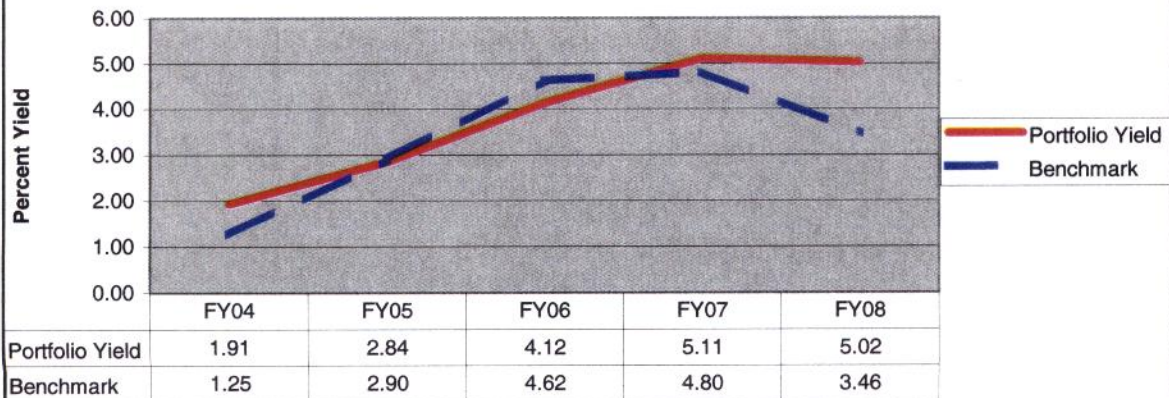
### Distribution by Maturity Sector



### Operating Fund



### Historical Portfolio Performance





# Security Transactions - Total Purchases

**1st Qtr FY08**

| Purchase Date                               | CUSIP     | Security Description                   | Ending Par Value | Maturity Date | Yield to Call | Call Date | Ending Unamor Val/Cost | Invest Number |
|---|-----------|--|------------------|---------------|---------------|-----------|------------------------|---------------|
| 10/2/2007                                   | 63557MY26 | NACS CP 0.00 11/02/07                  | \$ 5,000,000     | 11/02/07      | 5.1220        | ---       | \$ 4,978,343           | 08-0003       |
| 10/10/2007                                  | 91411UZ57 | Univ California CP 0.00 12/05/07       | \$ 5,000,000     | 12/05/07      | 4.9444        | ---       | \$ 4,962,356           | 08-0004       |
| 10/1/2007                                   | 83365SZT3 | Soc Gen NA CP 0.00 12/27/07            | \$ 10,000,000    | 12/27/07      | 5.1730        | ---       | \$ 9,878,200           | 08-0002       |
| 10/9/2007                                   | 4497W0A99 | ING CP 0.00 01/09/08                   | \$ 10,000,000    | 01/09/08      | 5.1663        | ---       | \$ 9,871,456           | 08-0001       |
| 11/16/2007                                  | 7562E0AB2 | Reckitt Benck CP 0.00 01/11/08         | \$ 5,000,000     | 01/11/08      | 4.7592        | ---       | \$ 4,963,756           | 08-0023       |
| 12/13/2007                                  | 66844CAG9 | N'Western Univ CP 0.00 01/16/08        | \$ 5,000,000     | 01/16/08      | 4.5002        | ---       | \$ 4,979,128           | 08-0033       |
| 11/9/2007                                   | 75072JB44 | RaiffzBank CP 0.00 02/04/08            | \$ 10,000,000    | 02/04/08      | 4.8927        | ---       | \$ 9,884,725           | 08-0016       |
| 10/30/2007                                  | 14178LBK5 | Cargill Inc CP 0.00 02/18/08           | \$ 10,000,000    | 02/18/08      | 4.7532        | ---       | \$ 9,857,511           | 08-0014       |
| 10/25/2007                                  | 2495E0BK9 | DEPFA Bank CP 0.00 02/19/08            | \$ 10,000,000    | 02/19/08      | 4.9752        | ---       | \$ 9,843,025           | 08-0010       |
| 11/19/2007                                  | 2960E2BL6 | ERSTEF Finance CP 0.00 02/20/08        | \$ 10,000,000    | 02/20/08      | 5.0005        | ---       | \$ 9,874,192           | 08-0024       |
| 11/20/2007                                  | 2363F6BN9 | Danske CP 0.00 02/22/08                | \$ 15,000,000    | 02/22/08      | 4.9284        | ---       | \$ 14,812,000          | 08-0026       |
| 10/26/2007                                  | 0660P0BR3 | B of A CP 0.00 02/25/08                | \$ 10,000,000    | 02/25/08      | 4.7273        | ---       | \$ 9,844,450           | 08-0012       |
| 11/16/2007                                  | 02635RBR9 | Am Gen Fin CP 0.00 02/25/08            | \$ 10,000,000    | 02/25/08      | 4.7249        | ---       | \$ 9,870,944           | 08-0021       |
| 12/17/2007                                  | 02665JCA6 | American Honda CP 0.00 03/10/08        | \$ 10,000,000    | 03/10/08      | 4.2798        | ---       | \$ 9,902,467           | 08-0035       |
| 12/11/2007                                  | 83365RCD5 | Soc Gen NA CP 0.00 03/13/08            | \$ 10,000,000    | 03/13/08      | 5.1254        | ---       | \$ 9,871,092           | 08-0032       |
| 12/20/2007                                  | 69372ACD2 | Paccar CP 0.00 03/13/08                | \$ 5,000,000     | 03/13/08      | 4.2488        | ---       | \$ 4,951,583           | 08-0042       |
| 11/13/2007                                  | 90262CDE4 | UBS CP 0.00 04/14/08                   | \$ 10,000,000    | 04/14/08      | 4.7674        | ---       | \$ 9,804,075           | 08-0018       |
| 11/15/2007                                  | 0660P0DJ9 | Bank of America CP 0.00 04/18/08       | \$ 10,000,000    | 04/18/08      | 4.7581        | ---       | \$ 9,801,944           | 08-0020       |
| 12/14/2007                                  | 46271JE17 | Irish Life CP 0.00 05/01/08            | \$ 14,100,000    | 05/01/08      | 5.0533        | ---       | \$ 13,833,780          | 08-0034       |
| 10/12/2007                                  | 3128X6GW0 | FHLMC Callable (final-5) 5.40 07/16/09 | \$ 10,000,000    | 07/16/09      | 4.7050        | 07/16/08  | \$ 10,050,587          | 08-0006       |
| 10/15/2007                                  | 3133XLUM3 | FHLMC (n/a) 5.125 08/05/09             | \$ 5,000,000     | 08/05/09      | 4.6620        | ---       | \$ 5,039,258           | 08-0007       |
| 10/12/2007                                  | 3128X5C30 | FNMA Callable (once-5) 5.30 08/13/09   | \$ 3,200,000     | 08/13/09      | 4.8128        | 02/13/08  | \$ 3,204,714           | 08-0005       |
| 10/16/2007                                  | 3133XMKQ3 | FHLB Callable (once-5) 4.80 10/16/09   | \$ 800,000       | 10/16/09      | 4.9025        | 04/16/08  | \$ 799,600             | 08-0008       |
| 10/19/2007                                  | 3133XMKQ3 | FHLB Callable (once-5) 4.80 10/16/09   | \$ 5,000,000     | 10/16/09      | 4.6700        | 04/16/08  | \$ 5,003,080           | 08-0009       |
| 11/2/2007                                   | 3133XMSZ5 | FHLB Callable (qtrly-5) 4.54 11/02/09  | \$ 10,000,000    | 11/02/09      | 4.5400        | 05/02/08  | \$ 10,000,000          | 08-0015       |
| 11/13/2007                                  | 3133XMR9  | FHLB Callable (mon-5) 4.80 11/13/09    | \$ 1,000,000     | 11/13/09      | 4.8000        | 01/13/08  | \$ 1,000,000           | 08-0017       |
| 12/11/2007                                  | 3133XMR9  | FHLB Callable (mon-5) 4.80 11/13/09    | \$ 10,000,000    | 11/13/09      | 4.8000        | 01/13/08  | \$ 10,000,000          | 08-0031       |
| 12/4/2007                                   | 3133XNGP8 | FHLB Callable (qtrly-5) 4.75 12/04/09  | \$ 3,300,000     | 12/04/09      | 4.7500        | 03/04/08  | \$ 3,300,000           | 08-0028       |
| 12/6/2007                                   | 3133XNGP8 | FHLB Callable (qtrly-5) 4.75 12/04/09  | \$ 15,000,000    | 12/04/09      | 4.7500        | 03/04/08  | \$ 15,000,000          | 08-0029       |
| 12/10/2007                                  | 3133XNJ75 | FHLB Callable (qtrly-5) 4.75 12/10/09  | \$ 10,000,000    | 12/10/09      | 4.7500        | 03/10/08  | \$ 10,000,000          | 08-0030       |
| 12/24/2007                                  | 3128X6WU6 | FHLMC Callable (qtrly-5) 4.40 12/24/09 | \$ 5,000,000     | 12/24/09      | 4.4000        | 06/24/08  | \$ 5,000,000           | 08-0038       |
| 12/24/2007                                  | 31331YKE9 | FFCB Callable (any>3/24/08-7) 4.49 12  | \$ 5,000,000     | 12/24/09      | 4.4900        | 03/24/08  | \$ 5,000,000           | 08-0039       |
| 12/24/2007                                  | 3128X6WU6 | FHLMC Callable (qtrly-5) 4.40 12/24/09 | \$ 3,000,000     | 12/24/09      | 4.4000        | 06/24/08  | \$ 3,000,000           | 08-0040       |
| 12/24/2007                                  | 3136F8ZE8 | FNMA Callable (qtrly-10) 4.50 12/24/09 | \$ 4,500,000     | 12/24/09      | 4.6416        | 03/24/08  | \$ 4,498,425           | 08-0041       |
| 12/24/2007                                  | 3136F8ZE8 | FNMA Callable (qtrly-10) 4.50 12/24/09 | \$ 10,000,000    | 12/24/09      | 4.5202        | 03/24/08  | \$ 9,999,500           | 08-0043       |
| 11/19/2007                                  | 31359M6B4 | FNMA Callable (once-10) 5.20 03/26/10  | \$ 8,000,000     | 03/26/10      | 4.3579        | 03/26/08  | \$ 8,022,480           | 08-0025       |
| 11/16/2007                                  | 31331X7L0 | FFCB Callable (once-7) 4.80 10/15/10   | \$ 5,000,000     | 10/15/10      | 4.4580        | 04/15/08  | \$ 5,006,575           | 08-0022       |
| 10/29/2007                                  | 3133XMMT5 | FHLB Callable (once-5) 5.00 10/29/10   | \$ 5,950,000     | 10/29/10      | 5.1038        | 10/29/08  | \$ 5,944,050           | 08-0013       |
| 11/15/2007                                  | 3128X6PX8 | FHLMC Callable (any-5) 5.06 10/29/10   | \$ 5,000,000     | 10/29/10      | 4.4525        | 10/29/08  | \$ 5,028,000           | 08-0019       |
| 11/26/2007                                  | 3133XNF38 | FHLB Callable (qtrly-5) 4.65 11/23/10  | \$ 5,900,000     | 11/23/10      | 4.6500        | 05/23/08  | \$ 5,900,000           | 08-0027       |
| 12/19/2007                                  | 3128X6VG8 | FHLMC Callable (qtrly-5) 4.65 12/13/10 | \$ 5,000,000     | 12/13/10      | 4.6500        | 06/13/08  | \$ 5,000,000           | 08-0036       |
| 12/20/2007                                  | 3128X6WA0 | FHLMC Callable (qtrly-5) 4.70 12/20/10 | \$ 3,000,000     | 12/20/10      | 4.7000        | 06/20/08  | \$ 3,000,000           | 08-0037       |
| 10/26/2007                                  | 3133XMDJ4 | FHLB Callable (once-5) 5.125 10/24/11  | \$ 5,000,000     | 10/24/11      | 4.7400        | 04/24/08  | \$ 5,009,267           | 08-0011       |
| SUB-TOTAL \$ 317,750,000                    |           |  |                  |               |               |           | \$ 315,590,562         |               |
| PLUS: Accrued Interest Purchased \$ 347,340 |           |  |                  |               |               |           |                        |               |
| GRAND TOTAL \$ 317,750,000                  |           |  |                  |               |               |           | \$ 315,937,902         |               |



# Security Transactions - Maturities & Calls

1st Qtr FY08

| Date     | CUSIP | Security Description                             | Par Value     | Yield to Maturity | Yield to Call | Ending Unamor Val/Cost | Invest Number |
|----------|-------|--|---------------|-------------------|---------------|------------------------|---------------|
| 10/02/07 | MAT   | 02665KX28 Amer Honda Fin CP 0.00 10/02/07        | \$ 5,000,000  | 5.3310            | 5.3310        | \$ 4,954,413           | 07-0122-01    |
| 10/09/07 | MAT   | 90262DX91 UBS Finance CP 0.00 10/09/07           | \$ 10,000,000 | 5.3286            | 5.3286        | \$ 9,913,167           | 07-0125-01    |
| 10/12/07 | MAT   | 2363F7XC7 Danske CP 0.00 10/12/07                | \$ 5,000,000  | 5.3521            | 5.3521        | \$ 4,887,483           | 07-0096-01    |
| 10/15/07 | MAT   | 90262DXF7 UBS CP 0.00 10/15/07                   | \$ 4,700,000  | 5.5072            | 5.5072        | \$ 4,672,505           | 07-0140-01    |
| 10/17/07 | MAT   | 3133XDDZ1 FHLB Callable 4.50 10/17/07            | \$ 5,000,000  | 5.2502            | 9.2672        | \$ 4,947,350           | 06-0079-01    |
| 10/17/07 | MAT   | 5460E1XH1 Louis Dreyfuss CP 0.00 10/17/07        | \$ 1,000,000  | 5.7517            | 5.7517        | \$ 994,203             | 07-0147-01    |
| 10/17/07 | MAT   | 5460F1XH0 Louis Dreyfuss CP 0.00 10/17/07        | \$ 9,000,000  | 5.7517            | 5.7517        | \$ 8,947,830           | 07-0148-01    |
| 10/18/07 | MAT   | 98719DXJ1 Yorkshire Bldg CP 0.00 10/18/07        | \$ 5,000,000  | 5.3513            | 5.3513        | \$ 4,888,200           | 07-0104-01    |
| 10/30/07 | MAT   | 2363F7XW3 Danske CP 0.00 10/30/07                | \$ 10,000,000 | 5.3509            | 5.3509        | \$ 9,758,236           | 07-0103-01    |
| 11/02/07 | MAT   | 2960E3Y21 Erste Finance CP 0.00 11/02/07         | \$ 5,000,000  | 5.3817            | 5.3817        | \$ 4,935,956           | 07-0124-01    |
| 11/02/07 | MAT   | 63557MY26 NACS CP 0.00 11/02/07                  | \$ 5,000,000  | 5.1220            | 5.1220        | \$ 4,978,343           | 08-0003-01    |
| 11/09/07 | MAT   | 3133XAE8 FHLB (Past) 3.93 11/09/07               | \$ 1,000,000  | 3.9300            | 3.9300        | \$ 1,000,000           | 05-0004-01    |
| 11/09/07 | MAT   | 31331SMN0 FFCB Callable 3.70 11/09/07            | \$ 5,470,000  | 3.8398            | 4.2177        | \$ 5,450,691           | 05-0005-01    |
| 11/13/07 | MAT   | 14177UYD7 CARGLO CP 0.00 11/13/07                | \$ 5,000,000  | 5.3841            | 5.3841        | \$ 4,933,772           | 07-0129-01    |
| 11/13/07 | MAT   | 2495E1YD8 DEPFA Bank CP 0.00 11/13/07            | \$ 10,000,000 | 5.7218            | 5.7218        | \$ 9,905,281           | 07-0151-01    |
| 11/14/07 | MAT   | 75072KYE4 Raffeißen Zentralbank CP 0.00 11/14/07 | \$ 10,000,000 | 5.5353            | 5.5353        | \$ 9,872,736           | 07-0132-01    |
| 11/21/07 | MAT   | 0660P1YM7 B of A CP 0.00 11/21/07                | \$ 10,000,000 | 5.4966            | 5.4966        | \$ 9,886,844           | 07-0138-01    |
| 12/05/07 | MAT   | 3133XHZY1 FHLB (Past) 5.20 12/05/07              | \$ 5,000,000  | 5.2000            | 5.2000        | \$ 5,000,000           | 07-0026-01    |
| 12/05/07 | MAT   | 91411UZ57 Univ California CP 0.00 12/05/07       | \$ 5,000,000  | 4.9444            | 4.9444        | \$ 4,962,356           | 08-0004-01    |
| 12/06/07 | MAT   | 98719BZ61 Yorkshire Bldng CP 0.00 12/06/07       | \$ 10,000,000 | 5.4452            | 5.4452        | \$ 9,831,333           | 07-0128-01    |
| 12/07/07 | MAT   | 173075Z70 Citigroup CP 0.00 12/07/07             | \$ 10,000,000 | 5.4987            | 5.4987        | \$ 9,864,764           | 07-0143-01    |
| 12/10/07 | MAT   | 833655ZA4 Soc Gen NA CP 0.00 12/10/07            | \$ 10,000,000 | 5.7943            | 5.7943        | \$ 9,851,431           | 07-0137-01    |
| 12/11/07 | MAT   | 2495E1ZB1 DEPFA Bank CP 0.00 12/11/07            | \$ 5,000,000  | 5.6863            | 5.6863        | \$ 4,930,107           | 07-0149-01    |
| 12/14/07 | MAT   | 3136F6PG8 FNMA Step Up (Past) 3.00 12/14/07      | \$ 5,000,000  | 4.1946            | 4.1946        | \$ 4,982,000           | 05-0008-01    |
| 12/18/07 | MAT   | 3133X4FQ9 FHLB (Past) 3.35 12/18/07              | \$ 3,000,000  | 3.3500            | 3.3500        | \$ 3,000,000           | 04-0018-01    |
| 12/18/07 | MAT   | 98719BZJ3 Yorkshire Bldng CP 0.00 12/18/07       | \$ 10,000,000 | 5.5818            | 5.5818        | \$ 9,844,928           | 07-0139-01    |
| 12/20/07 | MAT   | 31331SA60 FFCB (Past) 4.09 12/20/07              | \$ 4,000,000  | 5.2007            | 5.2007        | \$ 3,932,000           | 06-0081-01    |
| 12/20/07 | MAT   | 90262DZL2 UBS CP 0.00 12/20/07                   | \$ 5,000,000  | 5.3702            | 5.3702        | \$ 4,889,925           | 07-0121-01    |
| 12/21/07 | CAL   | 3133XEWK1 FHLB (Past) 5.15 12/21/07              | \$ 5,000,000  | 5.3002            | 5.3002        | \$ 4,988,350           | 06-0076-01    |
| 12/24/07 | CAL   | 3133X4RT0 FHLB (Past) 3.175 12/24/07             | \$ 2,000,000  | 3.1750            | 3.1750        | \$ 2,000,000           | 04-0023-01    |
| 12/27/07 | MAT   | 3133XJD70 FHLB (past) 5.25 12/27/07              | \$ 5,000,000  | 5.2500            | 5.2500        | \$ 5,000,000           | 07-0038-01    |
| 12/27/07 | MAT   | 83365SZT3 Soc Gen NA CP 0.00 12/27/07            | \$ 10,000,000 | 5.1730            | 5.1730        | \$ 9,878,200           | 08-0002-01    |
| 12/28/07 | MAT   | 3133X5DU9 FHLB (past) 3.05 12/28/07              | \$ 1,000,000  | 3.0500            | 3.0500        | \$ 1,000,000           | 04-0027-01    |
| 12/28/07 | MAT   | 75072KZU7 Raiffeisen Bank CP 0.00 12/28/07       | \$ 10,000,000 | 5.7319            | 5.7319        | \$ 9,834,744           | 07-0150-01    |
| 12/14/07 | CAL   | 31359M2N2 FNMA Callable (final) 5.30 01/08/08    | \$ 5,000,000  | 5.3000            | 5.3000        | \$ 5,000,000           | 07-0034-01    |
| 10/11/07 | CAL   | 3133XJLK2 FHLB Callable 5.32 01/11/08            | \$ 5,000,000  | 5.3200            | 5.3200        | \$ 5,000,000           | 07-0043-01    |
| 10/19/07 | CAL   | 3133XJNF1 FHLB Callable 5.375 02/12/08           | \$ 3,000,000  | 5.3750            | 5.3750        | \$ 3,000,000           | 07-0052-01    |
| 12/19/07 | CAL   | 3128X5P28 FHLMC Callable (final) 5.30 03/19/08   | \$ 10,000,000 | 5.3000            | 5.3000        | \$ 10,000,000          | 07-0081-01    |
| 10/18/07 | CAL   | 3133XJ6E3 FHLB Callable 5.375 06/18/08           | \$ 5,000,000  | 5.3750            | 5.3750        | \$ 5,000,000           | 07-0035-01    |
| 12/20/07 | CAL   | 3128X5TL2 FHLMC Callable (qtrly) 5.30 06/20/08   | \$ 3,000,000  | 5.3000            | 5.3000        | \$ 3,000,000           | 07-0037-01    |
| 11/15/07 | CAL   | 3133XJQU5 FHLB Callable (qtrly) 5.30 08/15/08    | \$ 5,000,000  | 5.3000            | 5.3000        | \$ 5,000,000           | 07-0066-01    |
| 11/15/07 | CAL   | 3133XJQU5 FHLB Callable (qtrly) 5.30 08/15/08    | \$ 5,000,000  | 5.3220            | 5.3220        | \$ 4,998,438           | 07-0068-01    |
| 11/15/07 | CAL   | 3133XLYX5 FHLB Callable (qtrly) 5.40 08/15/08    | \$ 5,000,000  | 5.4000            | 5.4000        | \$ 5,000,000           | 07-0130-01    |
| 11/20/07 | CAL   | 3133XCYPK3 FHLB Callable (any) 4.69 4.69 09/09/0 | \$ 1,000,000  | 4.6900            | 4.6900        | \$ 1,000,000           | 05-0029-01    |
| 10/09/07 | CAL   | 3128X5ZJ6 FHLMC Callable 5.40 10/09/08           | \$ 5,000,000  | 5.4000            | 5.4000        | \$ 5,000,000           | 07-0090-01    |
| 10/09/07 | CAL   | 3128X5ZJ6 FHLMC Callable 5.40 10/09/08           | \$ 5,000,000  | 5.4000            | 5.4000        | \$ 5,000,000           | 07-0099-01    |
| 10/09/07 | CAL   | 3128X6FK7 FHLMC Callable 5.45 01/09/09           | \$ 5,000,000  | 5.4500            | 5.4500        | \$ 5,000,000           | 07-0117-01    |



# Security Transactions - Maturities & Calls

**1st Qtr FY08**

| Date               | CUSIP         | Security Description                 | Par Value             | Yield to Maturity | Yield to Call | Ending Unamor Val/Cost | Invest Number |
|--------------------|---------------|--------------------------------------|-----------------------|-------------------|---------------|------------------------|---------------|
| 10/26/07           | CAL 31359M4F7 | FNMA Callable 5.40 01/26/09          | \$ 3,000,000          | 5.4214            | 5.5622        | \$ 2,998,800           | 07-0054-01    |
| 10/28/07           | CAL 3128X2LJ2 | FHLMC Callable 4.00 01/28/09         | \$ 1,000,000          | 7.3190            | 7.3190        | \$ 987,500             | 06-0051-01    |
| 12/27/07           | CAL 3136F8HL2 | FNMA Callable (qtrly) 5.375 03/27/09 | \$ 1,100,000          | 5.3750            | 5.3750        | \$ 1,100,000           | 07-0086-01    |
| 11/17/07           | CAL 3133XKEY7 | FHLB Callable (mon) 5.50 04/17/09    | \$ 5,000,000          | 5.5000            | 5.5000        | \$ 5,000,000           | 07-0093-01    |
| 11/14/07           | CAL 3128X56G8 | FHLMC Callable 5.30 05/14/09         | \$ 5,000,000          | 5.3000            | 5.3000        | \$ 5,000,000           | 07-0102-01    |
| 11/21/07           | CAL 3133XKS30 | FHLB Callable (qtrly) 5.45 05/21/09  | \$ 3,000,000          | 5.4500            | 5.4500        | \$ 3,000,000           | 07-0105-01    |
| 10/21/07           | CAL 3133XKVD4 | FHLB Callable 5.50 05/21/09          | \$ 5,000,000          | 5.5000            | 5.5000        | \$ 5,000,000           | 07-0106-01    |
| 11/21/07           | CAL 3133XKS30 | FHLB Callable (qtrly) 5.45 05/21/09  | \$ 1,300,000          | 5.4500            | 5.4500        | \$ 1,300,000           | 07-0141-01    |
| 11/21/07           | CAL 3133XKS30 | FHLB Callable (qtrly) 5.45 05/21/09  | \$ 2,200,000          | 5.4500            | 5.4500        | \$ 2,200,000           | 07-0142-01    |
| 12/04/07           | CAL 3136F8NR2 | FNMA Callable (qtrly) 5.43 06/04/09  | \$ 5,000,000          | 5.4300            | 5.4300        | \$ 5,000,000           | 07-0109-01    |
| 11/13/07           | CAL 3128X6JU1 | FHLMC Callable 5.50 08/13/09         | \$ 5,000,000          | 5.5000            | 5.5000        | \$ 5,000,000           | 07-0127-01    |
| 11/20/07           | CAL 31398AGH9 | FNMA Callable (qtrly) 5.50 08/20/09  | \$ 10,000,000         | 5.4837            | 5.4837        | \$ 10,003,000          | 07-0133-01    |
| 11/20/07           | CAL 31398AGH9 | FNMA Callable (qtrly) 5.50 08/20/09  | \$ 1,600,000          | 5.4666            | 5.4666        | \$ 1,600,960           | 07-0134-01    |
| 12/07/07           | CAL 3133XGUC6 | FHLB Callable (qtrly) 5.50 08/28/09  | \$ 2,000,000          | 5.5000            | 5.5000        | \$ 2,000,000           | 06-0132-01    |
| 10/29/07           | CAL 3133XJXN3 | FHLB Callable 5.37 08/28/09          | \$ 5,000,000          | 5.3700            | 5.3700        | \$ 5,000,000           | 07-0079-01    |
| 10/05/07           | CAL 3133XKE35 | FHLB Callable 5.50 10/05/09          | \$ 750,000            | 5.5000            | 5.5000        | \$ 750,000             | 07-0087-01    |
| 10/16/07           | CAL 3133XKHQ1 | FHLB Callable 5.50 10/16/09          | \$ 5,000,000          | 5.5000            | 5.5000        | \$ 5,000,000           | 07-0091-01    |
| 12/21/07           | CAL 3136F8BP9 | FNMA Callable (qtrly) 5.50 12/21/09  | \$ 5,000,000          | 5.5002            | 5.4443        | \$ 4,999,850           | 07-0110-01    |
| 12/21/07           | CAL 3136F8PD1 | FNMA Callable (once) 5.50 12/21/09   | \$ 5,000,000          | 5.5000            | 5.5000        | \$ 5,000,000           | 07-0114-01    |
| 11/23/07           | CAL 3128X57D4 | FHLMC Callable 5.375 12/23/09        | \$ 5,000,000          | 5.3750            | 5.3750        | \$ 5,000,000           | 07-0108-01    |
| 12/05/07           | CAL 3128X5H92 | FHLMC Callable (qtrly) 5.55 03/05/10 | \$ 5,000,000          | 5.5500            | 5.5500        | \$ 5,000,000           | 07-0074-01    |
| 12/05/07           | CAL 3128X5H92 | FHLMC Callable (qtrly) 5.55 03/05/10 | \$ 5,000,000          | 5.5500            | 5.5500        | \$ 5,000,000           | 07-0075-01    |
| 12/29/07           | CAL 3128X5U55 | FHLMC Callable (qtrly) 5.30 03/29/10 | \$ 5,000,000          | 5.4160            | 5.4160        | \$ 4,996,500           | 07-0097-01    |
| 11/21/07           | CAL 3128X55Z7 | FHLMC Callable 5.50 05/21/10         | \$ 5,000,000          | 5.5109            | 5.5612        | \$ 4,998,500           | 07-0107-01    |
| 12/14/07           | CAL 3133XKX83 | FHLB Callable (qtrly) 5.50 06/14/10  | \$ 4,000,000          | 5.5000            | 5.5000        | \$ 4,000,000           | 07-0113-01    |
| 10/19/07           | CAL 3136F8QE8 | FNMA Callable 5.75 07/19/10          | \$ 5,000,000          | 5.7500            | 5.7500        | \$ 5,000,000           | 07-0120-01    |
| 11/20/07           | CAL 3133XLZC0 | FHLB Callable (qtrly) 5.75 08/20/10  | \$ 5,000,000          | 5.7500            | 5.7500        | \$ 5,000,000           | 07-0131-01    |
| 12/28/07           | CAL 3133XJFN3 | FHLB Callable (once) 5.35 12/28/10   | \$ 3,000,000          | 5.4106            | 5.9033        | \$ 2,994,300           | 07-0135-01    |
| <b>GRAND TOTAL</b> |               |                                      | <b>\$ 386,120,000</b> | <b>5.3470</b>     | <b>5.3749</b> | <b>\$ 383,644,995</b>  |               |



# Current Portfolio - Total

1st Qtr FY08

| Security Description               | CUSIP     | Ending Par Value | Rate  | Mat Date | Yield Matur | Call Date | Yield Call | Ending Amor Val/Cost | Ending Market Val | Purchase Date | Invest Number |
|------------------------------------|-----------|------------------|-------|----------|-------------|-----------|------------|----------------------|-------------------|---------------|---------------|
| B of A CP 0.00 01/04/08            | 0660P0A45 | \$10,000,000     | 0.000 | 01/04/08 | 5.5009      | Open      | 5.5009     | \$9,995,558          | \$9,995,000       | 09/07/07      | 07-0145       |
| ING CP 0.00 01/09/08               | 4497W0A99 | \$10,000,000     | 0.000 | 01/09/08 | 5.1663      | Open      | 5.1663     | \$9,988,822          | \$9,989,370       | 10/09/07      | 08-0001       |
| Reckitt Benck CP 0.00 01/11/08     | 7562E0AB2 | \$5,000,000      | 0.000 | 01/11/08 | 4.7592      | Open      | 4.7592     | \$4,993,528          | \$4,993,125       | 11/16/07      | 08-0023       |
| WestPac Bank CP 0.00 01/11/08      | 9612C0AB5 | \$10,000,000     | 0.000 | 01/11/08 | 5.1265      | Open      | 5.1265     | \$9,986,167          | \$9,986,250       | 09/24/07      | 07-0152       |
| N'Western Univ CP 0.00 01/16/08    | 66844CAG9 | \$5,000,000      | 0.000 | 01/16/08 | 4.5002      | Open      | 4.5002     | \$4,990,792          | \$5,000,000       | 12/13/07      | 08-0033       |
| FNMA Discount Note (n/a) 0.00 0    | 313588RY3 | \$5,000,000      | 0.000 | 01/18/08 | 5.2562      | Open      | 5.2562     | \$4,988,194          | \$4,989,700       | 02/13/07      | 07-0063       |
| FFCB (any-7) 3.94 01/25/08         | 31331SMF7 | \$4,100,000      | 3.940 | 01/25/08 | 3.9070      | 04/25/05  | 3.5809     | \$4,100,000          | \$4,098,360       | 01/26/05      | 05-0003       |
| FFCB (any-7) 3.94 01/25/08         | 31331SMF7 | \$5,000,000      | 3.940 | 01/25/08 | 4.0307      | 04/25/05  | 5.4118     | \$5,000,000          | \$4,998,000       | 02/24/05      | 05-0006       |
| Citigroup CP 0.00 01/29/08         | 61745AAV1 | \$10,000,000     | 0.000 | 01/29/08 | 5.7124      | Open      | 5.7124     | \$9,957,144          | \$9,962,944       | 09/07/07      | 07-0144       |
| RaiffzBank CP 0.00 02/04/08        | 75072JB44 | \$10,000,000     | 0.000 | 02/04/08 | 4.8927      | Open      | 4.8927     | \$9,954,950          | \$9,955,760       | 11/09/07      | 08-0016       |
| UBS CP 0.00 02/11/08               | 90262CBB2 | \$10,000,000     | 0.000 | 02/11/08 | 5.5726      | Open      | 5.5726     | \$9,938,842          | \$9,949,250       | 09/10/07      | 07-0146       |
| Cargill Inc CP 0.00 02/18/08       | 14178LBK5 | \$10,000,000     | 0.000 | 02/18/08 | 4.7532      | Open      | 4.7532     | \$9,938,383          | \$9,937,500       | 10/30/07      | 08-0014       |
| DEPFA Bank CP 0.00 02/19/08        | 2495E0BK9 | \$10,000,000     | 0.000 | 02/19/08 | 4.9752      | Open      | 4.9752     | \$9,934,258          | \$9,936,800       | 10/25/07      | 08-0010       |
| ERSTEF Finance CP 0.00 02/20/08    | 2960E2BL6 | \$10,000,000     | 0.000 | 02/20/08 | 5.0005      | Open      | 5.0005     | \$9,932,361          | \$9,935,540       | 11/19/07      | 08-0024       |
| Danske CP 0.00 02/22/08            | 2363F6BN9 | \$15,000,000     | 0.000 | 02/22/08 | 4.9284      | Open      | 4.9284     | \$14,896,000         | \$14,899,515      | 11/20/07      | 08-0026       |
| Am Gen Fin CP 0.00 02/25/08        | 02635RBR9 | \$10,000,000     | 0.000 | 02/25/08 | 4.7249      | Open      | 4.7249     | \$9,929,722          | \$9,935,500       | 11/16/07      | 08-0021       |
| B of A CP 0.00 02/25/08            | 0660P0BR3 | \$10,000,000     | 0.000 | 02/25/08 | 4.7273      | Open      | 4.7273     | \$9,929,875          | \$9,930,700       | 10/26/07      | 08-0012       |
| FNMA (past) 5.00 02/27/08          | 31359MG49 | \$5,000,000      | 5.000 | 02/27/08 | 5.3520      | Open      | 5.3520     | \$4,997,391          | \$5,000,000       | 08/09/06      | 06-0119       |
| FNMA Step Up (past) 3.0 3.00 03    | 3136F6AK5 | \$1,000,000      | 4.750 | 03/03/08 | 4.6673      | Open      | 4.6673     | \$1,000,000          | \$1,000,200       | 08/05/05      | 05-0022       |
| American Honda CP 0.00 03/10/08    | 02665JCA6 | \$10,000,000     | 0.000 | 03/10/08 | 4.2798      | Open      | 4.2798     | \$9,919,883          | \$9,912,110       | 12/17/07      | 08-0035       |
| Paccar CP 0.00 03/13/08            | 69372ACD2 | \$5,000,000      | 0.000 | 03/13/08 | 4.2488      | Open      | 4.2488     | \$4,958,500          | \$4,955,385       | 12/20/07      | 08-0042       |
| Soc Gen NA CP 0.00 03/13/08        | 83365RCD5 | \$10,000,000     | 0.000 | 03/13/08 | 5.1254      | Open      | 5.1254     | \$9,900,200          | \$9,904,690       | 12/11/07      | 08-0032       |
| UBS CP 0.00 04/14/08               | 90262CDE4 | \$10,000,000     | 0.000 | 04/14/08 | 4.7674      | Open      | 4.7674     | \$9,866,822          | \$9,868,750       | 11/13/07      | 08-0018       |
| Bank of America CP 0.00 04/18/08   | 0660P0DJ9 | \$10,000,000     | 0.000 | 04/18/08 | 4.7581      | Open      | 4.7581     | \$9,862,000          | \$9,865,260       | 11/15/07      | 08-0020       |
| Irish Life CP 0.00 05/01/08        | 46271JE17 | \$14,100,000     | 0.000 | 05/01/08 | 5.0533      | Open      | 5.0533     | \$13,868,255         | \$13,880,195      | 12/14/07      | 08-0034       |
| FNMA Callable (qtrly-10) 3.91 08/  | 3136F34U7 | \$1,000,000      | 3.910 | 08/14/08 | 3.9100      | 02/14/08  | 3.9100     | \$1,000,000          | \$997,500         | 08/14/03      | 03-0072       |
| FNMA Callable (final-10) 4.02 08/  | 3136F35V4 | \$1,500,000      | 4.020 | 08/18/08 | 4.0200      | 02/18/08  | 4.0200     | \$1,500,000          | \$1,497,450       | 08/18/03      | 03-0073       |
| FHLB Callable (any-10) 4.00 09/1   | 3133X8DL3 | \$2,000,000      | 4.000 | 09/15/08 | 4.0000      | 09/15/05  | 4.0000     | \$2,000,000          | \$1,995,600       | 09/15/04      | 04-0067       |
| FHLMC (past) 3.875 11/10/08        | 3128X16N2 | \$2,988,000      | 3.875 | 11/10/08 | 3.8750      | 05/10/05  | 3.8709     | \$2,988,000          | \$2,982,622       | 12/01/04      | 04-0075       |
| FHLB Callable (once-5) 5.35 02/0   | 3133XJT99 | \$3,000,000      | 5.350 | 02/05/09 | 5.3500      | 02/05/08  | 5.3500     | \$3,000,000          | \$3,002,100       | 02/05/07      | 07-0056       |
| FNMA Callable (once-10) 5.50 07    | 3136F8PG4 | \$5,000,000      | 5.500 | 07/02/09 | 5.5000      | 01/02/08  | 5.5000     | \$5,000,000          | \$5,000,500       | 07/02/07      | 07-0116       |
| FHLMC Callable (final-5) 5.40 07/  | 3128X6GW0 | \$10,000,000     | 5.400 | 07/16/09 | 5.0910      | 07/16/08  | 4.7050     | \$10,036,002         | \$10,056,000      | 10/12/07      | 08-0006       |
| FHLMC Callable (semi-5) 5.50 07    | 3128X6GQ3 | \$5,000,000      | 5.500 | 07/16/09 | 5.5000      | 01/16/08  | 5.5000     | \$5,000,000          | \$5,001,500       | 07/16/07      | 07-0118       |
| FHLMC (n/a) 5.125 08/05/09         | 3133XLUM3 | \$5,000,000      | 5.125 | 08/05/09 | 4.6620      | Open      | 4.6620     | \$5,034,668          | \$5,104,850       | 10/15/07      | 08-0007       |
| FFCB Callable (final-10) 5.35 08/  | 31331XS37 | \$5,000,000      | 5.350 | 08/06/09 | 5.3500      | 02/06/08  | 5.3500     | \$5,000,000          | \$5,003,500       | 08/06/07      | 07-0123       |
| FNMA Callable (once-5) 5.30 08/1   | 3128X5C30 | \$3,200,000      | 5.300 | 08/13/09 | 5.2105      | 02/13/08  | 4.8128     | \$3,201,636          | \$3,202,560       | 10/12/07      | 08-0005       |
| FHLB Callable (once-5) 4.80 10/1   | 3133XMKQ3 | \$5,000,000      | 4.800 | 10/16/09 | 4.7670      | 04/16/08  | 4.6700     | \$5,001,827          | \$5,003,500       | 10/19/07      | 08-0009       |
| FHLB Callable (once-5) 4.80 10/1   | 3133XMKQ3 | \$800,000        | 4.800 | 10/16/09 | 4.8265      | 04/16/08  | 4.9025     | \$799,767            | \$800,560         | 10/16/07      | 08-0008       |
| FHLB Callable (qtrly-5) 4.54 11/02 | 3133XMSZ5 | \$10,000,000     | 4.540 | 11/02/09 | 4.5400      | 05/02/08  | 4.5400     | \$10,000,000         | \$10,000,000      | 11/02/07      | 08-0015       |
| FHLB Callable (mon-5) 4.80 11/13   | 3133XMVR9 | \$1,000,000      | 4.800 | 11/13/09 | 4.8000      | 01/13/08  | 4.8000     | \$1,000,000          | \$1,000,100       | 11/13/07      | 08-0017       |
| FHLB Callable (mon-5) 4.80 11/13   | 3133XMVR9 | \$10,000,000     | 4.800 | 11/13/09 | 4.8000      | 01/13/08  | 4.8000     | \$10,000,000         | \$10,001,000      | 12/11/07      | 08-0031       |
| FHLB Callable (qtrly-5) 4.75 12/04 | 3133XNGP8 | \$3,300,000      | 4.750 | 12/04/09 | 4.7500      | 03/04/08  | 4.7500     | \$3,300,000          | \$3,300,990       | 12/04/07      | 08-0028       |
| FHLB Callable (qtrly-5) 4.75 12/04 | 3133XNGP8 | \$15,000,000     | 4.750 | 12/04/09 | 4.7500      | 03/04/08  | 4.7500     | \$15,000,000         | \$15,004,500      | 12/06/07      | 08-0029       |
| FHLB Callable (qtrly-5) 4.75 12/10 | 3133XNJ75 | \$10,000,000     | 4.750 | 12/10/09 | 4.7500      | Open      | 4.7500     | \$10,000,000         | \$10,003,000      | 12/10/07      | 08-0030       |
| FHLMC Callable (qtrly-5) 4.40 12/  | 3128X6WU6 | \$5,000,000      | 4.400 | 12/24/09 | 4.4000      | 06/24/08  | 4.4000     | \$5,000,000          | \$4,999,500       | 12/24/07      | 08-0038       |
| FHLMC Callable (qtrly-5) 4.40 12/  | 3128X6WU6 | \$3,000,000      | 4.400 | 12/24/09 | 4.4000      | 06/24/08  | 4.4000     | \$3,000,000          | \$2,999,700       | 12/24/07      | 08-0040       |
| FFCB Callable (any-3/24/08-7) 4.4  | 31331YKE9 | \$5,000,000      | 4.490 | 12/24/09 | 4.4900      | Open      | 4.4900     | \$5,000,000          | \$4,998,500       | 12/24/07      | 08-0039       |
| FNMA Callable (qtrly-10) 4.50 12/  | 3136F8ZE8 | \$10,000,000     | 4.500 | 12/24/09 | 4.5026      | 03/24/08  | 4.5202     | \$9,999,539          | \$9,997,000       | 12/24/07      | 08-0043       |
| FNMA Callable (qtrly-10) 4.50 12/  | 3136F8ZE8 | \$4,500,000      | 4.500 | 12/24/09 | 4.5185      | 03/24/08  | 4.6416     | \$4,498,548          | \$4,498,650       | 12/24/07      | 08-0041       |



# Current Portfolio - Total

**1st Qtr FY08**

| Security Description                         | CUSIP | Ending Par Value | Rate  | Mat Date | Yield Matur | Call Date | Yield Call | Ending Amor Val/Cost | Ending Market Val | Purchase Date | Invest Number |
|--|-------|------------------|-------|----------|-------------|-----------|------------|----------------------|-------------------|---------------|---------------|
| FHLB Callable (once-5) 5.50 01/1 3133XLN66   |       | \$2,000,000      | 5.500 | 01/11/10 | 5.5000      | 01/11/08  | 5.5000     | \$2,000,000          | \$2,000,400       | 07/17/07      | 07-0119       |
| FHLMC Callable (once-5) 5.375 0 3128X5C48    |       | \$2,500,000      | 5.375 | 02/08/10 | 5.3750      | 02/08/08  | 5.3750     | \$2,500,000          | \$2,501,750       | 02/15/07      | 07-0067       |
| FNMA Callable (once-10) 5.20 03 31359M6B4    |       | \$8,000,000      | 5.200 | 03/26/10 | 5.0687      | 03/26/08  | 4.3579     | \$8,015,046          | \$8,011,200       | 11/19/07      | 08-0025       |
| FHLB Callable (once-5) 5.55 08/0 3133XLRS4   |       | \$1,300,000      | 5.550 | 08/06/10 | 5.4319      | 08/06/08  | 5.1950     | \$1,302,618          | \$1,309,490       | 09/05/07      | 07-0136       |
| FHLB Callable (once-5) 5.625 08/ 3133XLTP8   |       | \$5,000,000      | 5.625 | 08/13/10 | 5.6250      | 02/13/08  | 5.6250     | \$5,000,000          | \$5,005,500       | 08/13/07      | 07-0126       |
| FFCB Callable (once-7) 4.80 10/1 31331X7L0   |       | \$5,000,000      | 4.800 | 10/15/10 | 4.7497      | 04/15/08  | 4.4580     | \$5,004,589          | \$5,003,500       | 11/16/07      | 08-0022       |
| FHLMC Callable (any-5) 5.06 10/2 3128X6PX8   |       | \$5,000,000      | 5.060 | 10/29/10 | 4.8534      | 10/29/08  | 4.4525     | \$5,024,256          | \$5,036,500       | 11/15/07      | 08-0019       |
| FHLB Callable (once-5) 5.00 10/2 3133XMMT5   |       | \$5,950,000      | 5.000 | 10/29/10 | 5.0363      | 10/29/08  | 5.1038     | \$5,945,075          | \$5,991,650       | 10/29/07      | 08-0013       |
| FHLB Callable (qtrly-5) 4.65 11/23 3133XNF38 |       | \$5,900,000      | 4.650 | 11/23/10 | 4.6500      | 05/23/08  | 4.6500     | \$5,900,000          | \$5,904,130       | 11/26/07      | 08-0027       |
| FHLMC Callable (qtrly-5) 4.65 12/ 3128X6VG8  |       | \$5,000,000      | 4.650 | 12/13/10 | 4.6500      | 06/13/08  | 4.6500     | \$5,000,000          | \$5,004,500       | 12/19/07      | 08-0036       |
| FHLMC Callable (qtrly-5) 4.70 12/ 3128X6WA0  |       | \$3,000,000      | 4.700 | 12/20/10 | 4.7000      | 06/20/08  | 4.7000     | \$3,000,000          | \$3,003,600       | 12/20/07      | 08-0037       |
| FHLB Callable (once-5) 5.125 10/ 3133XMJD4   |       | \$5,000,000      | 5.125 | 10/24/11 | 5.0731      | 04/24/08  | 4.7400     | \$5,005,883          | \$5,009,000       | 10/26/07      | 08-0011       |
| Deutsche MMF - 2100                          | MMF   | \$7,236,847      | 4.200 | Open     | 4.2000      | Open      | 4.2000     | \$7,236,847          | \$7,236,847       | 09/30/01      | AR-0002       |
| Cap Reserve - Am Beacon                      | MMF   | \$4,424,705      | 4.400 | Open     | 4.4000      | Open      | 4.4000     | \$4,424,705          | \$4,424,705       | 12/17/07      | AR-0010       |
| AIM/ LAP Opt. Fund- 1900                     | MMF   | \$37,268,341     | 4.720 | Open     | 4.7200      | Open      | 4.7200     | \$37,268,341         | \$37,268,341      | 04/16/03      | AR-0008       |
| Provident Fin. Op Fund-1000                  | MMF   | \$37,217,551     | 4.850 | Open     | 4.8500      | Open      | 4.8500     | \$37,217,551         | \$37,217,551      | 10/31/01      | AR-0001       |
| Provident Fin Res. Fund-2000                 | MMF   | \$4,505,169      | 4.850 | Open     | 4.8500      | Open      | 4.8500     | \$4,505,169          | \$4,505,169       | 09/30/01      | AR-0006       |
| Fidelity SEAF- 690                           | MMF   | \$59,999,591     | 4.905 | Open     | 4.9050      | Open      | 4.9050     | \$59,999,591         | \$59,999,591      | 08/03/04      | AR-0009       |

**GRAND TOTALS**

**\$544,790,205**

**3.0600**

**4.8639**

**4.8453**

**\$543,537,305**

**\$543,764,510**

# **PORTFOLIO ANALYSIS BY FUND**

**1st Qtr FY08**

| ( \$ = 000's )                        | Gen Oper         | Fin Res         | Cap Res        | Insurance       | SEAF            | Debt Srv       | TOTAL            |
|---------------------------------------|------------------|-----------------|----------------|-----------------|-----------------|----------------|------------------|
| Par Value                             | \$411,236        | \$49,993        | \$4,425        | \$11,900        | \$60,000        | \$7,237        | \$544,790        |
| Market Value                          | \$410,195        | \$50,001        | \$4,425        | \$11,907        | \$60,000        | \$7,237        | \$543,765        |
| Unrealized Gain (Loss)                | <u>\$219</u>     | <u>\$1</u>      | <u>\$0</u>     | <u>\$7</u>      | <u>\$0</u>      | <u>\$0</u>     | <u>\$227</u>     |
| Book Value                            | \$409,976        | \$50,000        | \$4,425        | \$11,900        | \$60,000        | \$7,237        | \$543,537        |
| Accrued Interest                      | <u>\$1,342</u>   | <u>\$423</u>    | <u>\$0</u>     | <u>\$34</u>     | <u>\$0</u>      | <u>\$0</u>     | <u>\$1,799</u>   |
| Total Book Value                      | \$411,318        | \$50,423        | \$4,425        | \$11,934        | \$60,000        | \$7,237        | \$545,336        |
| Cash Balance                          | <u>\$216</u>     | <u>\$0</u>      | <u>\$0</u>     | <u>\$0</u>      | <u>\$0</u>      | <u>\$0</u>     | <u>\$216</u>     |
| <b>TOTAL FUND VALUE</b>               | <u>\$411,534</u> | <u>\$50,423</u> | <u>\$4,425</u> | <u>\$11,934</u> | <u>\$60,000</u> | <u>\$7,237</u> | <u>\$545,552</u> |
| <b>Liquid Securities (Mkt. value)</b> | \$134,400        |                 |                |                 |                 |                | \$134,400        |
| Yield to Maturity (Adj for calls)     | 4.89%            | 4.57%           | 4.40%          | 4.60%           | 4.91%           | 4.20%          | 4.85%            |
| Wgt. Average Maturity (days)          | 253              | 577             | 1              | 967             | 1               | 1              | 265              |
| <b>KEY COMPLIANCE TARGETS</b>         |                  |                 |                |                 |                 |                |                  |
| Minimum Requirement (1)               | \$47,482         | \$28,000        |                | \$12,552        |                 |                |                  |
| Maximum Average Maturity              | 18 Months        | 30 Months       | 30 Months      | 48 Months       | 90 Days         | 3 Years        |                  |
| Is Fund in Compliance ? (2)           | Yes              | Yes             | Yes            | NO              | Yes             | Yes            |                  |
| <b>INVESTMENT COMPARISON</b>          |                  |                 |                |                 |                 |                |                  |
| 6-Month T-Bill                        | 3.33%            | 3.33%           | 3.33%          | 3.33%           | 3.33%           | 3.33%          | 3.33%            |
| Wgt Average Fund Variance             | 1.56%            | 1.24%           | 1.07%          | 1.27%           | 1.58%           | 0.87%          | 1.52%            |

## **Notes:**

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

(2) Estimated liability figures are adjusted quarterly. The fund was back in compliance on 01/10/08.



# Change in Market Value of Investments

**1st Qtr FY08**

| Fund   | Security Type                          | Rate  | Maturity | Call Date | Par Value    | 09/30/07<br>Market Value | 12/31/07<br>Market Value | Change from<br>Prior Quarter |
|--|--|-------|----------|-----------|--------------|--------------------------|--------------------------|------------------------------|
| Fin Reserve                                    | FNMA Callable (qtrly-10) 3.91 08/14/08 | 3.910 | 08/14/08 | 02/14/08  | \$1,000,000  | 993,400.00               | \$997,500                | \$4,100                      |
| Fin Reserve                                    | FNMA Callable (final-10) 4.02 08/18/08 | 4.020 | 08/18/08 | 02/18/08  | \$1,500,000  | 1,491,600.00             | \$1,497,450              | \$5,850                      |
| Fin Reserve                                    | FHLB Callable (any-10) 4.00 09/15/08   | 4.000 | 09/15/08 | 09/15/05  | \$2,000,000  | 1,987,800.00             | \$1,995,600              | \$7,800                      |
| Fin Reserve                                    | FHLMC (past) 3.875 11/10/08            | 3.875 | 11/10/08 | 05/10/05  | \$2,988,000  | 2,966,188.00             | \$2,982,622              | \$16,434                     |
| Fin Reserve                                    | FFCB (any-7) 3.94 01/25/08             | 3.940 | 01/25/08 | 04/25/05  | \$4,100,000  | 4,087,290.00             | \$4,098,360              | \$11,070                     |
| Operating                                      | FFCB (any-7) 3.94 01/25/08             | 3.940 | 01/25/08 | 04/25/05  | \$5,000,000  | 4,984,500.00             | \$4,998,000              | \$13,500                     |
| Fin Reserve                                    | FNMA Step Up (past) 3.0 3.00 03/03/08  | 4.750 | 03/03/08 | Open      | \$1,000,000  | 999,200.00               | \$1,000,200              | \$1,000                      |
| Operating                                      | FNMA (past) 5.00 02/27/08              | 5.000 | 02/27/08 | Open      | \$5,000,000  | 5,001,500.00             | \$5,000,000              | -\$1,500                     |
| Operating                                      | FHLB Callable (once-5) 5.35 02/05/09   | 5.350 | 02/05/09 | 02/05/08  | \$3,000,000  | 3,004,200.00             | \$3,002,100              | -\$2,100                     |
| Operating                                      | FNMA Discount Note (n/a) 0.00 01/18/08 | 0.000 | 01/18/08 | Open      | \$5,000,000  | 4,927,667.00             | \$4,989,700              | \$62,033                     |
| Operating                                      | FHLMC Callable (once-5) 5.375 02/08/10 | 5.375 | 02/08/10 | 02/08/08  | \$2,500,000  | 2,504,800.00             | \$2,501,750              | -\$3,050                     |
| Operating                                      | FNMA Callable (once-10) 5.50 07/02/09  | 5.500 | 07/02/09 | 01/02/08  | \$5,000,000  | 5,007,000.00             | \$5,000,500              | -\$6,500                     |
| Operating                                      | FHLMC Callable (semi-5) 5.50 07/16/09  | 5.500 | 07/16/09 | 01/16/08  | \$5,000,000  | 5,008,000.00             | \$5,001,500              | -\$6,500                     |
| Fin Reserve                                    | FHLB Callable (once-5) 5.50 01/11/10   | 5.500 | 01/11/10 | 01/11/08  | \$2,000,000  | 2,003,000.00             | \$2,000,400              | -\$2,600                     |
| Operating                                      | FFCB Callable (final-10) 5.35 08/06/09 | 5.350 | 08/06/09 | 02/06/08  | \$5,000,000  | 5,006,500.00             | \$5,003,500              | -\$3,000                     |
| Operating                                      | FHLB Callable (once-5) 5.625 08/13/10  | 5.625 | 08/13/10 | 02/13/08  | \$5,000,000  | 5,011,500.00             | \$5,005,500              | -\$6,000                     |
| Fin Reserve                                    | FHLB Callable (once-5) 5.55 08/06/10   | 5.550 | 08/06/10 | 08/06/08  | \$1,300,000  | 1,308,710.00             | \$1,309,490              | \$780                        |
| Operating                                      | Citigroup CP 0.00 01/29/08             | 0.000 | 01/29/08 | Open      | \$10,000,000 | 9,842,050.00             | \$9,962,944              | \$120,894                    |
| Operating                                      | B of A CP 0.00 01/04/08                | 0.000 | 01/04/08 | Open      | \$10,000,000 | 9,862,500.00             | \$9,995,000              | \$132,500                    |
| Operating                                      | UBS CP 0.00 02/11/08                   | 0.000 | 02/11/08 | Open      | \$10,000,000 | 9,805,820.00             | \$9,949,250              | \$143,430                    |
| Operating                                      | WestPac Bank CP 0.00 01/11/08          | 0.000 | 01/11/08 | Open      | \$10,000,000 | 9,851,800.00             | \$9,986,250              | \$134,450                    |
| Sub-total for Securities held as of 12/31/07   |  |       |          |           |              | \$95,655,025             | \$96,277,616             | \$622,591                    |
| % Change as result of market movement          |  |       |          |           |              |                          |                          | 0.65%                        |
| Holdings at 09/30/07 maturing during Q1, FY08  |  |       |          |           |              | \$183,778,309            |                          | -\$183,778,309               |
| Holdings at 09/30/07 called during Q1, FY08    |  |       |          |           |              | \$182,003,430            |                          | -\$182,003,430               |
| Value of Money Market Mutual Funds ( All )     |  |       |          |           |              |                          | \$150,652,205            | \$150,652,205                |
| Holdings at 12/31/07 purchased during Q1, FY08 |  |       |          |           |              |                          | \$296,834,690            | \$296,834,690                |
| <b>TOTAL PORTFOLIO VALUE</b>                   |  |       |          |           |              | \$461,436,764            | \$543,764,511            | \$82,327,747                 |



# Callable Securities Analysis

**1st Qtr FY08**

| Invest # | Fund        | Maturity | Security Description                        | CUSIP     | Next Call | Notice | Par Value  | Coupon Rate | Treasury Curve | Call Prob |
|----------|-------------|----------|---|-----------|-----------|--------|------------|-------------|----------------|-----------|
| 05-0003  | Fin Reserve | 01/25/08 | FFCB (any-7) 3.94 01/25/08                  | 31331SMF7 | Anytime   | 7      | 4,100,000  | 3.940       | 3.24           | High      |
| 05-0006  | Operating   | 01/25/08 | FFCB (any-7) 3.94 01/25/08                  | 31331SMF7 | Anytime   | 7      | 5,000,000  | 3.940       | 3.24           | High      |
| 03-0072  | Fin Reserve | 08/14/08 | FNMA Callable (qtrly-10) 3.91 08/14/08      | 3136F34U7 | 02/14/08  | 10     | 1,000,000  | 3.910       | 3.40           | Moderate  |
| 03-0073  | Fin Reserve | 08/18/08 | FNMA Callable (final-10) 4.02 08/18/08      | 3136F35V4 | 02/18/08  | 10     | 1,500,000  | 4.020       | 3.40           | High      |
| 04-0067  | Fin Reserve | 09/15/08 | FHLB Callable (any-10) 4.00 09/15/08        | 3133X8DL3 | Anytime   | 10     | 2,000,000  | 4.000       | 3.40           | High      |
| 07-0056  | Operating   | 02/05/09 | FHLB Callable (once-5) 5.35 02/05/09        | 3133XJT99 | 02/05/08  | 5      | 3,000,000  | 5.350       | 3.25           | High      |
| 07-0116  | Operating   | 07/02/09 | FNMA Callable (once-10) 5.50 07/02/09       | 3136F8PG4 | 01/02/08  | 10     | 5,000,000  | 5.500       | 3.25           | High      |
| 08-0006  | Operating   | 07/16/09 | FHLMC Callable (final-5) 5.40 07/16/09      | 3128X6GW0 | 07/16/08  | 5      | 10,000,000 | 5.400       | 3.25           | High      |
| 07-0118  | Operating   | 07/16/09 | FHLMC Callable (semi-5) 5.50 07/16/09       | 3128X6GQ3 | 01/16/08  | 5      | 5,000,000  | 5.500       | 3.25           | High      |
| 07-0123  | Operating   | 08/06/09 | FFCB Callable (final-10) 5.35 08/06/09      | 31331XS37 | 02/06/08  | 10     | 5,000,000  | 5.350       | 3.20           | High      |
| 08-0005  | Operating   | 08/13/09 | FNMA Callable (once-5) 5.30 08/13/09        | 3128X5C30 | 02/13/08  | 5      | 3,200,000  | 5.300       | 3.20           | High      |
| 08-0008  | Fin Reserve | 10/16/09 | FHLB Callable (once-5) 4.80 10/16/09        | 3133XMKQ3 | 04/16/08  | 5      | 800,000    | 4.800       | 3.20           | High      |
| 08-0009  | Operating   | 10/16/09 | FHLB Callable (once-5) 4.80 10/16/09        | 3133XMKQ3 | 04/16/08  | 5      | 5,000,000  | 4.800       | 3.15           | High      |
| 08-0015  | Operating   | 11/02/09 | FHLB Callable (qtrly-5) 4.54 11/02/09       | 3133XMSZ5 | 05/02/08  | 5      | 10,000,000 | 4.540       | 3.15           | High      |
| 08-0017  | Fin Reserve | 11/13/09 | FHLB Callable (mon-5) 4.80 11/13/09         | 3133XMYR9 | 01/13/08  | 5      | 1,000,000  | 4.800       | 3.15           | High      |
| 08-0031  | Operating   | 11/13/09 | FHLB Callable (mon-5) 4.80 11/13/09         | 3133XMYR9 | 01/13/08  | 5      | 10,000,000 | 4.800       | 3.15           | High      |
| 08-0028  | Fin Reserve | 12/04/09 | FHLB Callable (qtrly-5) 4.75 12/04/09       | 3133XNGP8 | 03/04/08  | 5      | 3,300,000  | 4.750       | 3.10           | High      |
| 08-0029  | Fin Reserve | 12/04/09 | FHLB Callable (qtrly-5) 4.75 12/04/09       | 3133XNGP8 | 03/04/08  | 5      | 15,000,000 | 4.750       | 3.10           | High      |
| 08-0030  | Operating   | 12/10/09 | FHLB Callable (qtrly-5) 4.75 12/10/09       | 3133XNJ75 | 03/10/08  | 5      | 10,000,000 | 4.750       | 3.10           | High      |
| 08-0041  | Fin Reserve | 12/24/09 | FNMA Callable (qtrly-10) 4.50 12/24/09      | 3136F8ZE8 | 03/24/08  | 10     | 4,500,000  | 4.500       | 3.10           | High      |
| 08-0040  | Insurance   | 12/24/09 | FHLMC Callable (qtrly-5) 4.40 12/24/09      | 3128X6WU6 | 06/24/08  | 5      | 3,000,000  | 4.400       | 3.10           | High      |
| 08-0039  | Operating   | 12/24/09 | FFCB Callable (any-3/24/08-7) 4.49 12/24/09 | 31331YKE9 | 03/24/08  | 7      | 5,000,000  | 4.490       | 3.10           | High      |
| 08-0038  | Operating   | 12/24/09 | FHLMC Callable (qtrly-5) 4.40 12/24/09      | 3128X6WU6 | 06/24/08  | 5      | 5,000,000  | 4.400       | 3.10           | High      |
| 08-0043  | Operating   | 12/24/09 | FNMA Callable (qtrly-10) 4.50 12/24/09      | 3136F8ZE8 | 03/24/08  | 10     | 10,000,000 | 4.500       | 3.10           | High      |
| 07-0119  | Fin Reserve | 01/11/10 | FHLB Callable (once-5) 5.50 01/11/10        | 3133XLN66 | 01/11/08  | 5      | 2,000,000  | 5.500       | 3.05           | High      |
| 07-0067  | Operating   | 02/08/10 | FHLMC Callable (once-5) 5.375 02/08/10      | 3128X5C48 | 02/08/08  | 5      | 2,500,000  | 5.375       | 3.05           | High      |
| 08-0025  | Operating   | 03/26/10 | FNMA Callable (once-10) 5.20 03/26/10       | 31359M6B4 | 03/26/08  | 10     | 8,000,000  | 5.200       | 3.05           | High      |
| 07-0136  | Fin Reserve | 08/06/10 | FHLB Callable (once-5) 5.55 08/06/10        | 3133XLRS4 | 08/06/08  | 5      | 1,300,000  | 5.550       | 3.10           | High      |
| 07-0126  | Operating   | 08/13/10 | FHLB Callable (once-5) 5.625 08/13/10       | 3133XLTP8 | 02/13/08  | 5      | 5,000,000  | 5.625       | 3.10           | High      |
| 08-0022  | Operating   | 10/15/10 | FFCB Callable (once-7) 4.80 10/15/10        | 31331X7L0 | 04/15/08  | 7      | 5,000,000  | 4.800       | 3.10           | High      |
| 08-0013  | Operating   | 10/29/10 | FHLB Callable (once-5) 5.00 10/29/10        | 3133XMMT5 | 10/29/08  | 5      | 5,950,000  | 5.000       | 3.10           | High      |
| 08-0019  | Operating   | 10/29/10 | FHLMC Callable (any-5) 5.06 10/29/10        | 3128X6PX8 | 10/29/08  | 5      | 5,000,000  | 5.060       | 3.10           | High      |
| 08-0027  | Insurance   | 11/23/10 | FHLB Callable (qtrly-5) 4.65 11/23/10       | 3133XNF38 | 05/23/08  | 5      | 5,900,000  | 4.650       | 3.10           | High      |
| 08-0036  | Operating   | 12/13/10 | FHLMC Callable (qtrly-5) 4.65 12/13/10      | 3128X6VG8 | 06/13/08  | 5      | 5,000,000  | 4.650       | 3.10           | High      |
| 08-0037  | Insurance   | 12/20/10 | FHLMC Callable (qtrly-5) 4.70 12/20/10      | 3128X6WA0 | 06/20/08  | 5      | 3,000,000  | 4.700       | 3.10           | High      |
| 08-0011  | Fin Reserve | 10/24/11 | FHLB Callable (once-5) 5.125 10/24/11       | 3133XMDJ4 | 04/24/08  | 5      | 5,000,000  | 5.125       | 3.10           | High      |

181,050,000

# Defined Benefit Plan Summary

**1st Qtr FY08**

|                              | Market<br>Value<br>30-Sep-07 | Income           | Benefit<br>Payments | Transfers   | Realized<br>Gain/<br>(loss) | Unrealized<br>Gain/<br>(loss) | Contributions |            | Other    | Market<br>Value<br>31-Dec-07 |
|------------------------------|------------------------------|------------------|---------------------|-------------|-----------------------------|-------------------------------|---------------|------------|----------|------------------------------|
|                              |                              |                  |                     |             |                             |                               | Employer      | Employee   |          |                              |
| <b>Equity Managers</b>       |                              |                  |                     |             |                             |                               |               |            |          |                              |
| <b>Large Cap:</b>            |                              |                  |                     |             |                             |                               |               |            |          |                              |
| Washington Mutual            | \$10,004,124                 | 562,865          | 0                   | 0           | 0                           | (1,081,410)                   | 0             | 0          | 1        | \$9,485,580                  |
| Capital Guardian             | \$10,854,418                 | 0                | 0                   | 0           | 0                           | (1,248,523)                   | 0             | 0          | 1        | \$9,605,896                  |
| Aeltus / Goldman             | \$15,433,332                 | 6,423            | 0                   | (1,000,000) | 249,463                     | (513,896)                     | 0             | 0          | (1)      | \$14,175,321                 |
| SSGA Wilshire 5000           | \$14,022,608                 | 0                | 0                   | 0           | 0                           | (465,652)                     | 0             | 0          | 1        | \$13,556,957                 |
| <b>Small Cap:</b>            |                              |                  |                     |             |                             |                               |               |            |          |                              |
| Friess                       | \$10,892,684                 | 0                | 0                   | 0           | 0                           | (196,687)                     | 0             | 0          | 0        | \$10,695,997                 |
| Earnest Partners             | \$14,655,360                 | (31,135)         | 0                   | 0           | (12,714)                    | (353,997)                     | 0             | 0          | (1)      | \$14,257,513                 |
| <b>International:</b>        |                              |                  |                     |             |                             |                               |               |            |          |                              |
| Morgan Stanley               | \$9,222,465                  | (19,633)         | 0                   | (1,000,000) | 716,366                     | (767,992)                     | 0             | 0          | (1)      | \$8,151,205                  |
| Capital Resources            | \$8,697,943                  | 756,866          | 0                   | 0           | 0                           | (639,344)                     | 0             | 0          | 1        | \$8,815,466                  |
| SSGA Internat. Index         | \$5,409,715                  | 0                | 0                   | 0           | 0                           | (90,778)                      | 0             | 0          | 0        | \$5,318,937                  |
| <b>Fixed Income Managers</b> |                              |                  |                     |             |                             |                               |               |            |          |                              |
| Primco                       | \$17,998,353                 | 361,652          | 0                   | 0           | 0                           | 344,339                       | 0             | 0          | 0        | \$18,704,344                 |
| Aberdeen                     | \$17,794,505                 | 7                | 0                   | 0           | 0                           | 379,221                       | 0             | 0          | 1        | \$18,173,734                 |
| <b>Real Estate</b>           |                              |                  |                     |             |                             |                               |               |            |          |                              |
|                              | \$0                          | 0                | 0                   | 0           | 0                           | 0                             | 0             | 0          | 0        | \$0                          |
| UBS                          | \$14,858,365                 | 0                | 0                   | 0           | 0                           | 239,442                       | 0             | 0          | 1        | \$15,097,808                 |
| <b>Cash</b>                  |                              |                  |                     |             |                             |                               |               |            |          |                              |
|                              | \$1,172,421                  | (36,691)         | (2,129,737)         | 2,000,000   | 0                           | 0                             | 0             | 724        | (1)      | \$1,006,716                  |
| <b>Total</b>                 | <b>\$151,016,293</b>         | <b>1,600,354</b> | <b>(2,129,737)</b>  | <b>0</b>    | <b>953,115</b>              | <b>(4,395,277)</b>            | <b>0</b>      | <b>724</b> | <b>2</b> | <b>\$147,045,474</b>         |



**Obligations****1st Qtr FY08****Commercial Paper**

| Maturity Date | Issue Date | Par Value      | Coupon % | Issue Term (Days) | Dealer  |
|---------------|------------|----------------|----------|-------------------|---------|
| 01/09/2008    | 12/06/2007 | \$ 3,000,000   | 3.35%    | 34                | Ramirez |
| 01/10/2008    | 09/10/2007 | \$ 10,000,000  | 3.65%    | 122               | Ramirez |
| 01/14/2008    | 09/24/2007 | \$ 15,000,000  | 3.50%    | 112               | Ramirez |
| 01/14/2008    | 10/11/2007 | \$ 7,000,000   | 3.48%    | 95                | Ramirez |
| 2/7/2008      | 11/14/2007 | \$ 15,000,000  | 3.49%    | 85                | Ramirez |
| 02/14/2008    | 12/18/2007 | \$ 10,000,000  | 2.85%    | 58                | Loop    |
| 3/3/2008      | 11/27/2007 | \$ 7,500,000   | 3.45%    | 97                | Bear    |
| 3/5/2008      | 12/18/2007 | \$ 10,000,000  | 2.85%    | 78                | Ramirez |
| 3/5/2008      | 11/27/2007 | \$ 7,500,000   | 3.45%    | 99                | Ramirez |
| 03/06/2008    | 10/09/2007 | \$ 2,000,000   | 3.50%    | 149               | Bear    |
| 03/06/2008    | 10/09/2007 | \$ 23,000,000  | 3.50%    | 149               | Bear    |
| 03/06/2008    | 11/27/2007 | \$ 7,500,000   | 3.45%    | 100               | Bear    |
| 03/06/2008    | 11/27/2007 | \$ 7,500,000   | 3.45%    | 100               | Ramirez |
| 03/06/2008    | 11/5/2007  | \$ 10,000,000  | 3.41%    | 122               | Ramirez |
| 03/11/2008    | 10/02/2007 | \$ 15,000,000  | 3.45%    | 161               | Bear    |
| 3/11/2008     | 11/5/2007  | \$ 600,000     | 3.35%    | 127               | Bear    |
| 3/11/2008     | 11/5/2007  | \$ 9,400,000   | 3.35%    | 127               | Bear    |
| 3/13/2008     | 11/5/2007  | \$ 10,000,000  | 3.35%    | 129               | Bear    |
| 03/17/2008    | 11/27/2007 | \$ 15,000,000  | 3.42%    | 111               | Loop    |
| 03/17/2008    | 9/24/2007  | \$ 15,000,000  | 3.59%    | 175               | Loop    |
| 6/16/2008     | 12/18/2007 | \$ 10,000,000  | 2.87%    | 181               | Bear    |
| 7/23/2008     | 11/29/2007 | \$ 45,000,000  | 3.45%    | 237               | Loop    |
| Total:        |            | \$ 255,000,000 | 3.39%    | 141               |         |

**Bonds**

| Series | Pay-Downs   | Rates           | Principal      |
|--------|-------------|-----------------|----------------|
| 2001   | 2008 - 2024 | 4.561% - 5.359% | \$ 98,925,000  |
| 2002   | 2008 - 2024 | 3.000% - 5.375% | \$ 31,430,000  |
| 2007   | 2008 - 2036 | 3.676% - 5.172% | \$ 765,830,000 |
|        |             |                 | \$ 896,185,000 |



# Major Contracts Funded by CP

**1st Qtr FY08**

| <u>Contract#</u> | <u>Vendor Name</u>       | <u>Project/s</u>             |
|------------------|--------------------------|------------------------------|
| 01010950         | 3I Construction          | WSA Yard Paving              |
| 01012000         | Advanced Track           | NW SE LRT Build-out          |
| 01011780         | American Intl            | OCIP, GL WC Insurance        |
| 01007571         | Archerwestern Brunson    | NW SE LRT Build-out          |
| 01012392         | Archerwestern            | NW SE LRT Build-out          |
| 01009666         | Archerwestern Herzog     | NW SE LRT Build-out          |
| 01011656         | Barrier Systems          | LBJ HOV East/West            |
| 01008589         | Bombardier               | Commuter Rail Vehicles       |
| 01004732         | Bridgefarmer/Farradyne   | HOV Projects                 |
| 01011527         | Carcon                   | Walnut Hill Parking exp.     |
| 01012758         | DGNO                     | Freight Track Relocation     |
| 01004187         | DMJM+Harris              | NW SE LRT Build-out          |
| 01006471         | F Hall Mowing            | NW SE LRT Build-out          |
| 01009337         | GE Transportation        | NW SE LRT Build-out          |
| 01008612         | Gilbert May Inc.         | Demo NW SE LRT Build-out     |
| 01010399         | Gilbert May Inc.         | WSA Annexes Upgrade          |
| 01002608         | Gilbert May Inc.         | Misc. Construction – Various |
| 01011941         | Gilbert May Inc.         | Misc. Construction-Various   |
| 01011028         | Greyhawk Tech.           | Paratransit VBS Equipment    |
| 01006362         | Halff Associates         | NW SE LRT Build-out          |
| 01008130         | Hensel Phelps            | S & I Facility Expansion     |
| 01008316         | Herzog                   | TRE Rail Operating           |
| 01010371         | Herzog                   | Railroad Signalization       |
| 01012577         | Herzog                   | Lisa/Perkins & Beltline      |
| 98000071         | Itochu International     | LRV's                        |
| 01011711         | Kinkisharyo              | NRV's                        |
| 01011711         | Kinkisharyo              | C-Cars, Cab-signals, VBS     |
| 01012000         | LB Foster                | NRV's                        |
| 01002078         | LOPEZGARCIA Group        | NW SE LRT Build-out          |
| 01008146         | LTK Engineering          | LRV's                        |
| 01003569         | Malcolm Pirnie           | NW SE LRT Build-out          |
| 01003568         | Maxim Technologies       | NW SE LRT Build-out          |
| 01012696         | McCarthy                 | Beltline Grade Separation    |
| 01012448         | McKinney Dodge           | NRV's                        |
| 01011418         | Messaging Architects     | Email Archive/Retrieve       |
| 01011941         | Mitchell/Vestal          | Misc. Construction           |
| 01012908         | Nouveau Tech.            | Network                      |
| 01009306         | Parsons/Brinckerhoff     | CBD AA/EIS                   |
| 01002803         | Parsons Transport Group  | LRT Build-Out                |
| 00937775         | Parsons Transport. Group | NW SE LRT Build-out          |
| 01009306         | PB America's             | CBD Study                    |
| 01011831         | Penaco                   | Tunnel Delamination          |
| 01008681         | Philpott Motors          | Purchase NRV's               |
| 01010787         | Philpott Motors          | Non-Revenue Vehicles         |
| 01012444         | Philpott Motors          | NRV's                        |
| 01013147         | Philpott Motors          | NRV's                        |
| 01008230         | Ponce/Ice/North Star     | Asbestos Abatement           |
| 01009684         | Progress Rail            | NW SE LRT Build-out          |
| 0101114          | RAK Main Place           | NW SE LRT Build-out          |
| 01009684         | ROCLA                    | NW SE LRT Build-out          |
| 01012005         | Siemens                  | NW SE LRT Build-out          |
| 01002450         | Sunland/ACT 21           | NW SE LRT Build-out          |
| 01012000         | VAE Nortrak              | NW SE LRT Build-out          |
| 01011941         | Vestal Builders          | Misc. Construction           |
| 01010179         | Willis of Texas          | LRT Build-Out                |
| 01012443         | Windham Motors           | NRV's                        |