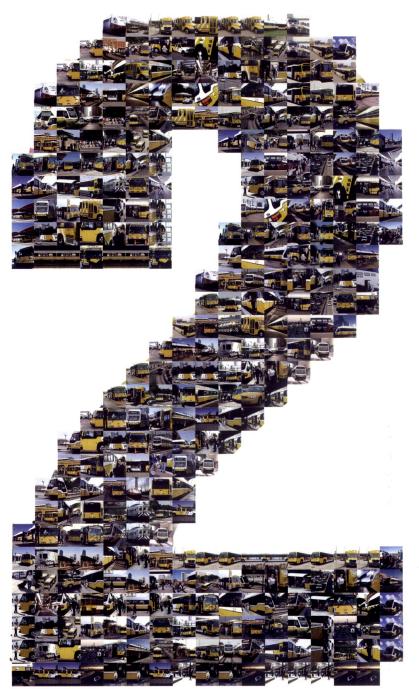
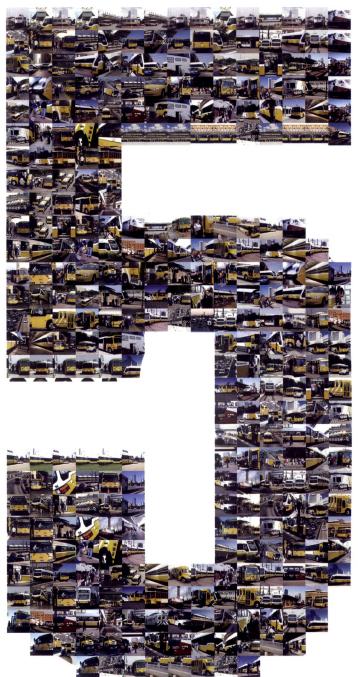
Quarterly Operating & Financial Performance Report

First Quarter FY 2009 October – December 2008





CONNECTING COMMUNITIES



Table of Contents

Section 1 – Operations & Financial

O&F1	Executive Summary
O&F2	General Information
O&F3	Agency Scorecard – Key Performance Indicators (KPIs)
O&F3	Ridership Scorecard – Key Performance Indicators (KPIs)
O&F4	Subsidy Per Passenger Scorecard
O&F4	Bus and Innovative Service Modal Update
O&F5	Bus Scorecard – Key Performance Indicators (KPIs)
O&F6	Light Rail Transit (LRT) Services
O&F6	LRT Scorecard – Key Performance Indicators (KPIs)
O&F7	Trinity Railway Express (TRE) Scorecard – Key Performance Indicators (KPIs)
O&F8	Paratransit Services Scorecard – Key Performance Indicators (KPIs)
O&F9	HOV Transitway Services and Scorecard - Key Performance Indicators (KPIs)
O&F10	General Mobility Programs
O&F10	Vanpool Scorecard – Key Performance Indicators (KPIs)
O&F11	Capital and Non Operating Budget Summary - Actuals vs. Budget
O&F12	Appendix
O&F13	Revenues, Operating Expenses, and Net Financing Costs - FY 2009 Actuals vs. Budget
O&F14	Statement of Revenues, Expenses and Changes In Net Assets
O&F15	Statements of Net Assets (Balance Sheet)
O&F17	Glossary

Section 2 – Ridership

R1	Introduction
R2	System Ridership
R3	Bus System Ridership
R4	LRT Ridership
R5	Commuter Rail - Trinity Railway Express Ridership
R6	Total Fixed Route Ridership 25-Month Trending
R7	Average Weekday Fixed Route Ridership 25-Month Trending
R8	Passenger Boardings by Member City
R9	Service Standards Monitoring Report



R13	Crosstown and Express Routes Performance
R14	Rail Feeder Route Performance
R15	Transit Center Feeder Route Performance
R16	Local Route Performance
R17	Site-Specific Shuttles and DART-on-Call Performance
R18	Flex Routes
Following	Route Performance Index Charts
Section 3 – Plan	ning Progress
P&D1	Highlights
P&D2	Mobility Programs Development
P&D2	I-30 Old Turnpike Managed/HOV Lanes Project
P&D3	HOV Lanes Operation
P&D4	North Central (US 75) Concurrent HOV Lanes
P&D5	SH 114 Freeway Widening Including Managed/HOV Lanes
P&D6	Service Planning and Scheduling
P&D6	Bus Corridor Concept Development
P&D7	Employer Service Program Development
P&D8	Connection Protection
P&D9	Construction and Installation of Standard Shelters
P&D10	Vanpool Program
P&D11	Five-Year Action Plan
P&D12	Five-Year Action Plan Score Card
P&D13	Service Reviews
Section 4 – Pro	ject Development Progress
r pd-i	Acronyms
RPD1	Scope of Projects
LRT Buildo	ut Phase 1
RPD4	Map
RPD5	LRT Buildout Summary Control Schedule
RPD6	LRT Buildout Cost/Schedule Summary
RPD8	Northeast Corridor Facilities – Line Section G-2
RPD9	North Central Corridor Facilities – Line Section NC-3
RPD10	Systems - Vehicles
RPD11	Systems Integration



RPD12	Facilities – Six-Month Look Ahead
RPD13	LRT Buildout Change Control Summary
LRT Buildo	ut Phase II
RPD14	Map
RPD15	LRT Buildout Summary Control Schedule
RPD16	LRT Buildout Cost/Schedule Summary
RPD18	Real Estate
RPD19	Construction Manager/General Contractor – I (CM/GC – I)
RPD26	Track Materials Procurement for CM/GC – I Construction
RPD27	Construction Manager/General Contractor – III (CM/GC – III)
RPD33	Northwest Rail Operating Facility
RPD37	Track Materials Procurement for Northwest Corridor & NWROF
RPD38	Systems – Traction Power Substations
RPD39	Systems – SCS/OCC Modifications
RPD41	Systems – Fare Collection Equipment
RPD42	Systems-Vehicles – SLRV Retrofit
RPD43	Systems-Vehicles - New SLRV Procurement
RPD44	Systems Integration
RPD45	Raise & Extend Four CBD Stations
RPD46	Closed-Circuit Television (CCTV) System
RPD47	NW-2 Additional Betterments (Love Field West Betterments)
RPD48	NW-2 Love Field West Area Improvement (Little Denton Drive Reconstruction)
RPD49	Facilities – Six –Month Look Ahead
RPD50	LRT Buildout Change Control Summary
RPD51	Irving Corridor Facilities
RPD52	DFW Corridor Facilities
RPD53	Rowlett Extension Facilities
Commuter F	Rail
RPD54	Summary Working Schedule
RPD55	Cost Summary
RPD56	Belt Line Road Grade Separation
RPD58	Double Tracking at Market Center Blvd. (Lisa – Perkins)
RPD60	Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects
RPD61	Six-Month Look Ahead



First Quarter FY 2009 RPD62 Change Control Summary **Additional Capital Development** RPD63 Summary Working Schedule RPD64 **Cost Summary** RPD65 NW-1A/Victory Station Project RPD66 Unity Plaza RPD67 North Central Tunnel Delamination Repair & Monitoring RPD68 Bryan/Hawkins Junction (CM/GC-I) RPD69 Track Materials Procurement-Bryan/Hawkins Junction (CM/GC-I) RPD70 Level Boarding Modifications For Outlying Stations RPD71 Paratransit Parking RPD72 Thanks-Giving Square Rail Replacement RPD73 Lake Highlands Station RPD74 Valencia Development Six-Month Look Ahead RPD75 RPD76 **Change Control Summary**

Section 5 – Quarterly Investment Report – December 2008



First Quarter FY 2009



DALLAS AREA RAPID TRANSIT

QUARTERLY OPERATING & FINANCIAL PERFORMANCE REPORT

FIRST QUARTER FY 2009 OCTOBER – DECEMBER 2008

FY 2009 First Quarter Highlights

This report is for the quarter ending December 31, 2008, the first quarter of the fiscal year. Sales tax revenues were lower than budget; total agency ridership figures saw significant increases and reached FY 2009 four-qtr rolling targets; and operating expenses were less than budget by 7% (\$6.6 million). The following summary highlights key results in comparison to the previous fiscal year and our targets:

Sales tax revenues for the quarter ending December 2008 were \$105.4 million, \$6.1 million (1.2%) less than the budgeted \$111.5 million. Sales taxes are received on a monthly basis approximately six weeks after the end of the month. The first quarter sales tax estimations are October actuals. November and December numbers are accruals.

Total agency passenger trips for the rolling four quarters ending December 2008 were 121.5 million, 17.4 million over last year; first quarter results were approximately 1.3 million (4.3%) over the budget target. **Fixed route ridership** for the same period was 68.2 million, an increase of 3.1 million (4.7%) over last year; first quarter results were approximately 0.2 million (1.1%) over the target.

Fixed route on-time performance was 95.4% for the period, an improvement over the 94.9% achieved in FY 2008 but slightly under the target of 95.5% for FY 2009.

Total system subsidy per passenger for the period was \$2.43, \$0.22 (8.3%) better than budget.

Fixed route subsidy per passenger was \$3.72, \$0.24 (6%) better than budget.

Administrative ratio for the period was 8.2%, 0.1% better than the target of 8.3%.

The period ended with a **sales taxes for operating expense** ratio of 65.7%, 0.4% better than the target of 66.1%.



General Information

Reporting Period – DART's fiscal year begins on October 1. The first quarter of the current fiscal year just ended was October through December 2008.

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

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

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

<u>Green</u> – It is probable that the FY 2009 target will be met. Indicative of performance within established parameters.

<u>Yellow</u> – Close monitoring of performance is needed.

Red – Based on fiscal year performance to date, it is probable the FY 2009 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 1/08	Q 1/09	Qtrly	FY09 Target	Status		
Customer/Quality Indicators	Q =/ 00	Q =/ 01	Q -1-3	8			
Total Agency Ridership (M)	104.1	121.5	30.9	118.9	Green		
Fixed Route Ridership (M)	65.1	68.2	17.3	68.8	Green		
Total System Subsidy Per Passenger	\$2.67	\$2.43	\$2.38	\$2.65	Green		
Fixed Route Subsidy Per Passenger	\$3.72	\$3.72	\$3.66	\$3.96	Green		
On-Time Performance (Fixed Route)	94.9%	95.4%	95.3%	95.5%	Yellow		
Fixed Route Complaints Per 100,000 Passengers	38.2	40.8	43.6	37.1	Yellow		
Fixed Route Accidents Per 100,000 Miles	1.66	1.32	1.40	1.48	Green		
Sales Taxes for Operating Expense	64.0%	65.7%	62.6%	66.1%	Green		
Fixed Route Farebox Recovery Ratio	*	14.7%	14.8%	14.8%	Green		
Administrative Ratio	8.3%	8.2%	7.5%	8.3%	Green		

^{*}New KPI; data from prior periods not available

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

Ridership

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. See modal discussions for variance explanations.

		Q 1/08	Q 1/09	Qtrly	FY09 Target	Status
		RID	ERSHIP			
	Total Agency (M)	104.1	121.5	30.9	118.9	Green
7	Fixed Route (M)	65.1	68.2	17.3	68.8	Green
Exhibit	Bus (M)	44.6	45.5	11.5	45.4	Green
Exh	LRT (M)	18.0	19.8	5.1	20.5	Green
	Commuter Rail (M)	2.5	2.8	0.7	2.9	Green
	Paratransit (000s)	687.9	742.4	182.3	757.8	Green
	HOV (M)	37.8	51.9	13.3	48.5	Green
	Vanpool (000s)	519.1	757.9	204.0	849.8	Green



Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

		Q 1/08	Q 1/09	Qtrly	FY09 Target	Status					
П	Efficiency Indicator	Efficiency Indicator - Subsidy Per Passenger									
П	Total System	\$2.67	\$2.43	\$2.38	\$2.65	Green					
3	Fixed Route	\$3.72	\$3.72	\$3.66	\$3.96	Green					
Exhibit	Bus	\$3.77	\$3.86	\$3.80	\$4.13	Green					
Ext	LRT	\$3.19	\$3.00	\$2.88	\$3.11	Green					
П	Commuter Rail	\$6.51	\$6.50	\$6.85	\$7.49	Green					
	Paratransit	\$43.43	\$42.83	\$42.87	\$42.51	Green					
	HOV	\$0.16	\$0.18	\$0.18	\$0.19	Green					
	Vanpool	\$0.59	\$0.45	\$1.33	\$0.74	Yellow					

Modal Update

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

Bus



DART's fixed-route bus service operates from three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. DART operates a total of 674 buses and maintains a contingency fleet of 54 buses. In addition to buses, DART maintains extensive passenger amenity and facility infrastructure including approximately: 12,500 bus stops, 765 bus shelters, 1,500 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 100 information pylons, and all operating divisions and corporate offices, for a total of approximately 35 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 operating in the Service Area. In March 2008, DART introduced a new service that combines characteristics of On-Call and fixed-route: Flex Service. The two new Flex routes serve South Irving and the Telecom Corridor in parts of Richardson and Plano. Exhibit 4 is

O&F



DART's Bus Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

	Bus Scorecard - Key Performance Indicators							
	Indicators	Q 1/08	Q 1/09	Otrly	FY09 Target	Status		
	Customer/Quality Indicators							
it 4	Bus Ridership (including Charter) (M)	44.6	45.5	11.5	45.4	Green		
Exhibit 4	On-Time Performance	90.8%	92.3%	93.0%	92.0%	Green		
	Complaints Per 100k Passengers	50.1	53.5	56.6	50.0	Yellow		
	Mean Distance Between Service Calls	4,712	7,145	7,568	6,773	Green		
	Vehicle Accidents Per 100k Miles	2.02	1.59	1.71	1.76	Green		
	Financial/Efficiency Indicators			·				
	Subsidy Per Passenger	\$3.77	\$3.86	\$3.80	\$4.13	Green		

Complaints per 100,000 Passengers was the only indicator for the Bus Mode that trended negatively in relation to the goal. Late and No Show complaints comprised the majority of the increase in complaints for the 1st Quarter, 2009, in comparison to the 1st Quarter, 2008. The increase in late and no-show complaints reflects the impact of overcrowding and on-time performance issues that resulted from increased ridership without corresponding increases in service levels. Some adjustments to bus service schedules are being made as part of the February 16, 2009 Service Improvements and additional adjustments are being contemplated for the September 2009 Service Change.

A cross-departmental On-Time Performance Task Force was created to develop plans to enhance bus on-time performance and reduce the number of timeliness complaints that DART receives. Key elements of those plans include:

- o Adjusting bus schedules to provide adequate runtime and recovery time.
- Equipping field supervisor vehicles with mobile data computers (MDCs) that will reduce unproductive office time and increase the amount of time in the field for each employee, as well as provide the field supervisor with up-to-date information from DART's Trapeze Operating Software and upgraded Automatic Vehicle Location (AVL) System.
- o Modifying work assignment procedures to improve the consistency of operators working the same assignment throughout the week affording a more consistent service for the customer.
- Utilizing the upgraded Automatic Vehicle Location System to improve the monitoring and realtime service management of bus on-time performance, as well as providing critical information for complaint resolution and improved scheduling.
- o Providing clear and timely information to customers regarding DART's operating policies and service schedules as well as service delays



Light Rail Transit (LRT)

DART currently operates 45 miles of light rail. The Agency is in various stages of planning, design, and construction for the Phase II and Phase III Build-out, which include 48 additional miles of LRT.

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 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

	Light Rail Scorecard - Key Performance Indicators						
	Indicators	Q 1/08	Q 1/09	Qtrly	FY09 Target	Status	
	Customer/Quality Indicators						
	LRT Ridership (M)	18.0	19.8	5.1	20.5	Green	
t 5	On-Time Performance	96.7%	96.3%	95.5%	97.5%	Yellow	
Exhibit	Complaints Per 100k Passengers	13.4	16.4	19.3	13.5	Yellow	
H	Mean Distance Between Service Calls (000s)	28.2	30.2	21.4	32.1	Yellow	
	Accidents per 100k Miles	0.05	0.11	0.07	0.25	Green	
	Financial/Efficiency Indicators						
	Subsidy Per Passenger	\$3.19	\$3.00	\$2.88	\$3.11	Green	
	Subsidy Per Passenger Mile	\$0.40	\$0.39	\$0.36	\$0.38	Green	

On-time performance has declined over the past several months in part due to the negative trend in Miles Between Service Calls (as noted below) and an increase in delays caused by factors outside DART's immediate control such as TXU power failures, automobiles stuck on tracks, disorderly passengers, medical emergencies on-board trains, and adverse weather conditions. The Rail Operation's "Summary of Operations" report tracks rail service delays on a monthly basis and is used to identify undesirable trends.

The number of **Complaints** has grown as on time performance has declined and ridership has increased due to fuel prices. Many new passengers are riding for the first time, and are unfamiliar with TVMs and schedules. In addition, parking is an issue at a number of stations. Measures to relieve parking capacity problems are in process, and we are offering advice to passengers (through our Web sites and windshield flyers) on the availability of alternative parking locations.

Management continues to address **Miles Between Service Call** failures and is attempting to work on the issues systematically within the resources available. Currently, resources are stretched to the limit in support of the



Super Light Rail Vehicle (SLRV) retrofit, which is requiring an additional 8 LRVs to be out of service for this modification. Vehicle operating history since the last preventive maintenance inspection is being reviewed by both management and technicians to determine specific focuses of the work effort on each car. This effort will be reviewed by senior department management on a bi-weekly basis to look for trends that warrant additional resources from both inside and outside the agency.

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 corridor is 34 miles long and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART. The vehicle fleet is composed 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 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 2009 KPI targets and historical KPIs.

	Commuter Rail - TRE Scorecard - Key Performance Indicators							
	Indicators	Q 1/08	Q 1/09	Qtrly	FY09 Target	Status		
	Customer/Quality Indicators							
	TRE Ridership (M)	2.5	2.8	0.7	2.9	Green		
Exhibit 6	On-Time Performance	97.3%	97.8%	97.3%	97.0%	Green		
Exh	Complaints Per 100k Passengers	5.15	5.71	6.62	5.51	Yellow		
	Accidents Per 100k Miles	0.29	0.21	0.21	0.24	Green		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$6.51	\$6.50	\$6.85	\$7.49	Green		
	Subsidy Per Passenger Mile	\$0.38	\$0.38	\$0.41	\$0.43	Green		

Complaints per 100k Passengers is a higher than expected due to delays caused by three major construction projects, which are Beltline Rd. Grade Separation, Euless Bridge emergency repairs, and the Lisa Perkins project. The latter two projects were not under construction during this same quarter last year. The Euless South Main Bridges have been completely replaced (due to fire) and there are no more anticipated delays due to that construction. Lisa Perkins is still on going, but should be complete by the end of the 2nd quarter of FY09.



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.

Exhibit 7 is DART's Paratransit Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs.

	Paratransit Scorecard - Key Performance Indicators						
	Indicators	Q 1/08	Q 1/09	Qtrly	FY09 Target	Status	
	Customer/Quality Indicators						
	Paratransit Ridership (000s)	687.9	742.4	182.3	757.8	Green	
t 7	Revenue Hours (000s)	442.6	441.4	110.9	462.5	Green	
Exhibit	Paratransit Passengers per Hour	1.55	1.68	1.64	1.64	Green	
A	On-Time Performance	88.1%	89.9%	86.3%	87.0%	Green	
	Accidents per 100K miles	2.22	1.42	1.23	2.5	Green	
	Complaints per 1k Passengers	3.77	3.26	3.06	4.5	Green	
	Financial/Efficiency Indicators						
	Subsidy Per Passenger	\$43.43	\$42.83	\$42.87	\$42.51	Yellow	

Subsidy per passenger is classified as yellow due to higher than expected diesel fuel prices in the last three quarters of FY08. We anticipate that this will turn to green by year-end due to the fuel hedge that was included in the agency's budget.



High Occupancy Vehicle Transitways

DART currently operates 75 miles of Interim or Immediate Action HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 10:00 a.m. The reversible I-30 West (Tom Landry Highway) will be the region's first Managed HOV Lanes and are operational from 6 to 9 a.m. and from 3:30 to 7 p.m. 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 2009 KPI targets and historical quarterly KPIs.

	HOV Scorecard -	Indicato	rs					
	Indicators	Q 1/08	Q 1/09	Qtrly	FY09 Target	Status		
	Customer/Quality Indicators							
×	Ridership (M)	37.8	51.9	13.3	48.5	Green		
	Avg. Weekday Ridership (000s)	115.7	155.3	159.1	144.5	Green		
Exhibit	Operating Speed Ratio (Qtrly)*	1.59	1.65	1.65	1.53	Green		
	Lane Availability	99.3%	99.8%	99.7%	99.0%	Green		
	Complaints per 100K Passengers	0.26	0.49	0.24	0.30	Green		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$0.16	\$0.18	\$0.18	\$0.19	Green		

^{*}Number stated is a quarterly number



O&F

General Mobility Programs

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

Vanpool Program – DART currently offers 8- to 15-person vans through a 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 \$270 or \$290, depending upon van size. 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 2009 KPI targets and historical quarterly KPIs.

	General Mobility (Vanpool) - Key Performance Indicators							
	Indicators	Q 1/08	Q 1/09	Qtrly	FY09 Target	Status		
it 9	Customer/Quality Indicators							
Exhibit	Ridership (000s)	519.1	757.9	204.0	849.8	Green		
T.	Number Of Vanpools (current)	111	149	149	198	Green		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$0.59	\$0.45	\$1.33	\$0.73	Yellow		

There were two factors that impacted the **subsidy per passenger**. The first factor was the change in funding by the COG, which was reduced from 50% to 40% of total program costs. Due to this change the passenger fares were changed and will be effective February 1st. The monthly rate charged per van increased to \$270 - \$290 (up from \$200 or \$215) depending on van size. The second factor was a significant reduction in fuel costs during that period, as fuel is part of the overall program costs reimbursed by COG this reduced the contribution during the first quarter. The change in passenger revenues will make up for the federal revenue variances and DART's share should remain at 10%.



Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating expenditures for the fourth quarter of FY 2009.

Actuals vs. Budget Capital and Non-Operating Expenditures Through the First Quarter, FY 2009 (In Thousands)							
	Mode	FY09 Actuals	FY09 Budget	Unspent Balance			
	Agency-Wide	\$1,033	\$61,047	\$60,014			
	Bus	1,220	13,648	12,428			
10	LRT	109,726	945,957	836,231			
Exhibit 10	Commuter Rail	5,738	56,583	50,845			
Ex	Paratransit	100	1,906	1,806			
	HOV	6,151	39,544	33,394			
	Total Projects	\$123,968	\$1,118,685	\$994,717			
	P&D/Startup/Non-Ops	\$7,352	\$42,088	\$34,736			
	Road Improvements/ITS	(1)	20,553	20,554			
	Total Capital	\$131,319	\$1,181,326	\$1,050,007			

While overall capital spending in the first quarter was relatively low as compared to budget, the pace of capital expenditures should accelerate through FY09, due in large part to the recent awards of the Design-Build contracts for the Irving and Rowlett corridors.



APPENDIX



Revenues, Operating Expenses and Net Financing Costs Exhibit 11 - Actuals vs. Budget First Quarter, FY 2009 Dollars in Thousands

Revenues:	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Passenger Revenues (Fixed Route)	\$11,703	\$12,191	(\$488)	(4.0)%	\$49,020
Special Events Passenger Revenue	145	98	48	48.8%	391
Vanpool Passenger Revenues	101	94	8	8.1%	575
Paratransit Passenger Revenues	554	483	72	14.9%	1,994
Passenger Revenues	<u>\$12,504</u>	<u>\$12,865</u>	<u>(\$361)</u>	<u>(2.8)%</u>	<u>\$51,978</u>
Advertising and Other	\$2,644	\$2,723	(\$78)	(2.9)%	\$10,947
Grants/ILA Program Revenues	275	318	(43)	(13.5)%	2,899
Total Other Revenues	\$ <u>2,919</u>	\$ <u>3,040</u>	(<u>\$121</u>)	(<u>4.0</u>)%	\$ <u>13,846</u>
Total Operating Revenues	\$ <u>15,423</u>	\$ <u>15,905</u>	(<u>\$483</u>)	(<u>3.0</u>)%	\$ <u>65,824</u>
Sales Tax Revenues	\$105,444	\$111,550	(\$6,106)	(5.5)%	\$431,170
Other Non-Operating Revenues	1,722	2,387	(665)	(27.9)%	9,548
Total Revenues	<u>\$122,589</u>	<u>\$129,842</u>	(<u>\$7,253</u>)	(<u>5.6</u>)%	\$ <u>506,542</u>
Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget	Total Budget
Salaries & Wages	\$46,104	\$47,873	(1,769)	(3.8)%	\$185,617
Benefits	16,422	18,828	(2,406)	(14.6)%	77,626
Services	5,057	6,033	(976)	(19.3)%	26,750
Materials & Supplies	12,052	12,017	36	0.3%	49,795
Utilities	2,672	2,831	(158)	(5.9)%	12,471
Casualty and liability	902	969	(66)	(7.4)%	3,895
Purchased Transportation	11,955	11,854	101	0.8%	49,050
Purchased Transportation Taxes, Leases, and Other	11,955 1,198	11,854 1,323	101 (125)	0.8% (10.4)%	49,050 6,428
_					
Taxes, Leases, and Other	1,198		(125)	(10.4)%	6,428
Taxes, Leases, and Other Management & Fuel Reserves	1,198 (546)	1,323	(125) (546)	(10.4)% 0.0%	6,428 (522)



DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE THREE MONTHS ENDED DECEMBER 31, 2008 AND 2007

	(In thousands)	
	For the three m	onths ended
	12/31/2008	12/31/2007
OPERATING REVENUES:		
Passenger	\$12,504	\$12,060
Advertising, rent and other	2,710	2,459
Total Operating Revenues	<u>15,214</u>	<u>14,519</u>
OPERATING EXPENSES:		
Labor	46,423	39,830
Benefits	16,422	17,092
Services	5,521	6,157
Materials and Supplies	12,687	13,350
Purchased Transportation	11,955	11,040
Depreciation and amortization	29,804	29,351
Utilities	2,672	2,521
Taxes, Leases, and Other	1,201	1,045
Casualty and liability	902	935
TOTAL OPERATING EXPENSES	<u>127,587</u>	<u>121,321</u>
NET OPERATING LOSS	(112,373)	(<u>106,802</u>)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	105,650	106,426
Investment Income	9,189	7,163
Interest Income from investments held to pay capital lease	5,363	5,852
Interest expense on capital leases	(5,363)	(5,852)
Local Assistance Program and Street improvements	-	(18)
Interest and financing expenses	(14,686)	(9,631)
Other non-operating revenues	2,735	2,830
Other non-operating expenses	(377)	(948)
TOTAL NET NON-OPERATING REVENUES	<u>102,511</u>	105,822
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND		
REIMBURSEMENTS	(<u>9,862</u>)	(<u>980</u>)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	6,510	15,441
Local capital contributions	1,455	·
Federal grants and reimbursements	466	353
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMEN	<u>8,431</u>	<u>15,794</u>
CHANGE IN NET ASSETS	(1,431)	14,814
TOTAL NET ASSETS - Beginning of the year	2,225,832	2,093,675
TOTAL NET ASSETS - End of the nine months period	\$ <u>2,224,401</u>	\$ <u>2,108,489</u>
		



DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE THREE MONTHS ENDED DECEMBER 31, 2008 AND 2007

	(In thous	ands)
	For the three m	
	12/31/2008	12/31/2007
OPERATING REVENUES:	¢12.504	¢12.060
Passenger Advertising, rent and other	\$12,504	\$12,060
	2,710	2,459
Total Operating Revenues	<u>15,214</u>	<u>14,519</u>
OPERATING EXPENSES:		
Labor	46,423	39,830
Benefits	16,422	17,092
Services	5,521	6,157
Materials and Supplies	12,687	13,350
Purchased Transportation	11,955	11,040
Depreciation and amortization	29,804	29,351
Utilities	2,672	2,521
Taxes, Leases, and Other	1,201	1,045
Casualty and liability	902	935
TOTAL OPERATING EXPENSES	127,587	121,321
NET OPERATING LOSS	(112,373)	(<u>106,802</u>)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	105,650	106,426
Investment Income	9,189	7,163
Interest Income from investments held to pay capital lease	5,363	5,852
Interest expense on capital leases	(5,363)	(5,852)
Local Assistance Program and Street improvements	(3,303)	(3,832) (18)
Interest and financing expenses	(14,686)	(9,631)
Other non-operating revenues	2,735	2,830
Other non-operating expenses	(377)	(948)
. • .		
TOTAL NET NON-OPERATING REVENUES	<u>102,511</u>	105,822
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND		
REIMBURSEMENTS	(<u>9,862</u>)	(<u>980</u>)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	6,510	15,441
Local capital contributions	1,455	10,771
Federal grants and reimbursements	466	353
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMEN	<u>8,431</u>	<u>15,794</u>
CHANGE IN NET ASSETS	(1,431)	14,814
TOTAL NET ASSETS - Beginning of the year	2,225,832	2,093,675
TOTAL NET ASSETS - End of the nine months period	\$ <u>2,224,401</u>	\$ <u>2,108,489</u>



FY 2009

O&F

STATEMENTS OF NET ASSETS - CONT'D

AS OF DECEMBER 31, 2008 AND SETPEMBER 30, 2008

	(In the	ousands)
	12/31/2008	9/30/2008
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$138,024	\$163,901
Commercial paper notes payable	30,000	20,000
Current portion of Capital lease/leaseback liabilities	39,919	44,606
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	15,829	19,213
Retainage Payable	37,185	34,995
Other Current Liabilities	13,940	10,164
Payable from restricted assets		
Interest payable	6,764	25,033
Current portion of senior lien sales tax revenue bonds payable	17,935	14,295
TOTAL CURRENT LIABILITIES	300,420	333,031
NON-CURRENT LIABILITIES		
Paid absence liability	16,061	15,890
Repayment due to State Comptroller	14,137	14,343
Senior lien sales tax revenue bonds payable	1,650,831	1,669,383
Capital lease/leaseback liabilities	361,631	361,438
TOTAL NON-CURRENT LIABILITIES	2,042,660	2,061,054
TOTAL LIABILITIES	2,343,080	2,394,085
NET ASSETS		
Invested in capital assets, net of related debt	1,822,607	1,779,450
Restricted for		
Debt Service	2,872	12,612
Unrestricted	398,922	<u>433,770</u>
TOTAL NET ASSETS	\$ <u>2,224,401</u>	\$ <u>2,225,832</u>



Glossary of Terms/Definitions

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

Calculation = [(Vehicle Accidents / Actual Mileage) * 100,000]

<u>Administrative Ratio</u> – 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.

Calculation = [(Administrative Costs - Administrative Revenues) / (Direct Costs + Start-up Costs)]

<u>Annulled Trips</u> – 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.

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

Calculation = (Fixed Route Passenger Revenue - Commissions & Discounts) /(Fixed Route Passenger Boardings)

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

<u>Certified Riders</u> – 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.

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

Calculation = [(Service Complaints Received / Fixed Route Passenger Boardings) * 100,000]

<u>Cost per Revenue Mile</u> – 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.

Calculation = [Total Operating Expenses / Revenue Miles]

<u>Crimes against persons</u> – 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.

Calculation = [Crimes Against Persons/Total Incidents]

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

Calculation = [Crimes Against Property/Total Incidents]

<u>Demand Responsive</u> – 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.

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

Calculation = [Fixed-route Passenger Revenue/Fixed-route Operating Expense]



Glossary of Terms/Definitions (Cont.)

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

Calculation = [Total Miles Operated / Total # of Service Calls]

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

<u>On-Time Performance</u> – 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.

Calculation = [(# Scheduled Trips Sampled - # of Times Early or Late) / Total # of Scheduled Trips Sampled]

<u>Operating Speed Ratio</u> -- 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.

Calculation = (Average HOV operating speed / Average SOV operating speed)

<u>Operating Revenues</u> – 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.

<u>Operating Expenses</u> – 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.

<u>Passenger Canceled Trips Ratio</u> – 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.

Calculation = [# of Canceled Trips / Paratransit Total # of Scheduled Trips]

<u>Passenger No-Show Ratio</u> — 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.

Calculation = [# of No Shows / # of Total Scheduled Trips]

<u>Passengers per Car Mile</u> – 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.

Calculation = [Actual Passenger Boardings/Revenue Car Miles]

<u>Passenger Trips</u> - See Ridership.

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

Calculation = [Actual Passenger Boardings / Revenue Hours]



Glossary of Terms/Definitions (Cont.)

<u>Passengers per Hour - Scheduled</u> – 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.

Calculation = [Scheduled Passenger Boardings / Revenue Hours]

<u>Passengers per Mile</u> – 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.

Calculation = [Passenger Boardings / Revenue Miles]

<u>Pay-to-Platform Ratio - Hours</u> – 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.

Calculation = [Total Operators Hours Paid / Operators Platform Hours Paid]

<u>Percentage of Trips Completed</u> – 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.

Calculation = [(# of Actual Trips - # of Trips Missed) / # of Actual Trips]

<u>Revenue Car Miles</u> – 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.

Calculation = [# of Revenue Miles operated * # of cars within a train]

<u>Revenue Miles or Hours</u> – 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.

<u>Ridership</u> – 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.

<u>Sales Taxes for Operating Expenses</u> – 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.

```
\label{eq:Calculation} Calculation = [(Operating\ Expenses - Operating\ Revenues - Interest\ Income) / Sales\ Tax\\ Revenues]
```

<u>Scheduled Miles Per Hour</u> – 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).

Calculation (for bus) = [Scheduled Miles / Scheduled Hours]

Calculation (for rail) = [Scheduled Train Miles / Scheduled Train Hours]



Glossary of Terms/Definitions (Cont.)

<u>Service Hours</u> – 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.

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

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

<u>Start-Up Costs</u> – 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).

<u>Subscription Service</u> – 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.

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

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

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



Ridership Highlights

Introduction

This section of the Quarterly Report focuses 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.

Page	Reference	Description
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
R18	Table 11	FLEX Routes
Following	Charts 5-9	Route Performance Index Charts

Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary significantly from month to month because of seasonality and the variation in the number of weekdays, Saturdays and Sundays in a month. The use of average daily ridership figures eliminates the issue of the number of days and makes direct comparisons of ridership possible. Average weekday ridership is the primary measurement discussed in this report.

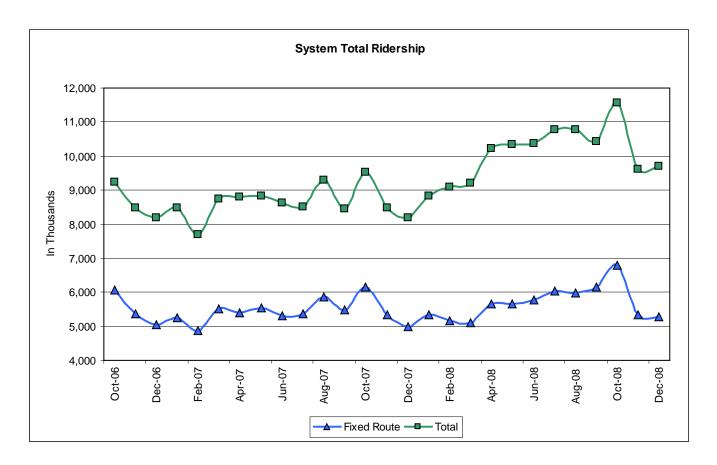
Bus ridership is derived daily from automated fareboxes. Light Rail (LRT) ridership is determined through statistical sampling on a monthly basis. Trinity Railway Express (TRE) ridership is manually counted on a daily basis. HOV ridership is determined monthly on a sampling basis. Paratransit ridership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

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

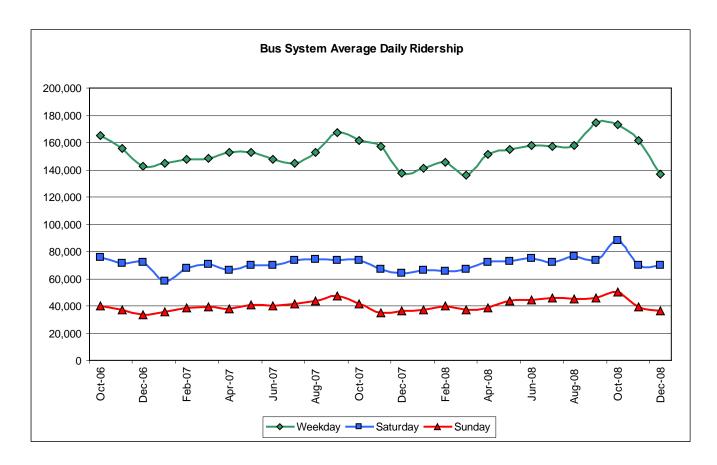


- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the first quarter of FY 2009 was 31.1 million riders, an increase of 18.1 percent over the first quarter of FY 2008.
- Fixed route ridership totaled 17.41 million passengers in the first quarter of FY 2009, an increase of 5.5 percent over the first quarter of FY 2008. Ridership for all modes, bus, light rail and commuter rail increased during the quarter.
- Trinity Railway Express ridership was 757,469 passengers in the first quarter, an increase of 15.8 percent over last year. This increase is the result of strong weekday ridership augmented by higher ridership to special events at the American Airlines Center than was served last year.
- Light rail ridership was 5.08 million riders in the first quarter. This 8.3 percent increase is the result of retention of riders gained during periods of high gasoline prices.
- Paratransit ridership increased to over 182,200 trips in the first quarter of FY 2009, an increase of 3.0 percent over the FY 2008 levels.
- Total HOV usage in the first quarter of FY 2009 was 13.3 million persons, up 39.8 percent from the first quarter of FY 2008. New HOV lanes and the extension of other facilities, combined with increased interest in ridesharing because of high gasoline prices, are expected to continue to yield high usage throughout FY 2009.

R



Bus System Ridership



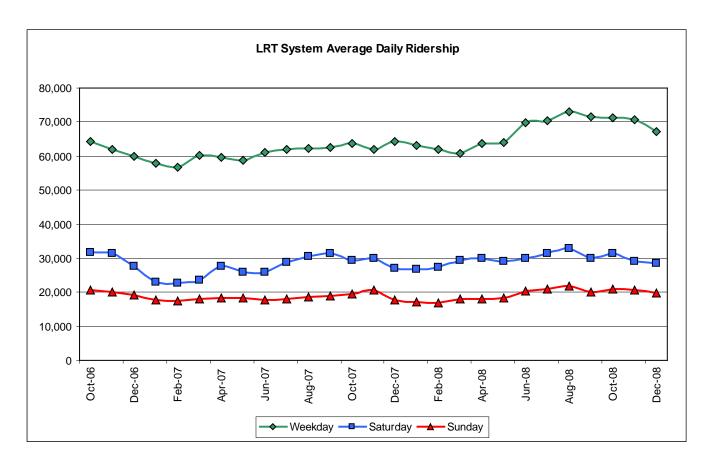
- Total bus ridership in the first quarter of FY 2009 was 11.48 million riders, a 3.5 percent increase over the first quarter of FY 2008.
- Average weekday ridership in the first quarter was 156,919 riders, a 3.3 percent increase from last year's average.
- Saturday bus system ridership averaged 75,937 daily riders, an increase of 11.8 percent over last year.
- Sunday bus system ridership averaged 42,005 daily riders, an increase of 12.0 percent over last year.
- The most heavily patronized routes in the first quarter, by route classification, were:

Route Type	Route	Weekday <u>Average</u>
Crosstown	466	6,255
Express	283	1,296
Rail Feeder	583	3,180
TC Feeder	301	1,607
Local	44	8,237
Shuttle	UTD	1,231

R



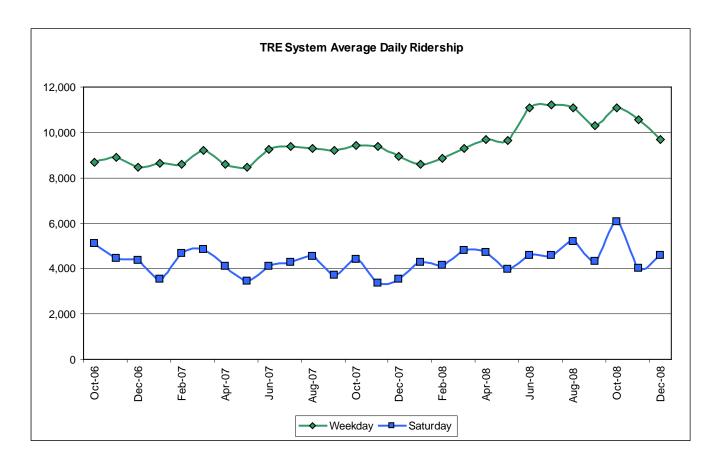
LRT Ridership



- LRT ridership in the first quarter totaled 5.08 million riders, an increase of 8.3 percent above the first quarter of FY 2008.
- Weekday ridership in the first quarter averaged 69,773 passengers, an increase of 10.0 percent over the first quarter of FY 2008.
- Saturday ridership in the first quarter averaged 29,719 passengers, an increase of 3.6 percent from the FY 2008 level.
- Sunday ridership in the first quarter averaged 20,404 passengers, an increase of 5.8 percent over the FY 2008 level.
- Ridership in the first quarter was encouragingly higher than that experienced in the first quarter last year. The record high fuel prices of last summer served as a catalyst for the initial increase. Much of the ridership gained during the fuel price surge has remained with the system.
- Average weekday ridership in October and November 2008 represented the third and fourth highest, respectively, recorded by DART Rail since its inception, eclipsing ridership levels experienced in June and July 2008.
- These ridership increases have resulted in increased crowding, particularly on peak period trains and the ridership demand is translating into overflow conditions at parking lots at several rail stations. Routine monitoring of the parking levels is undertaken to communicate with patrons about parking availability while construction projects expand key parking lots.



Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership continued to increase in the first quarter. The TRE served a total of 757,469 passengers, an increase of 15.8 percent over the first quarter of FY 2008.
- Weekday ridership on the TRE averaged 10,466 daily riders (a 15.0 percent increase over last year) in the first quarter.
- Saturday ridership in the first quarter averaged 7,176 daily riders, an increase of 50.0 percent over the first quarter of FY 2008.
- During the first quarter, the Trinity Railway Express experienced the highest monthly ridership total in the line's history. October ridership was 327,455 riders. This total was boosted by extraordinarily high ridership on the Big Tex Express, the shuttle operated for the State Fair of Texas. This record total ridership eclipsed the former record, set in July 2008, by 61,997 riders.
- The significant increases in ridership in the first quarter and particularly the unprecedented ridership levels in October have resulted in some trains having passenger loads that exceed their seating capacity on days of particularly high usage. Capacity adjustments have been made to respond to the more crowded situations.

Page 5

R



First Quarter

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail	Fixed Route
2007	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	264	6,097
	November	3,648	1,494	204	5,346
	December	3,285	1,530	186	5,001
	January	3,548	1,583	206	5,337
	February	3,475	1,476	203	5,154
	March	3,376	1,516	219	5,111
	April	3,772	1,594	232	5,598
	May	3,836	1,584	223	5,643
	June	3,833	1,688	252	5,773
	July	3,977	1,781	265	6,023
	August	3,924	1,807	259	5,990
	September	4,191	1,722	235	6,148
2009	October	4,533	1,851	327	6,711
	November	3,559	1,571	214	5,344
	December	3,395	1,653	216	5,264

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	Fixed Route
				-	
2007	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	221.0
	May	152.6	58.8	8.5	219.9
	June	147.7	61.2	9.3	218.2
	July	145.0	61.9	9.3	216.2
	August	153.0	62.2	9.3	224.5
	September	167.3	62.5	9.2	239.0
2008	October	161.3	63.8	9.4	234.5
	November	157.0	62.1	9.4	228.5
	December	137.5	64.4	8.5	210.4
	January	140.7	63.2	8.6	212.5
	February	145.5	61.9	8.9	216.3
	March	136.0	60.9	9.3	206.2
	April	151.4	63.7	9.7	224.8
	May	154.9	64.1	9.7	228.7
	June	157.8	69.9	11.1	238.8
	July	157.2	70.5	11.2	238.9
	August	158.0	73.1	11.1	242.2
	September	174.6	71.5	10.3	256.4
2009	October	173.0	71.4	11.1	255.5
	November	161.3	70.7	10.6	242.6
Λ <i>II fia</i>	December	136.5	67.3	9.7	213.5

All figures are thousands (000) of riders.



Dallas Area Rapid Transit

Estimated Passenger Boardings By Member City For the First Quarter Fiscal Year 2009, Period Ending December 31, 2008 In Thousands

	Qtr 1	Qtr 1	%%% (2)
Description	2008	2007	Change
Bus Ridership (1)			
Addison	106	96	10.7%
Carrollton	205	193	6.4%
Farmers Branch	58	56	2.9%
Garland	668	666	0.3%
Glenn Heights	73	74	-1.8%
Irving	652	628	3.7%
Plano	244	199	22.2%
Richardson	302	251	20.3%
Rowlett	22	19	19.2%
Suburban Total	2329	2183	6.7%
Dallas Total (3)	9158	8920	2.7%
Bus Total	11,487	11,102	3.5%
Light Rail	5,076	4,687	8.3%
Commuter Rail	757	654	15.8%
Total Passenger Boardings	17,321	16,443	5.3%

YTD	YTD	%%%
2009	2008	Change
106	96	10.7%
205	193	6.4%
58	56	2.9%
668	666	0.3%
73	74	-1.8%
652	628	3.7%
244	199	22.2%
302	251	20.3%
22	19	19.2%
2329	2183	6.7%
9158	8920	2.7%
11,487	11,102	3.5%
5076	4687	8.3%
757	654	15.8%
17,321	16,443	5.3%

	Qtr 1	Qtr 1	Inc
Type of Day	2008	2007	(Dec)
Weekdays	62	63	-1
Saturdays/Holiday	15	14	1
Sundays/Holiday	15	15	0
Total	92	92	0

YTD	YTD	Inc
2009	2008	(Dec)
62	63	-1
15	14	1
15	15	0
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 2009 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

- One crosstown route, 404 failed to achieve an RPI value of 0.6.
- Route 404 (Westmoreland Station/Medical Center) performed at a 0.5 level. A significant restructuring of route 404 occurred in March 2008. Its ridership is increasing significantly and plans to reduce duplication of service with route 542 are expected to increase its ridership further.
- The remaining crosstown routes performed at or above the 0.6 level during the first quarter.
- Five 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 1.5.
- Route 409 (Illinois Station/Medical Center) performed at a 1.3 level; routes 463 (Addison/Downtown Garland), 486 (Farmers Branch/Downtown Garland) and route 488 (Addison/LBJ/Skillman Station) performed at the 1.1 RPI level.
- Two routes, 428 (North Irving/South Garland) and 453 (Southwest Center Mall/Medical Center) performed at the 0.9 level.
- Eight crosstown routes had RPI values between 0.6 and 0.8. These routes will be carefully monitored for opportunities to improve performance.



Express Routes

- Nine of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 278 (Red Bird), 202 (North Irving) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.4, 1.1, 1.0 and 1.0 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) performed at the 0.5 level. Service modifications and ridership growth are anticipated to strengthen its performance.
- Strong ridership increases experienced on many Express routes as the result of high gasoline prices are being retained despite easing of fuel prices. These higher ridership levels are improving performance and stretching resources.

Rail Feeder Routes

- Seven of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 24 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 3.1.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 2.1.
- Routes 506 (Park Lane and Walnut Hill stations) and 553 (Ledbetter Sta./Cedar Valley College) were third and fourth with RPI values of 1.7 and 1.5 respectively. Route 553's average weekday ridership has more than doubled since last year as a result of significant service modifications and the elimination of service duplications.
- Routes 554 (Ledbetter Station/ Bonnieview) and 541 (Corinth Station/Fawn Valley.) performed with RPI values of 1.2 and 1.1 respectively.
- One route had an RPI value of 1.0.
- Five routes recorded an RPI value of 0.5 during the third quarter, including routes 513, 539, 560, 566 and 567.
- Route 570 performed at the 0.4 level. Route 570 was replaced with a Flex route in February 2009.

Transit Center Feeder Routes

- Four Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 306, 316, 342 and 347.
- Routes 316 and 342 are being replaced with Flex routes in February 2009.
- Twenty-one of the 25 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Nine of those routes had RPI values of 1.0 or greater.
- Routes 301 (North Irving/South Irving), 341 (Addison/Rosemeade) 377(South Garland/Downtown Garland) and 378 (Downtown Garland/Lake Ray Hubbard) were the top performing Transit Center Feeder routes with RPI values of 1.6, 1.5, 1.4 and 1.4 respectively.



First Quarter FY 2009

Local Routes

- Thirty-one of the 34 Local routes posted RPI values of 0.6 or greater in the first quarter of FY 2009.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.6 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/South Dallas) placed second with an RPI value of 1.5.
- Routes 2 (Culver) and 24 (Mockingbird Station) with RPI values of 1.2 and routes 19 (Ann Arbor/Lakewood), 110 (LaPrada/Eastfield) and 165 (Pleasant Grove) performed at the 1.1 level.
- Two routes had RPI values of 1.0, eight routes had RPI values of 0.9, one route posted an RPI value of 0.8 and another six routes had 0.7 RPIs.
- Routes 8, 111, and 184 were the poorest performers. Route 8 was modified in March 2008. Route 111 is a new route in its development period. Route 184 continues to perform well below standard as its ridership continues to decline.

Site-specific Shuttles

- Seven of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas, SMU, T I Dallas, T I Spring Creek and the Medical City shuttles were the top performers with RPIs of 4.1, 1.2, 1.1, 1.1 and 1.0 respectively.
- The U T Southwestern, and DFW shuttles followed with RPI values of 0.9 each.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.3 level but is expected to improve as new development occurs around the Galatyn Park station.

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 1.4.
- The Richardson zone performed at a 1.1 level while the East Plano and Glenn Heights zones were at the 0.9 level. The Richardson and Glenn heights zones operate during peak hours only.
- The Farmers Branch, Lake Highlands, Lakewood and North Dallas zones, with SPI values of 0.5 and lower, are being examined for opportunities to increase ridership or modify service levels.



FLEX Routes

- Both of the FLEX routes exceeded the 0.6 Service Performance Index level.
- The Telecom Corridor route was the best performing route with an SPI of 0.9.
- The south Irving route was more heavily patronized but, because of its weekend service which attracts significantly reduced ridership levels, its SPI value was only 0.6.

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.

Cro	sstown	Ex	press	Rail	<u>Feeders</u>	<u>T C </u>	Feeders	L	<u>ocal</u>
<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking
404	404	247	204	513	513	306	306	8	8
	410		210	539	539	316	307	111	21
	444		247	560	560	342	316	184	35
	475			566	566	347	342		42
				567	567		347		51
				570	570				60
									155
									184
									185

The ranking process identifies three more Crosstown routes and two more Express routes as poorly performing. The same Rail Feeder routes, one more Transit Center Feeder route and six more Local routes are identified as poorly performing by the ranking process. This comparison of ranking routes by performance metrics to the RPI process is included at the specific request of the Board of Directors when the Policy on Service Standards was modified in 2003.



Crosstown Routes

Crosstown

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2009

		Avg	Avg								4Q08	1Q09	
		Weekday	Weekday						Pass/		Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
	LINE	1Q09	1Q08	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$3.25		34.00		2.00				
C	466	6,255	6,072	3.0%	\$2.45	1.3	67.2	2.0	2.2	1.1	1.4	1.5	0.1
C	409	3,222	3,162	1.9%	\$2.23	1.5	36.9	1.1	2.8	1.4	1.2	1.3	0.1
C	463	2,060	2,013	2.3%	\$2.53	1.3	33.2	1.0	2.3	1.2	1.1	1.1	0.0
C	486	2,844	2,644	7.5%	\$2.97	1.1	43.0	1.3	2.1	1.0	1.1	1.1	0.0
C	488	1,938	1,754	10.5%	\$2.88	1.1	34.4	1.0	2.3	1.1	1.0	1.1	0.1
C	428	3,370	3,279	2.8%	\$3.74	0.9	35.4	1.0	1.7	0.9	0.9	0.9	0.0
C	453	2,578	2,693	-4.3%	\$3.56	0.9	30.6	0.9	1.8	0.9	0.9	0.9	0.0
C	405	2,192	2,301	-4.7%	\$3.72	0.9	29.8	0.9	1.6	0.8	0.8	0.8	0.0
C	451	2,471	2,138	15.6%	\$3.77	0.9	27.4	0.8	1.7	0.8	0.8	0.8	0.0
C	400	2,399	2,400	0.0%	\$4.91	0.7	39.3	1.2	1.3	0.7	0.8	0.8	0.0
C	408	1,932	2,185	-11.6%	\$3.98	0.8	29.3	0.9	1.5	0.8	0.9	0.8	-0.1
C	415	1,325	1,279	3.6%	\$3.96	0.8	24.4	0.7	1.6	0.8	0.6	0.8	0.2
C	445	1,095	1,072	2.1%	\$3.87	0.8	13.7	0.4	2.0	1.0	0.7	0.8	0.1
C	410	1,136	1,248	-9.0%	\$4.85	0.7	19.5	0.6	1.3	0.6	0.7	0.6	-0.1
C	475	1,536	1,564	-1.8%	\$5.63	0.6	23.8	0.7	1.2	0.6	0.6	0.6	0.0
C	444	1,066	1,019	4.6%	\$5.25	0.6	15.3	0.5	1.3	0.6	0.5	0.6	0.1
C	404	653	525	24.3%	\$7.03	0.5	12.2	0.4	1.2	0.6	0.5	0.5	0.0

Express Routes

Express

		Avg	Avg								4Q08	1Q09	
		Weekday	Weekday						Pass/		Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
	LINE	1Q09	1Q08	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$5.50		18.00		1.10				
Е	205	779	608	28.1%	\$5.03	1.1	26.0	1.4	1.8	1.6	1.4	1.4	0.0
E	278	749	666	12.4%	\$4.92	1.1	14.7	0.8	1.5	1.4	1.2	1.1	-0.1
_													
Е	202	1,139	959	18.8%	\$4.23	1.3	14.6	0.8	1.1	1.0	0.9	1.0	0.1
Ε	206	1,125	1,125	0.0%	\$5.99	0.9	20.1	1.1	1.1	1.0	1.1	1.0	-0.1
Е	283	1,296	1,183	9.5%	\$6.25	0.9	15.8	0.9	1.0	0.9	0.9	0.9	0.0
E	207	224	236	-5.1%	\$8.92	0.6	17.3	1.0	0.9	0.8	0.8	0.8	0.0
E	234	107	60	77.7%	\$11.45	0.5	17.9	1.0	0.9	0.9	0.9	0.8	-0.1
E	204	1,172	1,030	13.7%	\$8.89	0.6	13.7	0.8	0.7	0.6	0.7	0.7	0.0
Е	210	620	559	10.8%	\$10.70	0.5	13.8	0.8	0.6	0.6	0.7	0.6	-0.1
E	247	74	68	7.8%	\$16.26	0.3	9.2	0.5	0.6	0.6	0.5	0.5	0.0



Rail Feeder Routes

Rail Station Feeder

		Avg Weekday Pass	Avg Weekday Pass	%	Sub/		Pass/		Pass/ Rev		4Q08 Route Performance	1Q09 Route Performance	RPI Point
	LINE	1Q09	1Q08	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$3.95		13.00		2.00				
F1	702	780	682	14.5%	\$0.94	4.2	10.1	0.8	8.5	4.2	2.4	3.1	0.7
F1	583	3,180	3,325	-4.4%	\$1.77	2.2	32.3	2.5	3.2	1.6	2.0	2.1	0.1
F1	506	1,661	1,689	-1.7%	\$1.83	2.2	16.3	1.3	3.2	1.6	1.7	1.7	0.0
F1	553	916	445	105.7%	\$2.34	1.7	21.2	1.6	2.5	1.2	1.2	1.5	0.3
F1	554	1,544	1,291	19.6%	\$2.61	1.5	12.9	1.0	2.3	1.1	1.3	1.2	-0.1
F1	541	1,124	1,072	4.9%	\$3.21	1.2	15.4	1.2	1.8	0.9	1.0	1.1	0.1
F1	548	1,235	1,324	-6.7%	\$3.82	1.0	15.6	1.2	1.8	0.9	1.1	1.0	-0.1
F1	502	1,223	1,267	-3.5%	\$3.99	1.0	12.6	1.0	1.7	0.9	1.0	0.9	-0.1
F1	519	954	981	-2.8%	\$5.08	0.8	16.6	1.3	1.4	0.7	0.9	0.9	0.0
F1	582	1,080	944	14.4%	\$4.43	0.9	12.8	1.0	1.7	0.8	0.8	0.9	0.1
F1	510	924	814	13.5%	\$4.54	0.9	10.7	0.8	1.6	0.8	0.8	0.8	0.0
F1	522	888	982	-9.5%	\$4.61	0.9	10.0	0.8	1.5	0.7	0.7	0.8	0.1
F1	549	781	1,002	-22.0%	\$6.66	0.6	13.1	1.0	1.1	0.6	0.7	0.7	0.0
F1	547	634	697	-9.0%	\$4.68	0.8	9.3	0.7	1.2	0.6	0.7	0.7	0.0
F1	538	1,094	1,072	2.1%	\$4.43	0.9	6.2	0.5	1.5	0.7	0.7	0.7	0.0
F1	515	983	1,031	-4.7%	\$5.73	0.7	10.8	0.8	1.2	0.6	0.7	0.7	0.0
F1	568	944	1,055	-10.5%	\$5.77	0.7	11.2	0.9	1.1	0.5	0.7	0.7	0.0
F1	571	706	638	10.7%	\$6.46	0.6	11.9	0.9	1.1	0.5	0.6	0.7	0.1
F1	550	619	-	All	\$5.26	0.8	8.2	0.6	1.3	0.7	0.6	0.7	0.1
F1	760	213	172	23.7%	\$5.95	0.7	3.6	0.3	2.0	1.0	0.6	0.6	0.0
F1	551	400	361	10.8%	\$6.23	0.6	8.7	0.7	1.1	0.6	0.6	0.6	0.0
F1	542	563	516	9.1%	\$6.42	0.6	8.8	0.7	1.1	0.6	0.6	0.6	0.0
F1	574	454	471	-3.6%	\$6.34	0.6	9.9	0.8	0.9	0.5	0.6	0.6	0.0
F1	507	260	223	16.6%	\$5.68	0.7	6.6	0.5	1.2	0.6	0.6	0.6	0.0
F1	513	290	331	-12.3%	\$6.17	0.6	5.8	0.4	1.0	0.5	0.5	0.5	0.0
F1	566	275	323	-14.8%	\$7.58	0.5	5.7	0.4	0.9	0.5	0.5	0.5	0.0
F1	539	341	-	All	\$9.10	0.4	6.7	0.5	0.9	0.5	0.5	0.5	0.0
F1	567	333	353	-5.6%	\$7.47	0.5	4.9	0.4	1.0	0.5	0.4	0.5	0.1
F1	560	433	403	7.3%	\$9.72	0.4	7.6	0.6	0.8	0.4	0.5	0.5	0.0
F1	570	74	66	12.8%	\$7.73	0.5	2.8	0.2	1.1	0.5	0.3	0.4	0.1



Transit Center Feeder Routes

Transit Center Feeder

	LINE	Avg Weekday Pass 1Q09	Avg Weekday Pass 1Q08	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q08 Route Performance Index	1Q09 Route Performance Index	RPI Point Change
					\$5.00		13.00		1.30				
F2	301	1,607	1,461	10.0%	\$3.93	1.3	29.2	2.2	1.6	1.2	1.6	1.6	0.0
F2	341	1,053	940	12.0%	\$3.01	1.7	15.5	1.2	2.0	1.6	1.4	1.5	0.1
F2	377	647	599	7.9%	\$3.37	1.5	14.0	1.1	2.2	1.7	1.5	1.4	-0.1
F2	378	1,088	1,726	-37.0%	\$3.63	1.4	15.3	1.2	2.1	1.6	1.2	1.4	0.2
F2	374	812	759	7.1%	\$4.47	1.1	15.0	1.2	1.7	1.3	1.2	1.2	0.0
F2	361	645	556	16.0%	\$4.83	1.0	12.5	1.0	1.8	1.4	1.1	1.1	0.0
F2	350	1,017	940	8.1%	\$5.55	0.9	16.8	1.3	1.2	0.9	1.0	1.0	0.0
F2	360	1,044	1,111	-6.0%	\$5.10	1.0	12.0	0.9	1.5	1.1	1.0	1.0	0.0
F2	331	596	610	-2.3%	\$5.19	1.0	12.3	0.9	1.4	1.1	0.9	1.0	0.1
F2	380	466	403	15.7%	\$5.30	0.9	9.3	0.7	1.4	1.1	0.9	0.9	0.0
F2	385	769	222	246.5%	\$5.81	0.9	12.0	0.9	1.2	0.9	0.8	0.9	0.1
F2	372	777	795	-2.3%	\$6.05	0.8	12.5	1.0	1.1	0.8	0.9	0.9	0.0
F2	303	425	394	7.8%	\$5.35	0.9	8.8	0.7	1.2	0.9	0.9	0.8	-0.1
F2	333	565	486	16.2%	\$6.03	0.8	10.9	0.8	1.0	0.7	0.7	0.8	0.1
F3	310	768	711	8.0%	\$8.33	0.6	14.2	1.1	0.8	0.6	0.7	0.8	0.1
F2	362	590	912	-35.3%	\$7.43	0.7	10.0	0.8	1.0	0.8	0.7	0.7	0.0
F2	308	369	378	-2.5%	\$6.32	0.8	7.9	0.6	1.0	0.7	0.7	0.7	0.0
F2	305	381	343	11.1%	\$7.85	0.6	8.5	0.7	1.0	0.7	0.6	0.7	0.1
F2	302	416	490	-15.1%	\$7.72	0.6	7.9	0.6	1.0	0.7	0.7	0.7	0.0
F2	344	274	275	-0.4%	\$10.77	0.5	8.8	0.7	0.9	0.7	0.7	0.6	-0.1
F2	307	450	467	-3.6%	\$10.02	0.5	9.8	0.8	0.7	0.5	0.6	0.6	0.0
F2	306	273	428	-36.3%	\$8.63	0.6	5.6	0.4	0.7	0.5	0.6	0.5	-0.1
F2	316	272	210	29.5%	\$12.62	0.4	6.5	0.5	0.8	0.6	0.5	0.5	0.0
F2	342	116	121	All	\$16.69	0.3	6.4	0.5	0.6	0.5	0.4	0.4	0.0
F2	347	86	79	8.9%	\$15.21	0.3	3.6	0.3	0.4	0.3	0.3	0.3	0.0



Local Routes

Local

	LINE	Avg Weekday Pass 1Q09	Avg Weekday Pass 1Q08	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q08 Route Performance Index	1Q09 Route Performance Index	RPI Point Change
	DI (E	100	1000	Change	\$3.25	III.	24.50	III C	2.10	III.	Index.	IIIuvii	Change
					φυ.Δυ		24.50		2.10				
L	44	7.619	7,827	-2.7%	\$2.23	1.5	52.2	2.1	2.6	1.3	1.6	1.6	0.0
L	26	4,840	4,975	-2.7%	\$2.23	1.6	34.6	1.4	3.0	1.3	1.5	1.5	0.0
L	20	1,751	1,346	30.1%	\$2.06	1.4	21.9	0.9	2.7	1.4	1.1	1.2	0.0
L	24	2,043	1,788	14.2%	\$2.30	1.4	17.0	0.7	3.1	1.5	1.1	1.2	0.1
L	110	1,961	-	All	\$2.40	1.2	26.4	1.1	2.4	1.2	1.1	1.1	0.0
L	165	4,352	4,149	4.9%	\$2.61	1.2	28.9	1.2	2.1	1.0	1.1	1.1	0.0
L	19	3,428	3,449	-0.6%	\$2.78	1.2	25.5	1.0	2.5	1.2	1.2	1.1	-0.1
L	76	1,959	1,950	0.5%	\$3.37	1.0	29.8	1.2	1.9	0.9	1.0	1.0	0.0
L	12	1,231	1,363	-9.7%	\$3.06	1.1	15.7	0.6	2.4	1.2	0.9	1.0	0.1
L	49	1,434	1,234	16.2%	\$3.56	0.9	17.7	0.7	2.3	1.1	0.9	0.9	0.0
L	29	1,555	1,420	9.5%	\$3.35	1.0	18.0	0.7	2.1	1.0	0.9	0.9	0.0
L	52	1,170	1,168	0.2%	\$3.16	1.0	13.4	0.5	2.2	1.1	0.8	0.9	0.1
L	36	1,811	1,899	-4.7%	\$4.19	0.8	26.0	1.1	1.6	0.8	0.9	0.9	0.0
L	164	3,636	3,615	0.6%	\$3.78	0.9	23.1	0.9	1.7	0.8	0.8	0.9	0.1
L	39	1,153	1,229	-6.2%	\$3.40	1.0	14.6	0.6	2.2	1.1	0.8	0.9	0.1
L	11	1,341	3,408	-60.6%	\$3.38	1.0	16.6	0.7	2.0	1.0	0.9	0.9	0.0
L	1	2,402	2,652	-9.4%	\$3.76	0.9	19.8	0.8	1.9	0.9	0.9	0.9	0.0
L	50	2,163	2,124	1.8%	\$3.97	0.8	23.4	1.0	1.6	0.8	0.8	0.8	0.0
L	31	1,458	1,323	10.2%	\$5.02	0.6	22.0	0.9	1.3	0.6	0.7	0.7	0.0
L	161	2,371	2,274	4.2%	\$4.13	0.8	16.7	0.7	1.4	0.7	0.6	0.7	0.1
L	42	1,965	1,840	6.8%	\$5.29	0.6	23.1	0.9	1.1	0.5	0.7	0.7	0.0
L	59	1,103	1,186	-6.9%	\$4.83	0.7	17.4	0.7	1.4	0.7	0.7	0.7	0.0
L	63	1,007	886	13.6%	\$4.54	0.7	14.8	0.6	1.5	0.7	0.7	0.7	0.0
L	35	1,301	1,188	9.5%	\$5.80	0.6	20.3	0.8	1.2	0.6	0.7	0.7	0.0
L	37	2,035	2,000	1.7%	\$5.00	0.6	17.1	0.7	1.3	0.6	0.6	0.6	0.0
L	183	1,367	1,386	-1.4%	\$4.35	0.7	15.7	0.6	1.2	0.5	0.6	0.6	0.0
L	60	1,325	1,349	-1.8%	\$5.55	0.6	17.1	0.7	1.3	0.6	0.6	0.6	0.0
L	51	1,174	1,181	-0.6%	\$5.18	0.6	14.7	0.6	1.3	0.6	0.6	0.6	0.0
L	21	1,455	1,941	-25.0%	\$6.43	0.5	18.6	0.8	1.2	0.6	0.6	0.6	0.0
L	185	1,392	1,357	2.6%	\$5.91	0.6	16.4	0.7	1.2	0.6	0.6	0.6	0.0
L	155	275	269	2.3%	\$5.32	0.6	12.5	0.5	1.4	0.7	0.5	0.6	0.1
L	111	752	-	All	\$4.76	0.7	9.6	0.4	1.2	0.6	0.5	0.5	0.0
L	8	217	480	-54.7%	\$6.57	0.5	3.4	0.1	1.7	0.8	0.6	0.5	-0.1
L	184	92	125	-26.3%	\$17.52	0.2	9.2	0.4	0.6	0.3	0.3	0.3	0.0



Site-Specific Shuttles

Site-Specific Shuttles

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2009

LINE	Avg Weekday Pass 1Q09	Avg Weekday Pass 1Q08	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q08 Route Performance Index	1Q09 Route Performance Index	RPI Point Change
				\$1.00		6.50		2.00				
SS UTD	1,231	-	All	\$0.11	9.0	14.6	2.2	2.1	1.0	11.1	4.1	-7.0
SS SMU	983	880	11.7%	\$1.46	0.7	10.2	1.6	2.6	1.3	1.5	1.2	-0.3
SS TI	824	755	9.1%	\$0.87	1.1	7.2	1.1	2.4	1.2	1.9	1.1	-0.8
SS TIS	169	162	4.5%	\$0.52	1.9	4.2	0.7	1.5	0.8	2.6	1.1	-1.5
SS MCE	147	134	9.5%	\$0.63	1.6	2.0	0.3	2.0	1.0	2.2	1.0	-1.2
SS UTSW	271	316	-14.3%	\$0.98	1.0	4.3	0.7	1.9	1.0	1.6	0.9	-0.7
SS DFW	519	482	7.7%	\$1.08	0.9	7.9	1.2	0.9	0.4	1.4	0.9	-0.5
SS PE	76	52	46.6%	\$3.21	0.3	1.8	0.3	0.8	0.4	0.5	0.3	-0.2

DART-on-Call

DART-on-Call

	Avg	Avg						4Q08	1Q09	
	Weekday	Weekday				Pass/		Service	Service	SPI
	Pass	Pass	%	Sub/		Rev		Performance	Performance	Point
LINE	1Q09	1Q08	Change	Pass	Index	Hour	Index	Index	Index	Change
-				\$8.40		6.50				
D NCPoC	174	135	28.9%	\$5.00	1.7	7.54	1.2	1.1	1.4	0.3
D Rich	82	56	44.5%	\$7.41	1.1	6.77	1.0	0.9	1.1	0.2
D EPoC	83	83	-0.2%	\$8.45	1.0	5.29	0.8	0.7	0.9	0.2
D GH	47	52	-10.5%	\$9.92	0.8	5.77	0.9	0.7	0.9	0.2
D RoC	65	62	5.8%	\$10.82	0.8	4.15	0.6	0.6	0.7	0.1
D NDoC	43	40	7.8%	\$16.04	0.5	3.02	0.5	0.4	0.5	0.1
D LHoC	41	43	-5.0%	\$18.17	0.5	2.60	0.4	0.5	0.4	-0.1
D FBoC	41	42	-0.6%	\$18.42	0.5	2.46	0.4	0.4	0.4	0.0
D LoC	38	50	-23.9%	\$18.80	0.4	2.51	0.4	0.4	0.4	0.0

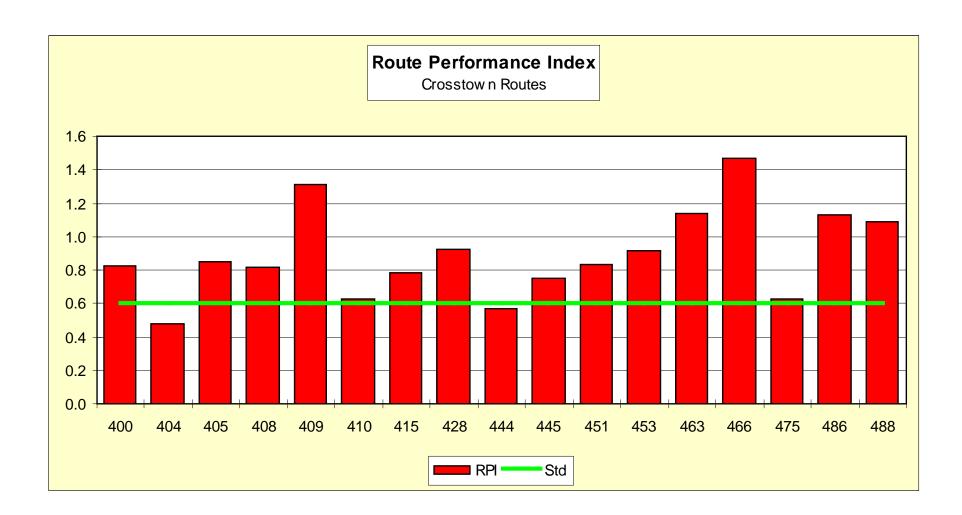


FLEX Routes

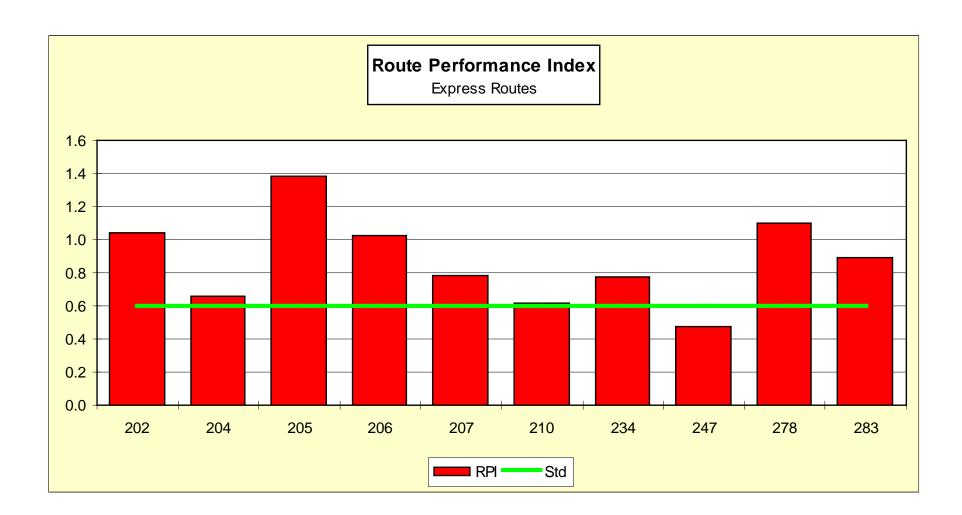
Flex Routes

LINE	Avg Weekday Pass	Avg Weekday Pass	% Channe	Sub/	Yes James	Pass/ Rev	T1	4Q08 Service Performance	1Q09 Service Performance	SPI Point
LINE	1Q09	1Q08	Change	Pass	Index	Hour	Index	Index	Index	Change
				\$4.00		10.50				
D TCFlx	123	-	All	\$4.84	0.8	10.62	1.0	1.9	0.9	-1.0
D SIFlx	137	-	All	\$6.38	0.6	5.88	0.6	0.9	0.6	-0.3

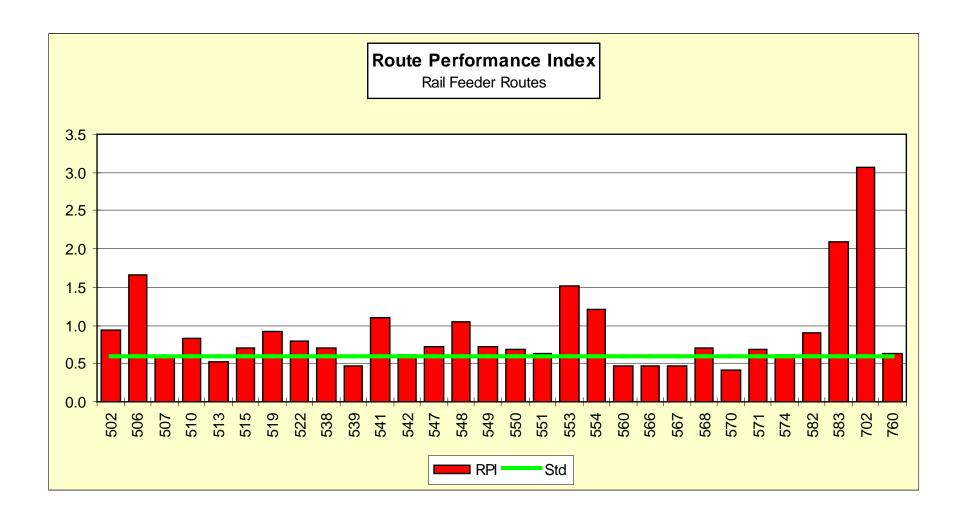




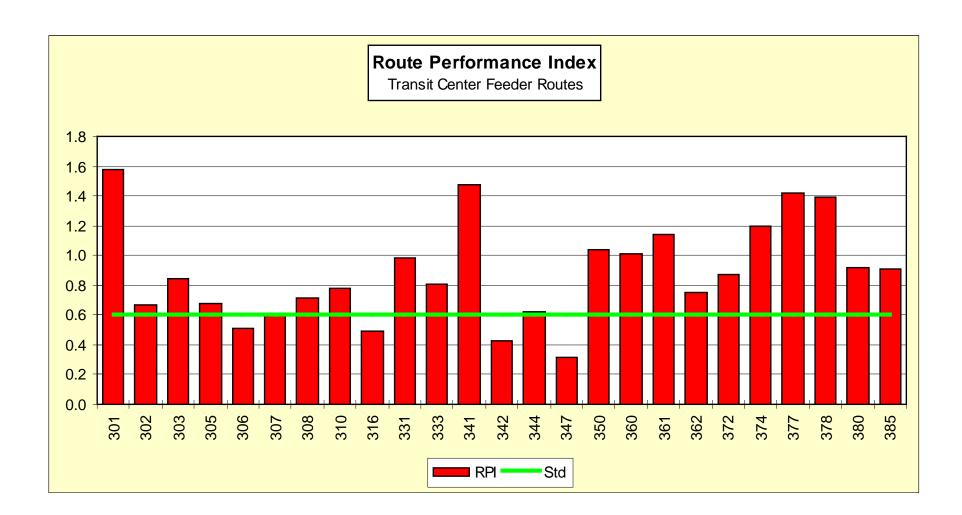




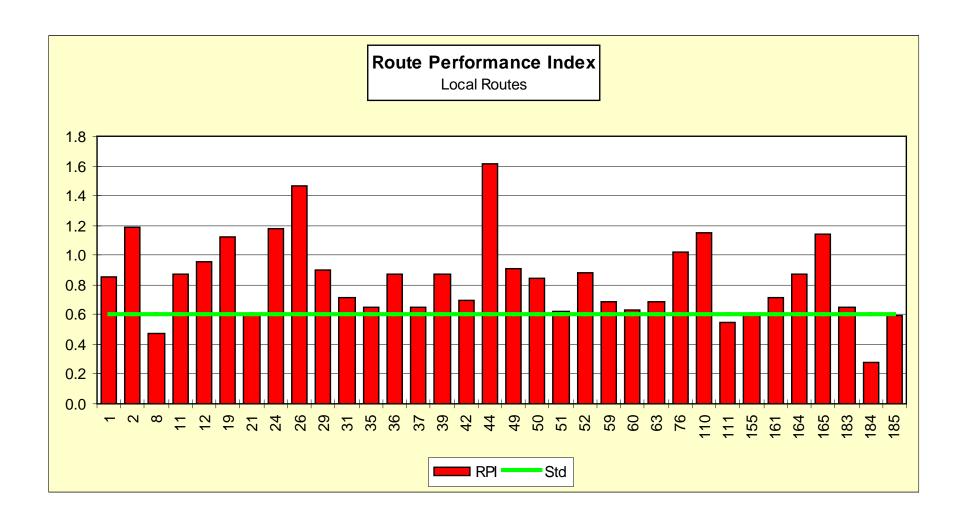














PLANNING & DEVELOPMENT DEPARTMENT First Quarter FY 2009 Quarterly Reports

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

Planning and Development Department

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

The Planning and Development Department consists of two divisions, which report directly to the Vice President, including: Mobility Programs Development and Service Planning and Scheduling. This department is responsible for a broad range of planning and development activities, from ongoing refinement of the current bus system, to conceptualizing future services and projects and advancing them through various levels of development. Specific functions include short-range bus service planning and scheduling, and capital planning for bus passenger facilities. The department also administers the Agency's Local Assistance Program for funding transit-related transportation improvements in member cities and performs all planning, design, development, and operation of the High Occupancy Vehicle (HOV) lane system

Highlights This Quarter

- Work continues on the remaining segment of Phase I construction of the I-30 West HOV lane, which is scheduled to open by March 2009.
- The seven DART operated HOV lanes (75 HOV miles) carried approximately 148,200 weekday daily commuters in 4thQ08. Travel time savings ranged from 6.1 minutes to 14.1 minutes on the various HOV lanes.
- The TTI (Texas Transportation Institute) report, which addressed signing and additional access/egress locations along North Central (US 75) Concurrent HOV lanes, was completed.
- The construction contact for the SH 114/Loop 12 interchange (early project) was awarded in December 2008.
- Route 883 started serving UTD in January 2008; this route connects the UTD campus with Bush Station. current weekday ridership averages over 1,400 passengers per day.
- The 90-day pilot at Walnut Hill Station regarding the Connection Protection program was completed in September 2008. The final results report has been approved.
- The FY 09 budget was modified to increase the vanpool fleet from 167 to 198. Forty-three (43) groups are on the waiting list.
- Fixed-route ridership increased 3.6% for FY 08 compared to FY 07. Bus ridership increased by 1.3%, light rail ridership increased by 8.6% and TRE ridership increased by 10.9%.



I-30 Old Turnpike Managed/HOV Lanes Project

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

The I-30 West 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.

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 2009. Interim Phase II includes construction of tolling plaza and scheduled for completion in 2010.

Accomplishments

- 1stQ09: Remaining segment of Phase I (extension to Sylvan Ave.) is scheduled to open by March 2009.
- 4thQ07: The first 6-mile segment of Phase I was opened in July 2007.
- April 2007: Phase II design initiated in April 2007.

Issues

- The region stakeholders have requested no sorting of HOV/SOV vehicles on the main lanes.
- Existing toll tag limitation that will not allow to turn-on and off by drivers.
- Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).
- TxDOT is reviewing the structural report for shifting center support for three bridges to allow two lanes Managed HOV into downtown.

Schedule

- Winter 2009: Complete remaining segment of Phase I construction of the Managed/HOV lane facility on I-30 West.
- 2010: Completion of phase II

Project Manager(s)

Koorosh Olyai/Mahesh Kuimil



HOV Lanes Operation

Mobility Programs Development

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 44% of the total DART system ridership.

I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 48 million commuters during FY 08.

DART currently operates 75 miles of HOV Transitways along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US 75 and I-35E/US 67. The HOV lane on I-30 East is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons, US 75, 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 are a two-lane reversible facility.

Six (6) miles of HOV lanes opened in FY 2007; 32 miles opened in FY 2008; and additional nine (9) miles of HOV lanes are scheduled to open in FY 2009 on I-30 West.

Accomplishments

The following is HOV ridership information for Jan. 2009:

- The seven DART operated HOV lanes carried approximately 148,200 weekday daily commuters.
- The HOV lanes along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 carried 19,270, 25,310, 25,190, 37,110, 2,640, 14,980 and 23,720 weekday passengers respectively.
- HOV users saved 12.6 minutes on I-30 East, 11.2 minutes on I-35E, 7.2 minutes on I-635 East, 8.7 minutes on I-635W, 14.1 minutes on US 75, and 6.1 minutes on I-35E/US 67 on the round trip commute.
- On-time opening performance for the East R. L. Thornton HOV lane was 99.0% 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 2009.
- The I-30 East extension and the US 75 HOV lane opened to traffic in December 2007. The I-635 East extension opened in Jan. 2008.



HOV Lanes Operation

Mobility Programs Development

Issues Additional public education and marketing efforts are necessary.

Schedule Ongoing.

Project Manager(s) Mahesh Kuimil / Ravi Gundimeda



North Central (US 75) Concurrent HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

Development of a concurrent flow HOV lane facility is underway in the median of US 75, north of LBJ freeway to north of Parker Road in Plano. The 24-hour two-lane facility will serve both northbound and southbound commuters. The facility will be connected to the existing and later, future HOV lanes on LBJ freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 Interchange. Potential access/egress locations have been identified at Park Blvd. Previously, design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the concurrent flow facility.

Accomplishments

- 1stQ09: The TTI (Texas Transportation Institute) report was completed and concluded that an access in Richardson is not operationally feasible and will impact operations negatively on the HOV lane.
- 3rdQ08: The draft report by TTI addressing signing and additional access/egress locations is in progress.
- 2ndQ08: DART conducted a preliminary study on facility operations and will conduct another study in the fall. Changes to the project will be made as warranted.
- 1stQ08: Construction was completed and the HOV lane facility on US 75 was opened to traffic in December 2007.

Issues

- The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
- An MIS is needed to address the additional HOV needs within the corridor.
- Access/egress locations at Campbell Road have been eliminated due to operational concerns.

Schedule

•

Project Manager(s)

Mahesh Kuimil



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. 2008: Construction contract for SH 114 / Loop 12 Interchange (Early *Project*) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. Total project cost is \$224.2M and expected to be complete by late 2012. DART LRT portion of project is expected to be complete late 2010.
- Environmental document is in the process of final approvals and a March 2009 Public Hearing is planned. Final FONSI is expected by May 2009. Total estimated construction cost is over \$750M.
- July Sept. 2008: Procurement process to receive competitive bids for reconstruction of SH 114/Loop 12 Interchange (*Early Project*) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 towards DFW Airport including the station at Tom Braniff Drive was underway by TxDOT during this period.
- Oct.—Dec. 2007: TxDOT and FHWA in Austin approved Construction plans for letting.
- Oct.—Dec. 2006: Design schematics for *reconstruction of SH* 114 were approved in June 2006.

Issues

 Several environmental issues are still pending resolution by ENV Division in Austin.

Schedule

Spring 2009: Formal public hearing anticipated in advance of



SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

EA approval.

- Summer 2009: Final environmental clearance (FONSI).
- FY 05-08: PS&E for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09-2011: Construction phase for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 10-13: PE/PS&E for remainder of SH 114 corridor.
- FY 11-13: Utilities relocation/coordination and R-O-W.
- FY 13-16: Construction phase, pending funding availability.

Project Manager(s) Ali Rabiee



Bus Corridor Concept Development

Service Planning and Scheduling

Strategic Plan Consideration

- C1 Improve quality.
- C2 Improve/add services.
- C3 Improve efficiency.

Description

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.

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.

Accomplishments

- 1Q9: No activity during this quarter.
- 3rdQ08: No activity during this quarter.
- 2ndQ08: Staff reviewed the program as originally defined and has prepared a draft of a revised proposal for enhanced bus services. A new type of enhanced bus service is identified in the proposal, and additional corridors are proposed for review. This proposal will be forwarded for internal review during Q3.
- 1stQ08: No activity during this quarter.
- 4thQ07: Staff continued work on final scope for consultant study.
- 2ndQ07: Staff developed timetables for project implementation and identified work items for consultant.
- 1stQ07: Board adopted the 2030 TSP, which included final corridor recommendations.

Issues

- Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.
- Incorporation of bus corridors in the 2030 Transit System Plan.

Schedule

• FY 2009: Commence consultant study; receive final recommendations from consultant.

Project Manager(s)

Rob Smith



Employer Service Program Development

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, SMU, City of Richardson Telecom Shuttle and McKinney Avenue Streetcar and UTD.

Accomplishments

- UTD began Route 883 on January 3, 2008. This service connects UTD Campus with Bush Station. Current weekday ridership averages over 1,400 passengers a day.
- Staff is fielding calls in regard to shuttle service for various locations throughout service area due to greater interest in transit services.
- Staff continues to work with the City of Richardson to promote the new site-specific shuttle in the Galatyn area.

Issues

- Demand for service due to increase in fuel costs.
- Budget constraints limiting growth
- Economy seems to be slowing, yet service is more in demand.
- New job creation is with smaller service companies where interest in this program is not significant.
- Many new employment opportunities are beyond DART service area boundaries.

Schedule

Ongoing

Project Manager(s)

John Quinn



Connection Protection

Service Planning and Scheduling

Strategic Plan Consideration Description

C1 Improve quality of service.

C2 Improve efficiency of service.

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.

The 6-month pilot test at Arapaho Station was completed in November 2006; however, follow-up evaluation recommended a second pilot test using an alternative technology. A 3-month pilot was conducted at Walnut Hill Station and was completed in September, 2008 using a different technology.

Accomplishments

- Nov. 2008: Request stakeholder approval on results report of second pilot at Walnut Hill.
- Sept. 2008: Final results report submitted to Planning Dept.
- Sept. 2008: 90-Day pilot (Walnut Hill Station) was completed.
- June 2008: Prototype assembly and shelf test approved.

Issues

• None

Schedule

- Mar. 2009: Request capital funding from the DART Board.
- FY 2009: Implementation of Phase II (current and green line stations)

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.

Accomplishments

- 1Q9: First shelter installations under new contract began: 18 shelters installed.
- Aug. 2008: Reviewed and approved four first article shelters
- 4Q8: Installed 12 new shelter equivalents.
- June 2008: New federalized contract signed
- Addressed issues in maintenance slippage through bi-monthly summit meeting. New maintenance contracts in place.
- Developed bi-monthly summit meeting to improve efficiency in communication between Passenger Support Facilities and Facilities Maintenance.

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. Work has proceeded with private non-profits and corporations to build in accessibility to fixed-route service
- Continued outside pressure to remove and relocate downtown bus stops, benches, and shelters, which may discomfort passengers and negatively affect ridership.
- Solar lighting has been added to all new shelters.

Schedule

• FY 2009: Begin installation of shelters under federalized contract. Approximately 50 single shelter units per quarter will be installed (new and replaced).

Project Manager(s)

Rob Parks / Ruth Cooper



Vanpool Program

Service Planning and Scheduling

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

- 1Q9: FY 09 Budget modified to increase the fleet to 198 vanpools. Fee increase approved by the Board Planning Committee. Large van \$215 to \$290, small van \$200 to \$270. Pending full Board approval.
- 3rdQ08: A Vanpool Workshop was conducted May 26, resulting in 25 new vanpool groups of which ten (10) were immediately formed and fifteen (15) are in the process of forming.
- 2ndQ08: Thirty-five (35) new vanpools were introduced since 1Q8; as a result, the FY 08 target of 145 Vanpools has been reached.

Issues

- Issues between NCTCOG and TXDOT have delayed vanpool funding. A schedule was created calling for fewer vanpools during 1st Q09.
- NCTCOG advises that they will reduce funding from 50% to 40% of the overall program cost.
- Increase in fuel prices has sparked an unprecedented demand for vanpools. Waiting lists were established pending availability and/or new funding. Forty-one (43) groups are currently waiting to start a DART vanpool.

Schedule

- Vanpool contract expires 12/09. Procurement has begun working on the SOW and gathering new requirements.
- 2ndQ09: Fare increase to be implemented.
- FY 09: Continue development of longer-term pricing and marketing strategies.
- FY 09: Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers

Project Manager(s)

Rob Smith/ Dan Dickerson



Five-Year Action Plan

Service Planning and Scheduling

Strategic Plan Consideration

C1 Improve quality.

C2 Improve/add services.

C3 Improve efficiency.

Description

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.

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.

Accomplishments

- 1Q9: No activity for this quarter.
- 3rdQ08: No activity pending hiring for vacant Service Planning positions.
- 2ndQ28: No program activity as Irving/Rowlett review was completed and staff shortages resulted in prioritization of other work.
- 1stQ08: 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.
- 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.

Issues

• Instability in service levels based on rishership changes, sluggish sales tax receipts, and volatile fuel prices.

Schedule

• FY 2009: Work toward completion of expanded draft document and service assumptions.

Project Manager(s)

Rob Smith



FY 2009 Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
Expand Services		Fixed-route ridership increased 3.6% for FY08 compared to FY07. Bus ridership increased by 1.3%, Light Rail ridership increased by 8.6% and TRE ridership increased by 10.9%.
	Feeders to Transit Centers and Stations	Additional changes to feeder routes and introduction of two new Flex services were implemented during March 2008 service changes. Minor route and schedule adjustments were implemented in August 2008.
Improve Customer Waiting Conditions	Improved Bus Stop Amenities	The Standard Shelter Program will include the installation of approximately 50 single shelter units (new and replaced) per quarter.
IMPROVE COST		
EFFECTIVENESSImplement Efficiencies		
• Implement Entitlenties	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 for Lake Highlands and North Dallas On Call services occurred in March 2008.
	New DART On Call programs: flexible routes and late night/weekend services	Two new Flex services (South Irving and Telecom Corridor) began operation in March 2008. Both services received additional vehicles in September 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, October 2007, and March 2008 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.



Strategic Plan Consideration

- C1 Improve quality.
- C2 Improve/add services.
- C3 Improve efficiency.

Description

DART's on-going service planning process includes completion of periodic detailed needs assessments in each member city or sub-area. These detailed needs assessments help to identify improvement projects for inclusion in the Five Year Action Plan.

Accomplishments

- 4thQ08: Recommended changes for Plano were adopted for February 2009. West Dallas review completion delayed pending staff availability.
- 3rdQ08: Preliminary plan for Plano presented, and recommendations were incorporated into February 2009 service change proposals.
- 2ndQ08: North Tollway work postponed due to staff shortages. Completion of West Dallas review now rescheduled for 4Q08. Additional review work initiated for Plano in response to requests from the City of Plano; this work is scheduled for completion 3Q08.
- 1stQ08: Richardson review work was completed; several recommendations were ultimately included in service changes that will occur in March 2008.

Issues

• None

Schedule

• 1Q9: Finalize West Dallas review. Continue work on North Tollway review.

Project Manager(s)

Rob Smith/assigned staff



DATE: January 2009

TO: Distribution

SUBJECT: PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 1st Quarter FY 2009 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, 2008, including Change Control Summaries, Systems Integration, and Real Estate.

Timothy H. McKay, P.E. Senior Vice President Rail Program Development

THM/ta

TABLE OF CONTENTS

Acronyms	rpd-i
Scope	RPD1
LRT BUILDOUT - PHASE I	DDD4
Map	
Summary Control Schedule	
Cost / Schedule Summary	RPD6
Northeast Corridor Facilities	DDD
Line Section G-2 North Central Corridor Facilities	KPD6
Line Section NC-3	DDD0
Systems - Vehicles	
· ·	
Systems Integration.	
Facilities - Six-Month Look Ahead	
Change Control Summary	KPD13
LRT BUILDOUT - PHASE II	
Map	RPD14
LRT Buildout - Phase IIA	
Summary Control Schedule	RPD15
Cost / Schedule Summary	
Real Estate	RPD18
Construction Manager/General Contractor-I (CM/GC-I)	RPD19
Track Materials Procurement for CM/GC-I Construction	RPD26
Construction Manager/General Contractor-III (CM/GC-III)	RPD27
Northwest Rail Operating Facility	
Track Materials Procurement for Northwest Corridor & NWROF	RPD37
Systems - Traction Power Substations	RPD38
Systems - SCS/OCC Modifications	
Systems - Fare Collection Equipment	
Systems – Vehicles – SLRV Retrofit	
Systems – Vehicles – New SLRV Procurement	
Systems Integration	
Raise & Extend Four CBD Stations	
Closed-Circuit Television (CCTV) System	RPD46
NW-2 Additional Betterments (Love Field West Betterments)	RPD47
NW-2 Love Field West Area Improvement (Little Denton Drive Reconstruction)	
Facilities - Six-Month Look Ahead	
Change Control Summary	RPD50
LRT Buildout - Phase IIB	
Irving Corridor Facilities	RPD51
DFW Corridor Facilities	
Rowlett Extension Facilities	
COMMUTER RAIL	
	DDD <i>5.4</i>
Summary Working Schedule	
Cost Summary	
Belt Line Road Grade Separation	KPD36



TABLE OF CONTENTS

Double Tracking at Market Center Blvd. (Lisa-Perkins)	RPD58
Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects	
Six-Month Look Ahead	RPD61
Change Control Summary	RPD62
ADDITIONAL CAPITAL DEVELOPMENT	
Summary Working Schedule	RPD63
Cost Summary	
NW-1A/Victory Station Project	
Unity Plaza	
North Central Tunnel Delamination Repair & Monitoring	RPD67
Bryan/Hawkins Junction (CM/GC-I)	
Track Materials Procurement - Bryan/Hawkins Junction (CM/GC-I)	
Level Boarding Modifications for Outlying Stations	
Paratransit Parking	
Thanks-Giving Square Rail Replacement	
Lake Highlands Station	RPD73
Valencia Development	RPD74
Six-Month Look Ahead	
Change Control Summary	RPD76



ACRONYMS

AC/DC - Alternating Current/Direct Current

ADA - Americans with Disabilities Act

AWP - Annual Work Plan/Program

BNSF - Burlington Northern Santa Fe Railway

CBD - Central Business District

CCB - Change Control Board

CM/GC - Construction Manager/General Contractor

CPM - Critical Path Method

CRI - Cost Reduction Idea

D&A - DART & Agency

DART - Dallas Area Rapid Transit

DFW - Dallas/Fort Worth

DGNO - Dallas, Garland & Northeastern Railroad Company

FAA - Federal Aviation Administration

FDR - Final Design Review

FEIS - Final Environmental Impact Statement

FEMA - Federal Emergency Management Agency

FFGA - Full Funding Grant Agreement

FTA - Federal Transit Administration

FWTA - Fort Worth Transportation Authority

G-1 - Northeast Corridor (to Garland) Line Section 1

G-2 - Northeast Corridor (to Garland) Line Section 2

G-3 - Northeast Corridor (to Garland) Line Section 3

GMP - Guaranteed Maximum Price

HVAC - Heating/Ventilation/Air Conditioning

IFB - Invitation for Bid

ILA - Interlocal Agreement

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

NCTCOG - North Central Texas Council of Governments

NTP - Notice to Proceed

NW-1 - Northwest Corridor Line Section 1

NW-2 - Northwest Corridor Line Section 2

NW-3 - Northwest Corridor Line Section 3

NW-4 - Northwest Corridor Line Section 4



rpd-i 1Q FY 2009

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

PA/VMB - Public Announcement/Visual Message Board

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

RPD - Rail Program Development

S&I Facility - Service & Inspection Facility

SA - Supplemental Agreement

SCADA - Supervisory Control and Data Acquisition

SCS - Supervisory Control System

SDC - Systems Design Consultant

SE-1 - Southeast Corridor Line Section 1

SE-2 - Southeast Corridor Line Section 2

SLRV - Super LRV (LRV with additional low-floor section)

SMR - Senior Management Review

SOC-2 - Line Section South Oak Cliff-2

SOCBOF - South Oak Cliff Bus Operating Facility

SP - Southern Pacific Railroad Company

SWPPP - Stormwater Pollution Prevention Plan

The T - Fort Worth Transportation Authority

TBD - To Be Determined

TC - Transit Center

TDLR - Texas Department of Licensing and Regulations

TPSS - Traction Power Substation

TRE - Trinity Railway Express

TVM - Ticket Vending Machine

TxDOT - Texas Department of Transportation

TXU - TXU Lone Star Pipeline

UPS - Uninterruptible Power Supply

VAF - Vehicle Acceptance Facility

VBS - Vehicle Business System



rpd-ii 1Q FY 2009

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

The LRT Buildout Phase I consists of approximately 24 miles of light rail transit lines extending northeast to Garland (Northeast Corridor) from the Mockingbird Station and north to Plano (North Central Corridor) from the Park Lane Station. The construction of this 24-mile system includes contracts for: facilities construction for each line section (station and guideway construction), systemwide track installation, systemwide landscaping/amenities, systems installation (traction electrification, signals, communications, fare collection, and vehicles), and vehicle procurement. Phase I also includes expansion of the existing Service & Inspection (S&I) Facility (completed July 2002), construction of the Vehicle Acceptance Facility (VAF - completed August 1999), and finishout of Cityplace Station (completed December 2000).

Walnut Hill Parking

This project added 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

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 two construction manager/general contractor (CM/GC) contracts inclusive of pre-construction services, facilities construction, trackwork, landscaping, and systems element installation; Northwest Rail Operating Facility (NWROF) contracts consisting of five lots; and contracts for major equipment, material, and vehicle procurements. Construction will be done in two phases: Phase IIA, which includes the Southeast and Northwest corridors (26.8 miles), and Phase IIB, which includes the Irving/DFW Corridor and Rowlett Extension (19.5 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.

NW-2 Additional Betterments (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.



RPD1 1Q FY 2009

NW-2 West Love Field Area Improvement (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.

COMMUTER RAIL

Belt Line Road Grade Separation

This grade separation project is located in the city of Irving, Dallas County. The project consists of an 8,236-foot bridge structure carrying Class 4 double track, which will span the Dry Branch of Bear Creek, Belt Line Road, Briery Road, and Story Road. The project also involves construction of a retaining wall, two double track at-grade crossings, road improvements, and installation of four-quadrant gate, grade crossing protection systems.

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

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

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.

ADDITIONAL CAPITAL DEVELOPMENT

NW-1A/Victory Station Project

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

Unity Plaza

The Unity Plaza Project will be located southwest of the intersection of Central Expressway and Haskell Avenue at the present location of DART's western entrance to the Cityplace Station and future location of the terminal for the McKinney Avenue Trolley. The project consists of the reconstruction of the western entrance to Cityplace Station and the creation of a transit plaza surrounding the new building. A one-story glass and steel structure will serve as the new western entrance, with a 150' tower serving as a landmark identifying the station.

North Central Tunnel Delamination Repair & Monitoring Test Section

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



RPD2 1Q FY 2009

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.

Thanks-Giving Square Rail Replacement

This project will replace the rail and girder rail along the curve adjacent to Thanks-Giving Square in the CBD.

Lake Highlands Station

This station will be located at the northwest corner of Walnut Hill and White Rock Trail along the existing Blue Line, between White Rock Station and LBJ/Skillman Station.

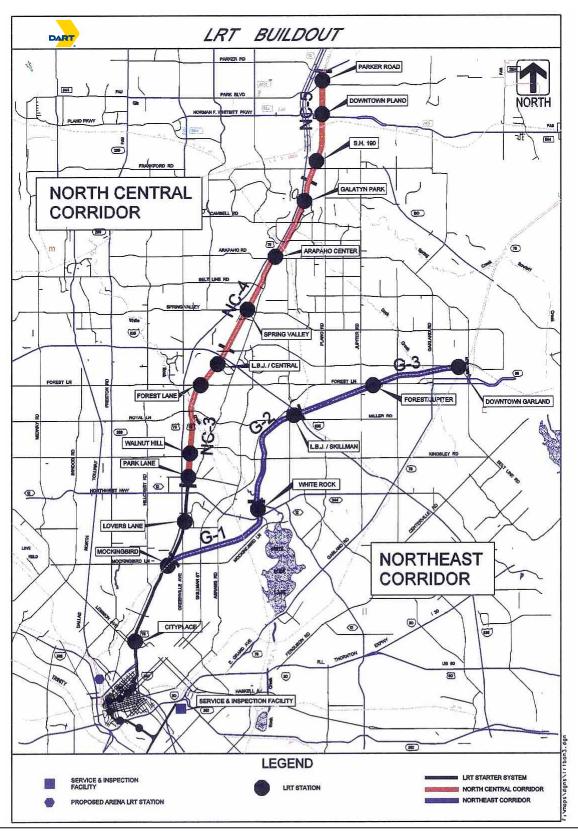
Valencia Development

This project will provide a new at-grade crossing on Line Section NC-3 at Treehouse Lane, thus connecting the development planned for the property on both sides of the LRT right-of-way.



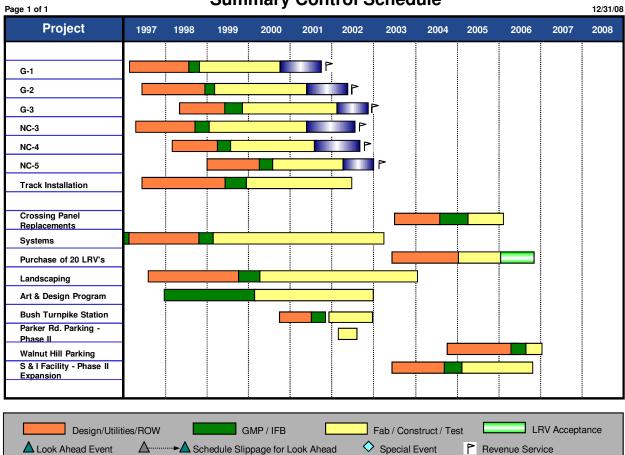
RPD3 1Q FY 2009







LRT Buildout Phase I Summary Control Schedule





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

Notes:

- 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 11/30/08, per DART's General Ledger.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)

	Control Budget	Current Commitment ⁽¹⁾	Expended to Date (2)
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	1.4	1.4
S&I Facility - Phase II Expansion	29.8	29.2	26.8
Purchase of 20 LRVs	63.0	61.8	59.5
Total	\$109.2	\$106.9	\$102.2

- 1) Committed values reflect activity through 11/30/08.
- 2) Expended to date values reflect activity through 11/30/08, as reported on DART's General Ledger.



RPD6 1Q FY 2009

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

- 1) Expended to date values reflect activity through 10/31/08, per DART's General Ledger.
- Purchase of C-unit progress can be found on the "Systems-Vehicles-SLRV Retrofit" page of the LRT Buildout Phase IIA section of this progress report.
- 3) A budget revision is pending in TEAM to add approximately \$1.2M (total \$), \$1M (federal \$) to the Grant Budget. This amount represents reimbursement to the FTA from the Marta Settlement, sale of surplus property and final budget adjustments.

SCHEDULE SUMMARY

ULE SUMMAKY		
	Contract Completion Dates	Revenue Service Dates
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)



Strategic Plan Consideration Description

C2.3 Integrate new transit services

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

Status

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

Issues

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

The matters 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.



RPD8 1Q FY 2009

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.



RPD9 1Q FY 2009

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

Twenty additional vehicles have been purchased under the option clause of the current contract, bringing the total purchased to date to 115.

Status

All 20 LRVs are in revenue service. Kinkisharyo continues to install field modifications and support the warranty program. All of the 20 LRVs are currently out of warranty; however, required modifications are being applied to the entire fleet of 20 LRVs, regardless of warranty status.

Issues

Partial retainage is now being released as field modifications are completed on each vehicle. Partial retainage will continue to be held on each vehicle for the wear plate deficiency that has not yet been resolved. Kinkisharyo is seeking a solution for this same issue on the new SLRV contract as well, searching for a solution that can be applied to both fleets.



Systems Integration

LRT Buildout Phase I

Strategic Plan C2.3 Integrate new transit services

Consideration

Description Integrate systems operation for LRT Buildout.

Status Systems Integration staff continued coordination with Operations of

turnover activities on Walnut Hill Parking.

Issues None



RPD11 1Q FY 2009

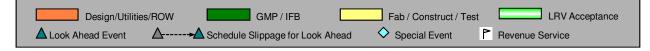
Facilities -Six-Month Look Ahead

LRT Buildout Phase I

LRT Buildout Phase I Six Month Look Ahead

Page 1 of 1 SIX WIOTILIT LOOK ATTEAD 12/31/08

Dunings	2009					
Project	January	February	March	April	Мау	June
G-1	Revenue Service Beg	an - 9/24/01				
G-2	Revenue Service Beg	an - 5/6/02				
G-3	Revenue Service Beg	an - 11/18/02				
NC-3	Revenue Service Beg	an - 7/1/02				
NC-4	Revenue Service Beg	an - 7/1/02				
NC-5	Revenue Service Beg	an - 12/9/02				
Track Installation	Installation Complete					
Crossing Panel Replacements	Construction Complet	e - 2/1/02				
Systems	All Deliveries Comple	е				
Purchase of 20 LRV's	All Deliveries Comple	te				
Landscaping	Landscaping Complet	е				
Art & Design Program	Program Complete					
Bush Turnpike Station	Revenue Service Beg	an - 12/9/02				
Parker Rd. Parking - Phase II	Construction Complet	е				
Walnut Hill Parking	Construction Complete	Э				
S & I Facility - Phase II Expansion	Construction Complet	е				





RPD12 1Q FY 2009

Change Control Summary

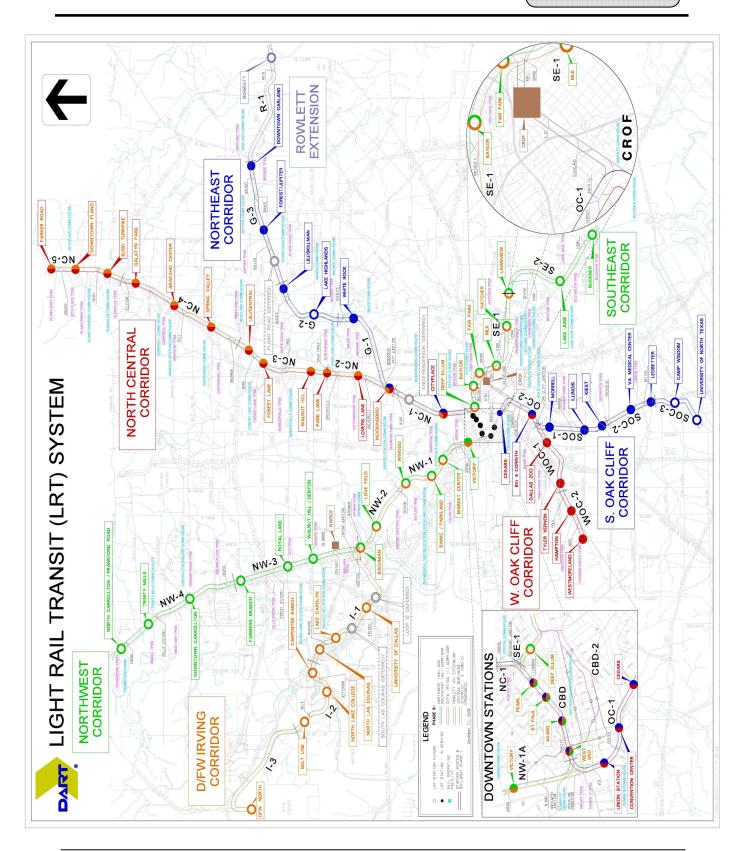
LRT Buildout Phase I

			Light	Rail Transit Bu	ildout Phase	1 - Change C	ontrol Summary				
	Rail Section/ entract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Commen (December 2008)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note d	
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Itochu	\$58,666,378	\$1,333,622	\$60,000,000	\$249,072	\$58,915,450	\$1,084,550	19%	94%	Through SA-018
Legend:	% Contingency >= 70%	TOTALS:	\$361,912,784	\$37,285,783	\$399,198,567	\$29,313,553	\$390,661,481	\$7,972,230			
Notes:				. ,,			t Total Board Authorized Not-to the change activity as it relates t				
	c) The totals shown on this		gency/Allowance"	does not include fur	nding that came f	rom DART Board	approved increases in contract l				



RPD13 1Q FY 2009

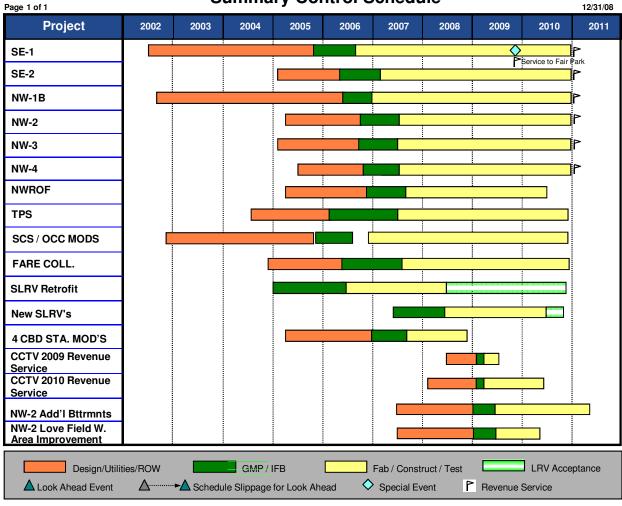






LRT Buildout Phase IIA

LRT Buildout Phase IIA Summary Control Schedule





LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)						
Control Current Expended Budget Commitment (1) to Date (2)						
General Phase IIA	\$ 174.5	\$ 107.0	\$ 91.8			
Southeast-1	204.6	207.3	161.3			
Southeast-2	165.3	166.2	116.3			
Northwest-1B	160.7	160.4	111.8			
Northwest-2	170.8	166.2	79.5			
Northwest-3	250.1	239.5	133.8			
Northwest-4	259.0	248.0	118.1			
NWROF	65.2	63.4	33.6			
Systems	98.7	78.2	27.6			
Vehicles	245.0	237.1	75.5			
Raise & Extend 4 CBD Stations	11.9	6.9	5.1			
Phase IIA – CCTVs	8.9	1.3	0.1			
NW-2 Additional Betterments	0.9	0.2	0.2			
Love Field West Area Improvement	3.5	0.0	0.0			
LRT Buildout Phase IIA Total \$1,819.1 \$1,681.7 \$ 954.7						

Notes:



Committed values reflect activity through 11/30/08.
 Expended to date values reflect activity through 11/30/08, as reported on DART's General Ledger.

Cost/Schedule Summary

LRT Buildout Phase IIA

SCHEDULE SUMMARY

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



RPD17 1Q FY 2009

Strategic Plan C1 Improve Customer Satisfaction

Consideration C2 Manage System Growth

C3 Improve Efficiency

Description Acquisition of property required for construction of the LRT Buildout.

Status Northwest Corridor

Real estate acquisition for this corridor is currently in progress.

Southeast Corridor

Real estate acquisition for this corridor is currently in progress.

Northwest Rail Operating Facility (NWROF)

Real estate acquisition for this facility is complete.

Issues Real estate issues are addressed in individual line section reports.



RPD18 1Q FY 2009

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

Line Section SE-1

Street reconstruction, along with track headers, is complete on several streets; sidewalks are nearing completion.

Grade, form, rebar, and sidewalk placement was completed in November 2008 at Good Latimer/Deep Ellum area on Live Oak. Form, rebar, and pour of sidewalks continue at Baylor Station plaza.

Trackwork continues from Gaston Avenue along Good-Latimer. Form, rebar, and paving from Florence to Gaston are nearing completion, as well as irrigation work and planter underdrains.

At Deep Ellum Station, work on platform continues. Roofing of Deep Ellum Station began in June 2008 and is nearing completion.



RPD19 1Q FY 2009

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

LRT Buildout Phase IIA

Status (continued)

At Baylor Station, installation of pavers and sandblasting for concrete bands, installation of warning strips, plaza irrigation, painting, and plaza lighting continues. Roofing and installation of windscreens are nearing completion. Forming, rebar, and pouring of the Kiss & Ride continue.

At TPSS #1, site work was completed for installation of the TPSS, which occurred in November 2008. Site work on driveway and permanent fence installation is in progress. At TPSS #2, installation of TPSS was completed in October 2008 and fine grading and placement of aggregate was completed in November 2008. Communications House has been installed. At TPSS #3, site work and installation was completed in November 2008 and installation of the communications house was completed in December 2008. At TPSS #4, TPSS installation was completed in December 2008.

At Fair Park Station, installation of granite brick and irrigation work continues.

At the mechanical yard near Fair Park, work on concrete masonry unit (CMU) walls continues.

At Trunk Avenue and Grand Avenue, paving was completed in November 2008.

Track installation at Grand/Trunk crossing was completed in November 2008. Track installation at Pennsylvania/Trunk crossing has been completed.

At MLK Station, roofing, painting, and work on windscreens continue.

At Pennsylvania, paving continues, as well as work on flume and slope protection. Installation of cantilever foundations continues.

At Peak's Branch, from Metropolitan to Hatcher, work on plinths continues.

At Hatcher Station, installation of metal deck has been completed and work on planters continues.

At the Hatcher Kiss & Ride, work on irrigation and electrical sleeves continues, as well as lime, form, rebar and pour of Kiss & Ride. Light pole foundation installation has been completed.



RPD20 1Q FY 2009

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

LRT Buildout Phase IIA

Status (continued)

Line Section SE-2

From Hatcher to Dixon, mechanically stabilized wall construction continues. Underdrains in guideway, columns, and bent caps are ongoing. Ballast and trackwork is continuing. The Union Pacific Railroad (UPRR) cast-in-place coping walls 1 and 2 work continues. At UPRR, fine grading, approach slab, diaphragms, metal decking, overhangs, edge forms, and deck placement continue. Ballast and trackwork activities have commenced in this area.

At Scyene Road and Dixon, construction of sidewalks continues.

From Dixon to Lawnview Station, White Rock Creek LRT bridge metal decking, guideway columns, bridge column caps, shear blocks, and diaphragm installation are ongoing.

At Lawnview Station, the contractor continues to install underground utilities. Ballast wall construction is nearing completion. Fine grading in the platform area and platform concrete placement is ongoing.

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

At TPSS #7 & #8, preparation work continues.

Storm water line installation, box culvert installation, and construction of H-pile walls continue along the guideway.

No Name Creek freight bridge abutment construction continues. Bridge permanent metal decking was completed in November 2008. Deck slab placement and forming, rebar, and pouring parapet wall continue.

At Lake June Station, MSE wall work continues. Concrete slab and fire protection work are ongoing. Base for column cladding continues. Lake June overpass parapet walls have begun.

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

At Elam Creek bridge, parapet wall work is nearing completion.

From Elam Creek to Elam Road, at MSE Wall 18, contractor is installing fence. Sub-ballast and under-drains continue.



RPD21 1Q FY 2009

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

LRT Buildout Phase IIA

Status (continued)

At Buckner Station, bus lane and parking lot liming and paving, sidewalks, inlet, and planters continue. Mechanically stabilized wall construction continues. Detention pond gabion structure construction is nearing completion. Canopy columns, painting, and ramps are ongoing.

Line Section NW-1B

Installation of four 10' x 10' box culverts at Cedar Springs and Harry Hines continues with the building of the northwest wing wall. Redesign of the southeast wing wall is complete to change from a spread footing to a drilled shaft wall to address the conflict with a downed pole and an underground electrical ductbank. Reconstruction of Harry Hines continues. Preparation of subgrade for the guideways and west lanes of Harry Hines is nearing completion. Installation of OCS poles continues. Construction of diaphragms, shear blocks, guideway decks, communication troughs, and handrails continues along the guideway.

At Market Center Station, construction of crash wall was completed in October 2008. Stairs, ramps, and elevator pit construction continues. Excavation for bus bay retaining walls continues.

Installation of water lines for fire protection continues. Contractor continues placing pavement for parking lot and constructing landscaped parking lot island.

At Parkland Station, installation of diaphragms and sheer blocks for the guideway beams is nearly complete. Installation of station conduits and placement of select fill and formwork for the concourse is in progress. Construction of the platform continues. Installation of the bus canopy has begun. Guideway foundations and columns are nearing completion from Parkland Station to Inwood Station. Formwork and concrete placement of guideway decks are in progress north and south of Parkland Station. Repaying continues on streets around Parkland Hospital.

At Inwood Station, installation of platform stairs, canopy steel, and water separator continue, as well as underground work for irrigation sleeves and drains. The contractor is preparing to place deck slabs. Installation of electrical conduits and water service piping continues. Construction of parking lot and access road is in progress, as well as station electrical conduits and concrete bases for light poles.

The Knight's Branch box culvert construction is nearing completion. Backfill is in progress. Construction of MSE walls continues. Removal of overhead communication lines is nearing completion.



RPD22 1Q FY 2009

Issues <u>Line Section NW-1B</u>

Parkland requested that the new Parkland Boulevard not be constructed beyond the Motor Street (Medical District) connector due to their master planning efforts.



SE-1: Guideway at I-30



SE-1: R.B. Cullum at the Guideway





SE-2: Lake June looking toward Jim Miller

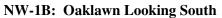








NW-1B: Inwood Bridge







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 - special trackwork – Bryan/Hawkins Junction); 2) Progress Rail Services (Lots 3 & 6 - special trackwork and continuous welded rail – Line Sections SE-1, SE-2, and NW-1B); 3) L.B. Foster Company (Lot 5 – DF fasteners – SE-1, SE-2, and NW-1B); and 4) Rocla Concrete Tie, Inc. (Lot 4 – concrete ties – SE-1, SE-2, and NW-1B).

Status

Line Sections SE-1, SE-2, and NW-1B

DART is in the process of ordering additional concrete ties needed to complete the alignment.

Issues None



RPD26 1Q FY 2009

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

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

Line Section NW-2 extends northwesterly from south of Mockingbird Lane at 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

DGNO is installing new freight track.

Between Hawes Avenue and Burbank Street, construction of ballast walls continues. Placement of temporary asphalt at Hawes Avenue continues.

At the Mockingbird underpass, excavation and placement of concrete on wall panels continues.

Between Shorecrest Drive and Webb Chapel Extension, the contractor continued grading and compacting subgrade, installing subballast, and fine grading subballast.

At Bachman Station, underground utility installation is in progress.



RPD27 1Q FY 2009

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

LRT Buildout Phase IIA

Status (Continued)

Line Section NW-3

DGNO is progressing on freight track removal. The contractor continues installing underground storm sewer and water lines in many areas along the guideway. Placement of ballast walls, footings, diaphragms, concrete decking, and headers continues along the entire line section.

At Walnut Hill Station, concrete column construction is in progress. Installation of select fill continues. Installation of power conduits and columns continues.

At Royal Lane Station, installation of column downspouts and ground grid continues. Installation of fire protection continues.

North of Royal Lane, drilled shaft construction continues along the guideway to LBJ Freeway.

At Farmers Branch Station, installation of underground storm, electrical, and irrigation lines on the west side continues. Excavation for parking lot continues. Placement of concrete for grade beams continues. Placement of concrete sidewalk and special-use ramp at Pike Street is nearing completion. Removal of existing parking lot continues.

Line Section NW-4

Ballast wall and retaining wall construction continues, as does freight ballast wall construction. Street work continues at Broadway Street, Ismaili Center Circle, and Fourth Street with paving activities. Drilled shaft construction continues north of Belt Line Road in Carrollton.

At Carrollton Bridge, construction of piers, footers, columns, diaphragms, caps, and spans continues.

At Furneaux Creek Bridge, metal decking for LRT and freight bridges are being installed.

Issues

Line Section NW-2

Franchise utility relocations are complete at the Mockingbird cut section. Recovery plans have been developed to mitigate delays. Negotiations are in progress.

Access is needed to City of Dallas Love Field Airport property, via approval from FAA, for Hawes street work.

Line Section NW-3

DGNO track/signal relocation between Lombardy & Merrill Road continues and is being closely monitored for potential delays.



RPD28 1Q FY 2009

Issues (Continued)

Line Section NW-4

ILA with the City of Carrollton regarding real estate issues was approved by the Board in October 2008. Goal was to finalize this ILA to avoid delays in obtaining street and station permits. ILA with the City of Farmers Branch was previously executed.

Coordination with Denton County Transportation Authority (DCTA) for potential connection of both transit systems is ongoing. Contractor pricing has been received and is under negotiations; this item is scheduled for presentation to the Board for approval this Winter.

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.



NW-2: Aerial Column Construction South of Bachman Station



RPD29 1Q FY 2009



NW-2: Burbank Street LRT Header Construction









NW-3: Erection of Royal Lane Station Canopy Framing







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

LRT Buildout Phase IIA



NW-4: LRT Guideway & Structure Installations



NW-4: OCS Installation



RPD32 1Q FY 2009

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 Lane, Denton Drive, Century Street, and Abernathy Avenue, and consists of approximately 34.3 acres. The storage tracks will be designed to accommodate approximately 75 SLRVs. The facility is intended to perform running maintenance of all vehicles, with no heavy overall maintenance at this site. The project consists of yard track layout; yard lighting; cleaning platform; non-revenue vehicle and SLRV car wash facility; service and inspection facility; ways, structures, and amenities facility; administrative offices; communications center; and yard control center.

Status

NTP for Lot 1 was given on August 30, 2007. NTP for Lot 3 was given October 1, 2007. Lot 9 partial NTP was given on January 25, 2008. Lot 2 NTP was given on March 4, 2008, and Lot 4 NTP was given on August 18, 2008. Lot 9 full NTP was issued October 16, 2008.

Lot 1 – Base Contract

Installation of the fire line/water line loop, storm lines, and irrigation piping around the site continues.

At the S&I building, drilled shafts for the building foundation were completed. Car hoist foundation walls and first floor slab work were completed in November 2008. Underground plumbing installation is nearing completion. Pit slab installation and construction of CMU walls continue. Installation of tilt-up walls and structural steel continues, and roof joists on western side of the building has begun.

At the SLRV Wash building, the contractor backfilled for the main slab and completed mandrelling of underground conduits around the site. First phase of exterior painting at the cleaning platform was completed. Remaining slab through the train wash bay was placed. Curb and foundation were completed.

At the cleaning platform, contractor is installing roofing, lighting, and fire protection rough-in.

Paving near Hollander is progressing.



RPD33 1Q FY 2009

Status (Continued)

Lot 2 - Trackwork

Double crossover north of cleaning platform was installed. Contractor is continuing cable trough installation, track installation, bonded joints, thermite welds, and flooding of tracks around the site.

Lot 3 – Systems

Conduit and pads for four instrument houses were completed. Two of the houses were received and installed.

A new re-baseline schedule was submitted to start OCS activity on January 1, 2009, but completion dates remain the same.

Lot 4 - WSA Building & Parking Area

Five-foot deep excavation of WSA Building pad was completed. Structural backfill has begun.

Lot 9 – Car Hoist

Hoists continue to be fabricated.

Issues

Elevation of subballast, ballast, and track areas has been confirmed and areas adjusted to maximize ballast depth to minimize future track maintenance.

Vehicle wash submittal was disapproved. Contractor submitted a variance to the specifications. After submittal review and meetings, DART disapproved the third revision of the submittal. Contractor indicated that they would meet DART specifications.



RPD34 1Q FY 2009

S&I





Signals House Installation





Track Installation



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 Line Sections NW-2, NW-3, and NW-4

Contract closeout is in progress.

Issues None



RPD37 1Q FY 2009

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.

Manufacturing is proceeding. The four substations required for Line Section SE-1A have been delivered to the sites and pre-energization testing is being completed.

Issues

Manufacturing and testing schedule is being watched carefully, as all required submittals have not been approved and the delivery date is quickly approaching. Some testing will have to be performed after the substation is set and prior to being connected to the wayside.

The Rectifier-Transformer Unit load test was stopped due to high temperatures. The unit was retested in September 2008. While awaiting a complete test report, preliminary information currently in hand indicated the unit conformed to specifications. Complete test report was received in October 2008 and staff is awaiting final certification from the manufacturer.

Re-submittal of final design documents is slow. Appropriate amounts are being withheld from the invoice in accordance with contract terms.



RPD38 1Q FY 2009

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 2008, 308 submittals have been received, with 301 returned to the contractor. No RFIs have been received from the contractor for this period.

Rail Operations department has chosen a graphic scheme for large screen display and Rail Operations Controller (ROC) consoles. User interface meeting was held on July 7-8, 2008; the augmentation of the graphic display was a work in progress to allow operational requirements to fit on the existing screens. The large screen graphic display was loaded in the system on August 26, 2008, and has been running in the background for final evaluation. As of the end of October 2008, this item is now closed; Operations has concurred with the design as currently in the background.

The factory acceptance test for the computers and software was held October 6-10, 2008, in Boston. The system performed well with minor discrepancies. All SCS discrepancies have been corrected, as of December 29, 2008. This item is now closed.

Three Supervisory Control System (SCS) cabinets have been installed, two existing SCS cabinets have been relocated, and power and communications wiring for these cabinets has been completed. Three new Tresco consoles have been installed. Two fiber cards for the data switch have been installed. SCADA indications are currently being monitored on both existing and new systems. This is a validation function. All contract-required testing is in progress and results to date are good.

Issues

Based on the schedule, the contract is 50% complete and trending late for required submittals projected. A meeting was held on September 8, 2008, with the GE business leader to discuss DART's concerns. On September 22, 2008, the contractor presented a plan for additional staff and a schedule to catch up on the deliverables. An improvement in the contractor's performance was noted in October and November 2008. Progress continues to be monitored and it is anticipated that the milestone for January 18, 2009, will be met.



RPD39 1Q FY 2009

LRT Buildout Phase IIA

Issues (Continued)

Vehicle **Business** System (VBS) and **SCS** Public server Announcement/Visual Message **Boards** (PA/VMB) are having communications interfacing issues. The VBS server provides mainly Global Positioning System (GPS) coordinates. The SCS SCADA and PA/VMB equipment is expecting a track circuit location. A meeting of all stakeholders occurred in November 2008 to discuss/resolve this issue. The VBS server provided real-time data for analysis. A resolution to the issue was engineered in mid-December 2008, which will use the carborne GPS data as actual location for comparison to the track circuit location.



RPD40 1Q FY 2009

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. Final design review was held November 5-7, 2008.

Implementation plan is being developed to provide a steady flow of work in the replacement of Starter System units.

Staff is currently in discussions with the vendor regarding accepting credit/debit cards for payment.

A change is being processed to have the TVMs issue magnetically encoded tickets.

The contractor is progressing toward first article inspection and testing in February 2009.

Issues

The resubmittal of design documents is not timely, and staff is carefully watching the schedule to ensure there are no delays.



RPD41 1Q FY 2009

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.

Status

As of the end of December 2008, 24 SLRVs are in revenue service. Upon refining details within the final assembly process, Kinkisharyo is delivering one completed SLRV per week.

Manufacturing continues for the C-units associated with Amendment 13 (C-units 39-46). Car shell assembly for C-unit 39 began during the first week of April 2008, and delivery of the LRV retrofit containing C-unit 39 is scheduled for March 2009.

Issues

To date, approximately half of all C-unit shipments from Japan have been aboard U.S. flagged vessels. Kinkisharyo has identified an increased shipping cost as a result in U.S. flagged vessel shipping and is preparing to submit supporting documentation. Cost data has not yet been submitted.



RPD42 1Q FY 2009

C2.3 Integrate new transit services

Description

This contract is for the procurement of Super Light Rail Vehicles (SLRVs) in support of DART's Green Line (Phase IIA) and Orange/Blue Line (Phase IIB) expansions. The SLRV is composed of a high-floor A-unit and B-unit, as well as a low-floor center section (C-unit) to accommodate level boarding at station platforms.

Twenty-five (25) SLRVs fall under the base order for this contract, supporting the Green Line, and 23 SLRVs fall under a contract option, supporting the Orange and Blue lines.

Status

The DART Board approved the inclusion of 23 option vehicles in the SLRV contract, bringing the total quantity to 48 SLRVs. Manufacturing is underway. Delivery of the completed SLRVs will begin in the fall of 2010 and continue through the spring of 2011.

Issues None



RPD43 1Q FY 2009

C2.3 Integrate new transit services

Description

Integrate systems operation for LRT Buildout Phase II.

Status

Systems Integration continues to address final design and construction interface issues for all line sections, systems elements, and the NWROF. Design submittals, construction 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. Updates to the Safety and Security Management Plan (SSMP) and the Safety and Security Certification Plan (SSCP) have been prepared.

An update to the Integrated Test Plan has been prepared for Phase II and related projects. An updated Rail Fleet Management Plan has been submitted, which reflects the most current ridership projections and operating and maintenance plans for the LRT System expansion. Additional updates to these plans continue as the Phase 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. An updated Operations and Maintenance Plan has been submitted for Phase II, which incorporates this O&M Cost Model.

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.

Start-up Task Force meetings have been initiated for the Green Line, with primary focus on Line Section SE-1A and revenue service to Fair Park in 2009.

Issues None



RPD44 1Q FY 2009

Raise & Extend Four CBD Stations

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

Description

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

Status

Installation of permanent warning strips at Akard Station was completed in October 2008.

West End Station work was completed, and the permanent station reopened on October 10, 2008.

Punch list work is almost complete for remaining items on CBD stations.

Issues None



RPD45 1Q FY 2009

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 "Connection Protection" at designated stations. **Part 2** will provide the CCTV system.

Status

Part 1

Design is complete for all line sections. All change requests have been issued to CM/GC-I and CMGC-III contractors.

Part 2

System requirements and procurement schedules have been developed. Internal site surveys are complete. The Dallas Police Department requirements have been finalized for the dispatch area, and the scope of work is anticipated to be completed in January 2009.

Issues

A two-part approach was used because CM/GC-I and CM/GC-III contractors required information so that conduit may be installed before placement of concrete slab-on-grade, concrete paving, and column enclosures.



RPD46 1Q FY 2009

NW-2 Additional Betterments (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 complete. Solicitation package is being prepared.

Issues None



RPD47 1Q FY 2009

NW-2 Love Field West Area Improvement (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 complete. Solicitation package is being prepared.

Issues None

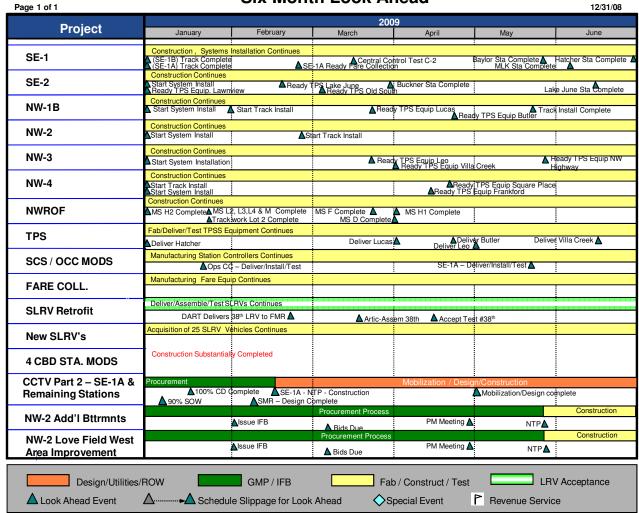


RPD48 1Q FY 2009

Facilities Six-Month Look Ahead

LRT Buildout Phase IIA

LRT Buildout Phase IIA Six Month Look Ahead





RPD49 1Q FY 2009

Change Control Summary

LRT Buildout Phase IIA

	Rail Section/ entract Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance	Total Approved Amount (C=A+B)	Executed Changes	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note d	Summary of Activity This Period & Commen (December 2008)
	GEC	ACT-21	\$207,484,175	(B) \$943,418	\$208,427,593	(D) 02	\$207,484,175	\$943,418	(G-D/B) 0%		Through FY-09 AWP
	C-1002450-01	AC1-21	\$207,484,175	\$945,418	\$208,427,393	30	\$207,484,173	\$945,418	U76	(Note a)	FY-08 changes pending
	SDC SDC	Dallas System Consultants	\$70,236,654	\$225,905	\$70,462,559	\$0	\$70,236,654	\$225,905	0%	(Note a)	Through FY-09 AWP
Professional	C-1002803-01	-									_
Services	Systems Integration (SIC)	DMJM + HARRIS	\$43,734,072	\$241,889	\$43,975,961	\$0	\$43,734,072	\$241,889	0%	(Note a)	Through FY-09 AWP
	C-1004187-01										FY-08 changes pending
	LRV Engineering	LTK	\$8,044,643	\$80,503	\$8,125,146	\$0	\$8,044,643	\$80,503	0%	(Note a)	Through FY-09 AWP
Construction	C-1008146-01 CMGC-1		\$372,479,797	\$18,320,580	6200 000 277	\$12,556,342	\$385,036,138	\$5,764,238	69%	55%	
SE1, 2, NW1B	C-1007571-01	Archer Western/Brunson Caron SE-1, 2, NW-1B	\$372,479,797	\$18,320,380	\$390,800,377	\$12,556,542	\$383,036,138	\$5,/64,238	09%	(Note c)	Includes Pre construction & construction
Construction	CMGC-3	Archer Western/Herzog	\$476,134,387	\$23,789,720	\$499,924,107	\$1,352,289	\$477,486,676	\$22,437,431	6%	37%	Includes Board authorized
NW 1, 2, 3	C-1009666-01	NW-2, 3, 4		-1 Contingency by \$			\$177,100,070	922,137,131		(Note c)	increases to base contract
CBD	CBD Level Boarding	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$74,409	\$5,295,924	\$342,925	-28%	65%	
Raise/Extend	C-1012813-01										
	Lot 1	Archer Western	\$65,238,407	\$2,175,713	\$67,414,120	\$133,863	\$65,372,270	\$2,041,850	6%	43%	
	C1012392-01										
	Lots 2	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$0	\$7,337,506	\$311,777	0%	40%	
NWROF	C1012392-02	34 74	A11 000 000	A 470 400	A11 7/0 000		A11 AAA 41A		001	2007	
Construction	Lot 3 C1012392-03	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$44,313	\$11,333,613	\$435,380	9%	10%	
	Lot 4	Journeyman	\$8,944,333	\$380,053	\$9,324,386	\$0	\$8,944,333	\$380,053	0%	1%	
	C-1012392-04	,		*,	.,,	1	V-1,,	,			
	Lot 9	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	23%	
	C-1012392-05										
	Lots 3 & 6	Progressive Rail	\$11,754,817	\$352,645	\$12,107,462	-\$26,451	\$11,728,366	\$379,096	-8%	86%	
Frack Material		Spl Trkwrk/CWR									
Procurement	Lot 5	L.B. Foster	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	77%	
CMGC-1	C-1009684-03 Lot 4	Fasteners Rocla Concrete Tie	\$3,145,765	\$96,089	\$3,241,854	\$57,195	\$3,202,960	\$38,894	60%	97%	
CMGC-1	C-1009684-04	Concrete Ties	\$5,145,765	\$20,002	\$5,241,654	\$57,155	\$5,202,700	\$30,024	0070	3176	
	Lots 1 & 3	VAE Nortrak	\$8,987,703	\$472,976	\$9,460,679	\$0	\$8,987,703	\$472,976	0%	25%	
	C-1012000-01	NW2/3/4 & NWROF/Spl Trkwrk			.,,		4-1,1,				
	Lots 2	L.B. Foster	\$5,982,978	\$299,149	\$6,282,127	\$0	\$5,982,978	\$299,149	0%	100%	
Frack Material	C-1012000-02	NW-2/3/4 CWR									
Procurement	Lot 4	Rocla Concrete Tie	\$3,361,624	\$168,081	\$3,529,705	\$0	\$3,361,624	\$168,081	0%	19%	
CMGC-3	C-1012000-03 Lot 5	Concrete Ties Advanced Track Products	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	42%	
CMGC-3	C-101200-04	CMGC-3 Fasteners	\$3,722,302	\$280,123	\$6,008,627	30	\$3,722,302	\$280,123	U76	4276	
	TPSS DFI	Siemens Transportation	\$30,792,441	\$2,463,395	\$33,255,836	-\$49,141	\$30,743,300	\$2,512,536	-2%	29%	
Systems	C-1012105-01	Systems, Inc.	230,102,112	22,,	320,220,000	V,	***************************************	52,512,550			
	Fare II	GFI Genfare	\$4,624,103	\$231,205	\$4,855,308	\$0	\$4,624,103	\$231,205	0%	0%	
	C-1011621-01	Systems, Inc.									
Vehicle	115 C-Unit Mods W/ATP	Kinkisharyo/Itochu	\$190,395,824	\$5,395,494	\$195,791,318	\$40,876	\$190,436,700	\$5,354,618	1%	69%	
Procurement	C-1011711-01			t amount for \$A-001							
Vehicle	SLRV Procurement (25+23) C-1013706-01	Kinkisharyo International	\$291,104,723	\$7,775,113	\$298,879,836	\$0	\$291,104,723	\$7,775,113	0%	23%	
a .		07.14 40 0		et amount for Board l		on 10-14-08	A10.000.107	A1 501 665	20/	220/	
Systems	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$19,268,337	\$1,541,467	\$20,809,804	\$19,800	\$19,288,137	\$1,521,667	1%	11%	
Modifications	C-1009337-01	TOTALS:	\$1,871,607,060	\$66,662,720	\$1,938,269,780	\$14,055,568	\$1,885,662,627	\$52,607,152			
Legend:	% Contingency >= 70%	TOTALS:	\$1,8/1,00/,060	300,002,720	\$1,938,209,780	\$14,000,008	\$1,883,002,027	\$32,007,132			
Legeno.	Journal of the second s										
Notes:	a) The professional services	contracts are negotiated throu	eh annual worknia	ns (AWP) : amounts	reflected on this ren	ort represent Tot	al Board Authorized Not-to-F	xceed values, AWP (Contingency is fi	or current ve	ar only.
		reases are captured in column B									•
		as modified to include consruct:					•				
	d) Percent contract complet	and the second second									

DART

C2.3 Integrate new transit services

Description

The Irving Corridor (I-1 & I-2) branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and ends just north of SH 161 with Belt Line Station, for a total of 9.2 miles. This corridor includes six stations.

Status

The Irving Corridor is in the planning and development phase, with the final environmental impact statement (FEIS) phase scheduled for completion in January 2009. The FTA Record of Decision (ROD) was issued on September 5, 2008, with the FAA ROD anticipated on January 7, 2009. Coordination with DFW Airport staff is ongoing.

The design-build contract for the I-1/I-2 project was awarded to Kiewit, Stacy and Witbeck, Reyes, Parsons (KSWRP) on December 12, 2008. Notice to Proceed is anticipated in early January 2009.

Issues

Per ILA, City of Irving is acquiring most of the ROW.

Park land issues to be resolved include archeological testing and Section 6(f) Conversion of Federally Funded Park Land.

Irving contribution (\$60M) identified in ILA is reaching resolution.

The remnants of a dairy at the Belt Line Station were discovered by Chesapeake. Chesapeake conducted an archeological investigation of the site. With cooperation from DFW Airport and the SHPO, DART developed a plan for resolving the Harrington Dairy issue. SHPO approved the archeological findings clearing the site environmentally on December 15, 2008. FAA requested and was provided additional information in late December 2008.

FAA must issue a ROD before DART can begin construction on the airport site. FAA's notice of availability was delayed through a clerical error by the EPA. The notice appeared in the September 26, 2008, Federal Register. ROD is now anticipated on January 7, 2009.



RPD51 1Q FY 2009

C2.3 Integrate new transit services

Description

The DFW Corridor (I-3) continues from Belt Line Station to DFW Airport, for a total of 4.8 miles. This corridor includes one station.

Status

The DFW Corridor is in the planning and development phase. DART has initiated discussions with DFW Airport regarding the implementation of this final extension of the Irving Corridor (I-3). DFW has identified three alternative routes for this alignment (one primary with two variations). DFW is conducting air space modeling of the three alternatives. Meeting with DFW Staff every two weeks has been established to coordinate project development. A multi-agency (DART, FWTA, NCTCOG, FAA, and FTA) meeting to discuss the project was held on December 17, 2008. Further discussion is required.

Issues

FTA has indicated that work on this corridor cannot officially commence until work on I-2 is "substantially complete". DART can initiate data gathering with the official study beginning in the fall of 2008. DFW has identified a potential pinch point along SH 114.

Funding and work program need to be coordinated to a higher degree as project advances. Key issues include both FAA and FTA participation and to what extent.



RPD52 1Q FY 2009

Rowlett Extension Facilities

LRT Buildout Phase IIB

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

Proposals for the Rowlett-1 design-build solicitation have been received. DART began proposal evaluation on December 10, 2008. Contract award is anticipated at the and of January 2009.

is anticipated at the end of January 2009.

Issues None



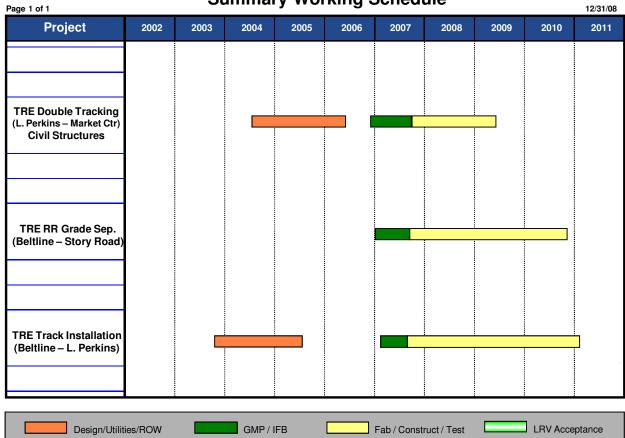
RPD53 1Q FY 2009



Summary Working Schedule

Commuter Rail

Commuter Rail Summary Working Schedule







RPD54 1Q FY 2009

COMMUTER RAIL Cost Summary (in millions of dollars)								
	Control Budget ⁽²⁾	Current Commitment (2)	Expended to Date ⁽¹⁾					
Belt Line Road Grade Separation	\$ 70.5	\$ 62.2	\$33.0					
Lisa-Perkins Double Tracking	6.4	6.2	4.5					

Notes:

- Expended to date values reflect activity through 11/30/08, as reported on DART's General Ledger. Control Budget and Current Commitment reflect activity through 11/30/08.
- 1)



RPD55 1Q FY 2009

Belt Line Road Grade Separation

Commuter Rail

Strategic Plan Consideration

- C1 Improve Customer Satisfaction
- C2 Manage System Growth
- C3 Improve Efficiency
- S1 Build and Maintain 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 ½ 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

Drilled shaft columns and bent cap construction has been completed for Phase 1. The contractor continues to place piers and beams. Work on permanent metal decking continues. Deck slab placement and waterproofing has been progressing in several areas.

Private utility relocation work is complete.

Fourteen hundred (1,400) feet of ballast concrete ties and rails have been installed on the approaches.

Issues

Verizon has completed relocating their lines. Acceleration plans have been negotiated and approved to mitigate the situation.



RPD56 1Q FY 2009



Pulling Rail







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

NTP was issued January 7, 2008.

Abutment No. 4 bridge has been painted. Culvert extension work is complete. Substantial completion of construction for Mainline 2 for trackwork follow-on contractor (Milestone B) occurred November 17, 2008.

Trackwork 30-day period has begun.

Issues

Delay issue dealing with incorrect elevation of the bridge abutment H-beam piling is resolved.



RPD58 1Q FY 2009



Lisa- Perkins Bridge

Removal of Trestle Bridge





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

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



RPD60 1Q FY 2009

Six-Month Look Ahead



Commuter Rail Six Month Look Ahead

Page 1 of 1 12/31/08 **Project** TRE Double Tracking Construction Continues (L. Perkins - Market Ctr) **Civil Structures** Construction MS C complete – available for track installation TRE RR Grade Sep. Construction MS D complete Construction MS E complete (Beltline – Story Road) Construction MS C complete Installation Continues **TRE Track Installation** BL - Install MS B Complete LP - Install MS D complete (Beltline - L. Perkins) BL - Install MS C Complete GMP / IFB Fab / Construct / Test LRV Acceptance Design/Utilities/ROW △ Look Ahead Event △ Schedule Slippage for Look Ahead Special Event P Revenue Service



Change Control Summary

Commuter Rail

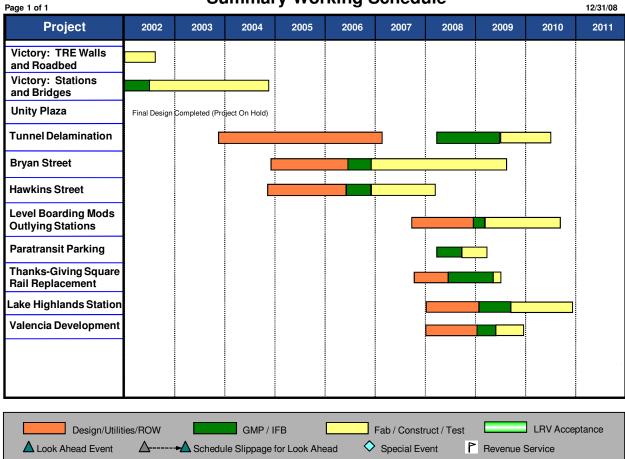
Commuter Rail - Change Control Summary											
Facility/ Contract Package		Consultant/	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2008)
Contract Lackage		Contractor	(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	(=======,
TRE	Belt Line-Story Grade Separation C-1012696-01	McCarthey Building Companies	\$43,006,362	\$3,685,753 ngency by \$245,2	\$46,692,115		\$43,106,452	\$3,585,663	3%	48%	NTP 9-18-07
TRE	TRE Lisa-Perkins Construction C-1012966-01	Austin Road and Bridge	\$2,910,060	\$87,302	\$2,997,362	\$18,460	\$2,928,520	\$68,842	21%	75%	NTP 01/07/08
TRE	TRE LP/BL-\$ Trk Mtl Procure/Install C-1012577-01	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$0	\$11,494,170	\$344,822	0%	26%	NTP 8/14/07
TRE	TRE LP/Brookhollow Trk Mtl Procure/Install C-1010371-01	Herzog	\$3,332,700	\$99,981	\$3,432,681	\$60,000	\$3,392,700	\$39,981	60%	89%	
Legend:	% Contingency >= 70%	TOTALS:	\$60,743,292	\$4,217,858	\$64,961,150	\$178,549	\$60,921,841	\$4,039,309			
Notes:	a) Percent contract complete based on in	voices eaid divided by	ontract stalue								



RPD62 1Q FY 2009



Additional Capital Development Summary Working Schedule





ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)								
	Control Budget ⁽⁴⁾	Current Commitment (4)	Expended to Date (1)					
Victory Station Project (2)	\$79.0	\$84.7	\$84.4					
Unity Plaza	3.5	0.9	0.9					
Tunnel Delamination	4.2	2.5	2.3					
Bryan Street (3)	30.8	27.7	19.4					
Hawkins Street	23.2	23.7	21.1					
Level Boarding Modifications – Outlying Stations	13.2	2.5	1.2					
Thanks-Giving Square Rail Replacement	1.5	0.5	0.0					

Notes:

- 1) Expended to date values reflect activity through 11/30/08, as reported on DART's General Ledger.
 2) Current commitment and expenditures do not reflect anticipated \$2.0 mm Anland credit.
 3) Expended to date value includes reimbursements of \$4.4 MM from funding partners.

- Control Budget and Current Commitment values are reflected as of 11/30/08.



RPD64 1Q FY 2009

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 complete/closed.

Status Line Section NW-1A Facilities Construction Contract

The facilities contractor, Martin K. Eby Construction, Inc., 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. Contract is closed.

Issues Line Section NW-1A Facilities Construction Contract

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

None



RPD65 1Q FY 2009

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.



RPD66 1Q FY 2009

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

Phase IV of the tunnel delamination program began in September 2008.

Verification of mapping reports and identification of critical areas has been completed.

Physical verification of mapping, through a field walk, has been completed by visual inspection, hammering, and small coring as needed. Critical areas have been confirmed and problems have been identified.

Issues

None



RPD67 1Q FY 2009

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 realignment 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

Installation of high mast lighting and conduit is in progress.

Routh Street crossing is expected to open to traffic, pending delivery of City traffic control equipment. Routh Street landscaping work continues.

Installation of signal gates continues on the southbound Central Expressway service road. Placement of drilled shafts for overhead sign towers continues along the southbound Central service road.

Work on light pole foundations is in progress on the northbound Central service road.

Work on underpass lighting on Live Oak access road continues.

Work on concrete header at berm continues on northbound and southbound Good Latimer.

Weld repair, plinth repair, and destressing continue along the Bryan/Hawkins alignment. In addition, installation of guardrail on coping continues.

Along Bryan guideway, trackwork finishing continues. Work on the 18-way ductbank continues. Along Hawkins guideway, trackwork finishing continues. Framing OCS poles and installation of OCS cantilevers continues.

Issues

A fiber optic cable installed by TxDOT conflicted with grading of access roads. The contractor's request for equitable adjustment is under review.

Tracks were not put back in service within the time required during a weekend power interruption on September 22-24, 2007. Liquidated damages may be assessed.



RPD68 1Q FY 2009

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 continues.

Issues None



RPD69 1Q FY 2009

Level Boarding Modifications For Outlying Stations

Additional Capital Development

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

Description

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

Status

Completion of the pilot project at Morrell Station was obtained in August 2008. Lessons learned from the pilot project will be incorporated prior to procurement for the remaining stations. IFB plans were issued on December 24, 2008.

Updated schedule and budget for the remaining stations is being routed for approval.

Issues

Construction will be sequenced to provide the least amount of service interruption.

Coordination with any additional equipment and/or cables for closed-circuit TV (CCTV) at stations is ongoing.



RPD70 1Q FY 2009

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

NTP was issued on September 26, 2008. Contractor received permits from the City of Dallas on November 10, 2008, and mobilized and began work on November 13, 2008.

Dilido Street parking lot is 70% complete, with anticipated completion date of January 23, 2009.

Anticipated start date for the south lot of the Senate Street repaying is January 26, 2009. The north lot anticipated start date is February 23, 2009.

Anticipated project completion date is March 2009.

Issues None



RPD71 1Q FY 2009

Thanks-Giving Square Rail Replacement

Additional Capital Development

Strategic Plan Consideration

C1 Improve Customer Satisfaction

Description

This project will replace the rail and girder rail along the curve adjacent to Thanks-Giving Square in the CBD.

Status

Contract for rail materials was awarded on September 10, 2008, with NTP on September 22, 2008. Fabrication is in progress and on schedule for deliveries according to the contract.

The IFB plans for the installation are complete and were issued on December 4, 2008. Anticipated bid date is January 13, 2009.

Issues There is a long lead time for procurement of 115RE/118GR transition rail.



RPD72 1Q FY 2009

Strategic Plan Consideration

C2 Manage System Growth

Description

Lake Highlands Station will be located at the northwest corner of Walnut Hill and White Rock Trail along the existing Blue Line, between White Rock Station and LBJ/Skillman Station.

Status

The Notice to Proceed to begin Final Design was issued on July 7, 2008. DART is continuing regular coordination meetings with partner agencies and the developer. The 60% submittal was completed in December 2008 and the 95% submittal is due in late January 2009.

FTA approved the Categorical Exclusion (Cat-X) in October 2008.

A community meeting was held on November 13, 2008. The east side access was the main topic for the community. Approximately two-thirds of the community are opposing east side access to the station platform. City of Dallas and DART have decided that it would be best to provide east side connectivity to the station. DART is negotiating its implementation as part of the project.

The project baseline budget and schedule is approved.

Issues

Access to DART construction site is dependent on timely execution of paving project by Prescott Development. Drafting of a formal, technical agreement with Prescott has become a critical item.

Transfer of funds between NCTCOG/FHWA and FTA is critical and may delay DART access to the site.

Prescott has requested DART to make the first payment per the executed financial agreement.



RPD73 1Q FY 2009

Strategic Plan Consideration

S1 Build and Maintain Relationships with Stakeholders

Description

The Valencia Development project will provide a new at-grade crossing on Line Section NC-3 at Treehouse Lane, thus connecting the development planned for the property on both sides of the LRT right-of-way. The existing Oncor crossing will be closed prior to opening the new crossing at Treehouse Lane. The developer is responsible for all costs of this project.

Status

Right-of-entry agreement is in progress.

An updated 95% Civil and systems package with proposed construction sequencing has been reviewed. Comments are being dispositioned.

Final contract packaging discussions are continuing with the developer and designers.

Issues

DART cannot move forward to establish a contract for the on-site work until the right-of-entry agreement is finalized.



RPD74 1Q FY 2009

Page 1 of 1

Outlying Stations

Paratransit Parking

Thanksgiving Square

Lake Highlands Station

Valencia Development

System/Civil

Rail Replacement

12/31/08

PM MTG 🛕

∆Bids Due

Additional Capital Development Six Month Look Ahead

2009 **Project Unity Plaza** Final Design Completed (Project on hold) Victory: TRE Walls Construction Completed and Roadbed Victory: Stations Revenue Service Began 11/15/04 and Bridges **Tunnel Delamination** ▲Complete CD Submittal ▲Start Develop Liner Repair Plan ▲Start Review, Comment, Dispo. & SMR Construction Continues ▲Complete Track Installation ▲Complete System Installation ▲Start Contractor Testing **Bryan Street Hawkins Street** Construction Substantially Completed **Level Boarding Mods**

Paving & Repair Complete A

▲100% Design Complete - Civil ▲ SMR Complete

▲IFB Release

▲ Bids Due Install Contractor NTP Track Install ▲

Construction Continues

Construction Continues

95% Design Complete 🛕

▲PM Meeting

▲ Complete 100% Design ▲ SMR Complete

▲ Bids Due

▲Submit Shut-down Plan

▲NTP

PM MTG▲

▲Issue RFP

Design/Utilition	es/ROW GMP / IFB	Fab / Construct / Test	LRV Acceptance
▲ Look Ahead Event	△	ead Special Event	Revenue Service



RPD75 1Q FY 2009

Change Control Summary

Additional Capital Development

	Facility/	Consultant/	Approved Contract	Approved Contingency	Total Approved	Executed	Current Contract	Remaining Contingency	Percent Contingency	Percent Contract	Summary of Activity This Period & Comments
Co	ntract Package	Contractor	Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	(December 2008)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note c	
NW-1A Facilities	Construction	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,307,615	\$27,294,599	\$191,083	92%	100%	Includes Unilateral Mods
	C-1003853-01										Closeout Pending Litigation Settled
Systems	Comm, OCS & Signals	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	-\$344,221	\$15,546,492	\$1,933,292	-22%	100%	Through \$A-030
	C-1005139-01										Closeout Pending
Misc	NC-1 Tunnel Delamination	Penaco Industries	\$655,999	\$39,242	\$695,241	\$0	\$655,999	\$39,242	0%	100%	Closeout Pending
Facilities	C-1011831-01										
	Design	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	C-1003727-01										
Unity Plaza	Construction	TBD									IFB deferred
	TBD										
Bryan/Hawkins	Construction	Archer/Western	\$35,893,496	\$1,823,750	\$37,717,246	\$543,364	\$36,436,860	\$1,280,386	30%	Note b	
Construction	C-1007571-01	Brunson/Carcon									
Bryan/Hawkins	Lots 1 & 2	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	-\$79,289	\$2,682,191	\$189,749	0%	67%	SA-2 executed 3-07
Track Material	C-1009684-01										% complete Update not received
		TOTALS:	\$86,343,405	\$6,594,025	\$92,937,430	\$2,621,955	\$88,965,360	\$3,972,070			
Legend:	% Contingency>= 70%										
27.	a) Totals may reflect totals of activ	on contexate and alocad a	contracts that are	contained within	hiddan calls on	this sheet					
Notes:	a) Totals may reflect totals of activ	ve contracts and closes c	Cittacts that are	contained within.	mooen cens on	titio ottoet.					



RPD76 1Q FY 2009



DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

December 31, 2008

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

David Leininger, Chief Financial Officer

Sharon Leary, Vice President - Finance

Nathan Hallett, Treasurer

Beverly Adler, Assistant Treasurer

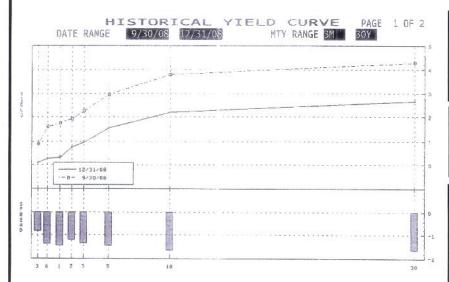
Prepared by Treasury Reporting January 21, 2009

Quarterly Investment Report





Prepared by Treasury Reporting



Rate Tracker	
Short-Term	↓ 121 bp
Intermediate	↓ 131 bp
Long-Term	↓ 162 bp

Portfolio Performance Aggregate Yield ↓ 0.27% to 2.71%

Benchmark

DART Commercial	Pape	er	
Change in Quarter	\uparrow	\$10	М
Current Outstanding		\$30	
Last Rate Change	\downarrow	0.75	
Average Rate		0.75	%
Avg. Issue Days to Ma	at.	7	

↓ 0.95% to 0.27%

Market Overview

Throughout the quarter, interest rates continued the significant downward movement that began in September. In response to the continued emphasis on liquidity and to stimulate the economy, the Fed lowered both the discount and fed funds rates by 1.75% during the quarter to the lowest levels in decades.

The Operating Fund investment strategy will be to shorten the portfolio maturity by increasing short-term holdings and avoid the dip in rates between 6 and 12 months out which also provides an opportunity to reinvest sooner if rates rise.

Investment Strategies

Insurance Fund: laddered maturities; manage so as to replace called/matured investments

Financial Reserve Fund: laddered maturities; manage so as to replace called/matured investments

SEA Fund: 100% money market investment

Debt Service Fund: 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.

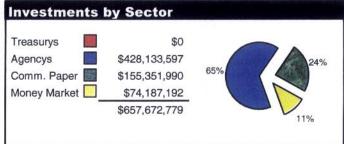
Bond SEAF: laddered maturities through calendar 2009, supplemented by money-market funds

DART Commercial Paper Program

Although reasonable rates for DART issuance of commercial paper are available, the issue term remains unusually short as the markets continue to look for signs of stability in the economy and a sense of direction for the short and mid-term. DART plans to issue \$30,000,000 of additional commercial paper in January 2009.

1

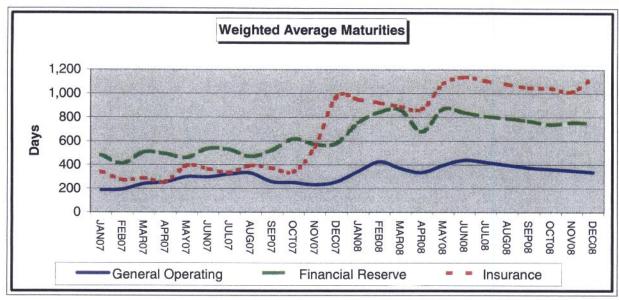
nvestment Por	tfolios	(com	pliance)	
General Operating	\$	402,006,560	61%	Yes
Financial Reserve	\$	38,930,304	6%	Yes
Capital Reserve	\$	-	0%	Yes
Master Insurance	\$	13,399,154	2%	No
SEAF	\$	7=3	0%	Yes
Debt Service	\$	9,635,366	1%	Yes
Bond SEAF	\$	193,701,396	29%	Yes
TOTAL	\$	657,672,779	100%	

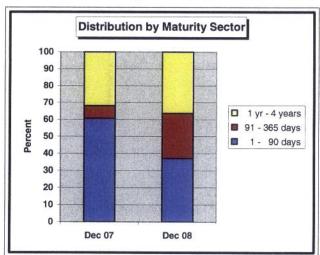


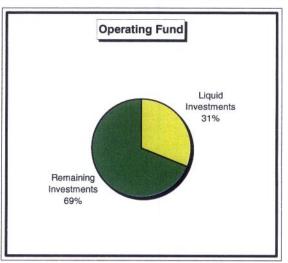
Quarterly Investment Report

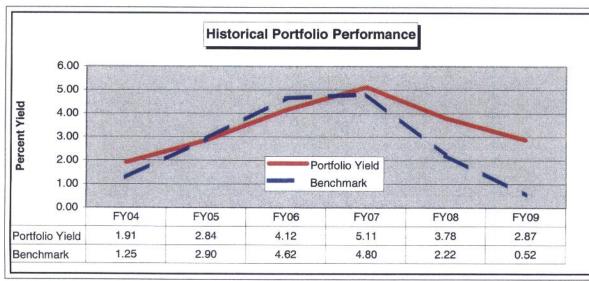












2

Security Transactions - Purchases



Purchase Date	CUSIP	Security Description		Ending Par Value	Maturity Date	Yield to Call	Call Date	Una	Ending mor Val/Cost	Invest Number
0/29/2008	6555P0M14	NORDNA CP 0.00 12/01/08	\$	10,000,000	12/01/08	2.9379		\$	9,973,508	09-0003
0/15/2008	36959HMF1	GECC CP 0.00 12/15/08	\$	20,000,000	12/15/08	3.6929		\$	19,877,322	09-0001
1/4/2008	30257AMK7	FPL Cap CP 0.00 12/19/08	\$	10,000,000	12/19/08	2.6447	***	\$	9,967,500	09-0005
1/6/2008	90262CN60	UBS CP 0.00 01/06/09	\$	10,000,000	01/06/09	2.0449		\$	9,965,942	09-0006
2/4/2008	01854VN69	ACPP CP 0.00 01/06/09	\$	15,000,000	01/06/09	1.8891		\$	14,974,425	09-0012
2/11/2008	86561AN94	Sumitomo CP 0.00 01/09/09	\$	10,000,000	01/09/09	1.6345		\$	9,987,031	09-002
1/7/2008	30257ANG5	FPL Cap CP 0.00 01/16/09	\$	10,000,000	01/16/09	2.5983	***	\$	9,950,417	09-0008
2/1/2008	4042F0NG2	HSBCF CP 0.00 01/16/09	\$	10,000,000	01/16/09	2.0024		\$	9,974,828	09-0009
2/2/2008	6555P0NG0	NORDNA CP 0.00 01/16/09	\$	20,000,000	01/16/09	1.8291		\$	19,955,000	09-001
1/6/2008	86561ANP8	SUMIAMI CP 0.00 01/23/09	\$	10,000,000	01/23/09	2.3436		\$	9,950,167	09-0007
2/8/2008		ACPP CP 0.00 01/30/09	\$	10,000,000	01/30/09	2.0338		\$	9,970,556	09-0014
2/4/2008		HSBCF CP 0.00 02/03/09	\$	15,000,000	02/03/09	1.9020		\$	14,952,471	09-0013
2/12/2008		HSBC Finance CP 0.00 02/11/09	\$	10,000,000	02/11/09	1.0868		\$	9,981,869	09-0017
2/2/2008		GE Capital TLGP 0.00 02/27/09	\$	10,000,000	02/27/09	1.3426		\$	9,968,100	09-0010
		Abbey Natl CP 0.00 03/26/09	\$	10,000,000	03/26/09	0.4263	222	\$	9,989,150	09-0019
0/22/2008		FHLB Callable (01/22/09-5) 3.50 10/22	200	5,000,000	10/22/09	3.4696	01/22/09	\$	5,000,000	09-000
		FFCB Callable (any>3/30/09-7) 2.00 12		5,000,000	12/30/10	2.0000	03/30/09	\$		09-002
									5,000,000	
2/30/2008		FHLMC Callable (qtrly-5) 1.50 12/30/10		5,000,000	12/30/10	1.5643	03/30/09	\$	4,999,200	09-0022
		FHLMC Callable (7/14/09-5) 4.125 07/1		5,000,000	07/14/11	1.0001	07/14/09	\$	5,086,750	09-0018
2/11/2008		FNMA Callable (3/9/09-10) 3.05 12/09/		3,000,000	12/09/11	3.2556	03/09/09	\$	2,998,500	09-0016
0/31/2008		FFCB Callable (any>3/30/09-7) 2.375 1 FHLMC Callable (qtrly-5) 4.50 06/05/13		3,000,000 500,000	12/30/11 06/05/13	2.3750 4.9045	03/30/09	\$	3,000,000 499,330	09-0020
		TOTAL	\$	206,500,000		2.4396		\$	206,022,065	

GRAND TOTAL \$ 206,500,000 2.4396 \$ 206,122,792

Security Transactions - Mat. & Calls

1st Qtr FY09

Date		CUSIP	Security Description	Par Value	Yield to Maturity	Yield to Call	Una	Ending amor Val/Cost	Invest Number
10/03/08	MAT	10/03/08	Reckitt Benck CP 0.00 10/03/08	\$ 10,000,000	2.8392	2.8392	\$	9,927,411	08-0143-0
10/06/08	MAT	10/06/08	Soc Gen NA CP 0.00 10/06/08	\$ 10,000,000	2.6379	2.6379	\$	9,954,675	08-0156-0
10/14/08	MAT	10/14/08	UBS CP 0.00 10/14/08	\$ 10,000,000	2.8164	2.8164	\$	9,881,813	08-0120-0
10/15/08	MAT	10/15/08	Soc Gen NA CP 0.00 10/15/08	\$ 25,000,000	2.7491	2.7491	\$	24,709,667	08-0121-0
10/24/08	MAT	10/24/08	B of A CP 0.00 10/24/08	\$ 20,000,000	2.6844	2.6844	\$	19,867,039	08-0145-0
10/29/08	CAL	10/29/10	FHLB Callable (once-5) 5.00 10/29/10	\$ 5,950,000	5.0363	5.1038	\$	5,944,050	08-0013-0
0/29/08	CAL	10/29/10	FHLMC Callable (any>10/28/08-5) 5.06	\$ 5,000,000	4.8534	4.4525	\$	5,028,000	08-0019-0
10/31/08	MAT	10/31/08	INTESA Funding CP 0.00 10/31/08	\$ 20,000,000	2.7775	2.7775	\$	19,857,956	08-0148-0
1/03/08	MAT	11/03/08	HSBC CP 0.00 11/03/08	\$ 15,000,000	2.7059	2.7059	\$	14,894,000	08-0152-0
1/04/08	MAT	11/04/08	WestPac CP 0.00 11/04/08	\$ 10,000,000	2.7360	2.7360	\$	9,931,511	08-0157-0
1/06/08	MAT	11/06/08	Intl Lease Fin CP 0.00 11/06/08	\$ 10,000,000	2.8577	2.8577	\$	9,863,317	08-0123-0
11/10/08	MAT	11/10/08	FHLMC (past) 3.875 11/10/08	\$ 2,988,000	3.8750	3.8709	\$	2,987,940	04-0075-0
11/13/08	MAT	11/13/08	WestPac CP 0.00 11/13/08	\$ 10,000,000	2.7462	2.7462	\$	9,931,256	08-0170-0
11/14/08	MAT	11/14/08	Soc Gen NA CP 0.00 11/14/08	\$ 20,000,000	2.7672	2.7672	\$	19,858,478	08-0168-0
1/16/08	CAL	06/12/09	FHLMC (n/a) 2.625 06/12/09	\$ 5,000,000	2.6250	2.6250	\$	5,000,000	08-0125-0
11/18/08	CAL	11/18/09	FHLB Callable (11/18/08-5) 3.125 11/1	\$ 5,000,000	3.1250	3.1250	\$	5,000,000	08-0171-0
11/21/08	MAT	11/21/08	GECC CP 0.00 11/21/08	\$ 20,000,000	2.8211	2.8211	\$	19,910,744	08-0175-0
1/22/08	CAL	02/22/10	FHLB Callable (qtrly-5) 3.00 02/22/10	\$ 10,000,000	3.0000	3.0000	\$	10,000,000	08-0129-0
2/01/08	MAT	12/01/08	B of A CP 0.00 12/01/08	\$ 20,000,000	2.7588	2.7588	\$	19,845,500	08-0172-0
2/01/08	MAT	12/01/08	NORDNA CP 0.00 12/01/08	\$ 10,000,000	2.9379	2.9379	\$	9,973,508	09-0003-0
2/02/08	MAT	12/02/08	HSBC CP 0.00 12/02/08	\$ 20,000,000	2.7927	2.7927	\$	19,822,550	08-0160-0
2/02/08	MAT	12/02/08	HSBC CP 0.00 12/02/08	\$ 10,000,000	2.7813	2.7813	\$	9,915,378	08-0169-0
2/04/08	MAT	12/04/08	Reckitt Benck CP 0.00 12/04/08	\$ 15,000,000	2.8609	2.8609	\$	14,884,500	08-0174-0
2/08/08	MAT	12/08/08	WestPac Sec CP 0.00 12/08/08	\$ 15,000,000	2.7312	2.7312	\$	14,867,613	08-0164-0
2/11/08	CAL	12/11/09	FHLMC Callable (12/11/08-5) 4.25 12/	\$ 10,000,000	3.5233	2.4857	\$	10,116,600	08-0088-0
2/11/08	CAL	12/11/09	FHLMC Callable (12/11/08-5) 4.25 12/	\$ 10,000,000	3.5265	2.4849	\$	10,115,700	08-0091-0
2/11/08	CAL	06/11/10	FHLMC Callable (qtrly-5) 3.50 06/11/1	\$ 3,000,000	3.7192	4.0952	\$	2,987,610	08-0138-0
2/11/08	CAL	04/28/11	FHLB Callable (anytime-5) 4.00 04/28/	\$ 3,000,000	4.0000	4.0000	\$	3,000,000	08-0154-0
2/15/08	MAT	12/15/08	Danske CP 0.00 12/15/08	\$ 20,000,000	2.8256	2.8256	\$	19,806,800	08-0167-0
2/15/08	MAT	12/15/08	GECC CP 0.00 12/15/08	\$ 20,000,000	3.6929	3.6929	\$	19,877,322	09-0001-0
2/19/08	MAT	12/19/08	FPL Cap CP 0.00 12/19/08	\$ 10,000,000	2.6447	2.6447	\$	9,967,500	09-0005-0
2/22/08	CAL	04/23/10	FHLB Callable (anytime-5) 2.80 04/23/	\$ 5,000,000	2.8725	3.0843	\$	4,993,000	08-0100-0
2/23/08	CAL	12/23/09	FHLB Callable (12/23/09-5) 3.00 12/23	\$ 10,000,000	3.0000	3.0000	\$	10,000,000	08-0136-0
2/26/08	CAL	03/26/10	FHLMC Callable (qtrly-5) 3.00 03/26/1	\$ 4,500,000	3.0000	3.0000	\$	4,500,000	08-0083-0
2/30/08	CAL	06/30/11	FNMA Callable (12/30/08-10) 4.375 06	\$ 3,000,000	4.3750	4.3750	\$	3,000,000	08-0141-0

TOTAL \$ 402,438,000 3.0096 2.9380 \$ 400,221,436

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
	90262CN52	\$15,500,000	0.000	01/05/09	3.0809	***	3.0809	\$15,494,833	\$15,499,690	08/05/08	08-0159
ACPP CP 0.00 01/06/09	01854VN69	\$15,000,000	0.000	01/06/09	1.8891	***	1.8891	\$14,996,125	\$14,998,500	12/04/08	09-0012
UBS CP 0.00 01/06/09	90262CN60	\$10,000,000	0.000	01/06/09	2.0449	***	2.0449	\$9,997,208	\$9,999,800	11/06/08	09-0006
HSBC Finance CP 0.00 02/11/09	4042F0PB1	\$10,000,000	0.000	01/09/09	1.6345	***	1.6345	\$9,996,422	\$9,995,900	12/11/08	09-0015
NORDNA CP 0.00 01/16/09	6555P0NG0	\$20,000,000	0.000	01/16/09	1.8291		1.8291	\$19,985,000	\$19,997,332	12/02/08	09-0011
HSBCF CP 0.00 01/16/09	4042F0NG2	\$10,000,000	0.000	01/16/09	2.0024		2.0024	\$9,991,792	\$9,999,100	12/01/08	09-0009
FPL Cap CP 0.00 01/16/09	30257ANG5	\$10,000,000	0.000	01/16/09	2.5983		2.5983	\$9,989,375	\$9,998,444	11/07/08	09-0008
SUMIAMI CP 0.00 01/23/09	86561ANP8	\$10,000,000	0.000	01/23/09	2.3436		2.3436	\$9,985,944	\$9,997,444	11/06/08	09-0007
ACPP CP 0.00 01/30/09	01854VNW2	\$10,000,000	0.000	01/30/09	2.0338		2.0338	\$9,983,889	\$9,995,000	12/08/08	09-0014
HSBCF CP 0.00 02/03/09	4042F0P39	\$15,000,000	0.000	02/03/09	1.9020		1.9020	\$14,974,288	\$14,995,050	12/04/08	09-0013
HSBC Finance CP 0.00 02/11/09	4042F0PB1	\$10,000,000	0.000	02/11/09	1.0868	7.77	1.0868	\$9,987,814	\$9,995,900	12/12/08	09-0017
GE Capital TLGP 0.00 02/27/09	36161CPT3	\$10,000,000	0.000	02/27/09	1.3426		1.3426	\$9,979,100	\$9,995,900	12/02/08	09-0010
FHLB (n/a) 2.65 02/27/09	3133XQ3Z3	\$5,000,000	2.650	02/27/09	2.7934		2.7934	\$4,998,888	\$5,018,000	08/08/08	08-0162
FHLB (n/a) 2.63 02/27/09	3133XQ2C5	\$10,000,000	2.630	02/27/09	2.7950		2.7950	\$9,997,467	\$10,036,000	08/08/08	08-0163
Abbey Natl CP 0.00 03/26/09	0027A0QS3	\$10,000,000	0.000	03/26/09	0.4263		0.4263	\$9,990,200	\$9,991,700	12/23/08	09-0019
FHLB (n/a) 2.14 04/02/09	3133XQGA4	\$10,000,000	2.140	04/02/09	2.4349		2.7744	\$10,000,000	\$10,046,000	04/28/08	08-0105
FNMA (n/a) 4.875 04/15/09	31359MK69	\$10,000,000	4.875	04/15/09	2.7966		2.7966	\$10,058,905	\$10,128,400	08/11/08	08-0165
FHLB (n/a) 2.52 04/21/09	3133XQV66	\$10,000,000	2.520	04/21/09	2.5200		2.5200	\$10,000,000	\$10,066,000	04/25/08	08-0102
FHLMC Callable (qtrly-5) 2.50 04/	3128X7LH5	\$10,000,000	2.500	04/21/09	2.5327	01/21/09	2.5461	\$10,000,000	\$10,015,000	04/22/08	08-0099
FHLB (n/a) 2.75 05/07/09	3133XR2H2	\$10,000,000	2.750	05/07/09	2.7500		2.7500	\$10,000,000	\$10,079,000	05/07/08	08-0113
FHLB (n/a) 2.60 05/14/09	3133XR3B4	\$6,025,000	2.600	05/14/09	2.8212		2.8212	\$6,020,098	\$6,073,200	08/11/08	08-0166
FHLB (n/a) 2.60 06/17/09	3133XRBX7	\$10,000,000	2.600	06/17/09	2.5488		2.5488	\$10,002,204	\$10,094,000	06/17/08	08-0134
FHLB (n/a) 3.00 06/23/09	3133XRP46	\$15,000,000	3.000	06/23/09	2.8486		2.8486	\$15,010,496	\$15,172,500	07/31/08	08-0153
FHLMC Callable (qtrly-5) 3.15 07/	3128X7S39	\$20,000,000	3.150	07/28/09	3.1500	01/28/09	3.1500	\$20,000,000	\$20,018,000	07/28/08	08-0146
FHLMC Callable (qtrly-5) 3.15 07/	3128X7S39	\$15,000,000	3.150	07/28/09	3.1500	01/28/09	3.1500	\$15,000,000	\$15,013,500	07/29/08	08-0149
FFCB (n/a) 2.95 08/03/09	31331Y5D8	\$15,000,000	2.950	08/03/09	2.9500	SES	2.9500	\$15,000,000	\$15,195,000	08/01/08	08-0155
FHLMC (n/a) 5.125 08/05/09	3133XLUM3	\$5,000,000	5.125	08/05/09	4.6620	-	4.6620	\$5,012,925	\$5,132,000	10/15/07	08-0007
FHLMC (n/a) 4.125 09/01/09	3128X3VA8	\$3,300,000	4.125	09/01/09	3.0002	-	3.0002	\$3,324,125	\$3,375,240	07/30/08	08-0151
FHLB Callable (01/22/09-5) 3.50	3133XSJE9	\$5,000,000	3.500	10/22/09	4.6266	01/22/09	3.4696	\$5,000,000	\$5,007,000	10/22/08	09-0002
FHLMC Callable (qtrly-5) 3.25 10/	3128X7U51	\$20,000,000	3.250	10/30/09	3.2500	01/30/09	3.2500	\$20,000,000	\$20,044,000	07/30/08	08-0150
FHLB (n/a) 2.50 11/13/09	3133XR6M7	\$10,000,000	2.500	11/13/09	2.5430		2.6299	\$10,000,000	\$10,112,000	05/19/08	08-0127
FHLB Callable (2/05/09-5) 3.00 02	3133XQZH8	\$10,000,000	3.000	02/05/10	3.0000	02/05/09	3.0000	\$10,000,000	\$10,024,000	05/05/08	08-0107
FHLB Callable (qtrly-5) 3.50 02/05	3133XPER1	\$10,000,000	3.500	02/05/10	3.5000	02/05/09	3.5000	\$10,000,000	\$10,012,000	08/08/08	08-0161
FNMA Callable (2/19/09-10) 3.00	31398AMX7	\$1,500,000	3.000	02/19/10	3.0000	02/19/09	3.0000	\$1,500,000	\$1,503,150	02/20/08	08-0068
FNMA Step Callable (qtrly-10) 3.12	3136F9BG7	\$10,000,000	3.125	02/26/10	3.1349	02/26/09	3.1464	\$10,000,000	\$10,049,000	04/25/08	08-0103
	31398APK2	\$4,000,000	3.050	03/05/10	3.0500	-	3.0500	\$4,000,000	\$4,087,200	03/10/08	08-0077
	31398APK2	\$2,700,000	3.050	03/05/10	3.0500	-	3.0500	\$2,700,000	\$2,758,860	04/09/08	08-0087
FNMA Callable (1/16/09-10) 2.75 :		\$10,000,000	2.750	04/16/10	3.0158	01/16/09	3.4847	\$9,997,012	\$9,969,000	05/05/08	08-0109
FNMA Step Callable (qtrly-10) 2.7!		\$5,000,000	3.000	04/21/10	3.1721	01/21/09	2.9722	\$5,000,000	\$5,007,000	04/21/08	08-0096
FNMA Callable (qtrly-10) 3.00 04/ 3		\$10,000,000	3.000	04/21/10	3.0271	01/21/09	3.0780	\$10,000,000	\$10,001,000	05/08/08	08-0114
FNMA Callable (qtrly-10) 3.25 05/3		\$5,000,000	3.250	05/06/10	3.3125	02/06/09	3.4180	\$5,000,000	\$5,013,500	05/06/08	08-0111
FHLMC Callable (qtrly-5) 3.35 05/3		\$10,000,000	3.350	05/12/10	3.3500	02/12/09	3.3500	\$10,000,000	\$10,033,000	05/12/08	08-0119
FHLMC Callable (qtrly-5) 3.25 05/ 3	3128X7QT4	\$5,000,000	3.250	05/12/10	3.2865	02/12/09	3.3503	\$5,000,000	\$5,001,000	05/14/08	08-0124
FHLMC Callable (qtrly-5) 3.25 05/3		\$10,000,000	3.250	05/19/10	3.2500	02/19/09	3.2500	\$10,000,000	\$10,038,000	05/19/08	08-0126
FNMA Callable (6/18/09-10) 3.50 3		\$10,000,000	3.500	06/18/10	3.5000	06/18/09	3.5000	\$10,000,000	\$10,120,000	06/18/08	08-0135
FFCB Callable (anytime-7) 3.30 1 3	31331YG53	\$10,000,000	3.300	10/22/10	3.3000	anytime	3.3000	\$10,000,000	\$10,004,000	04/22/08	08-0098
FHLMC Callable (qtrly-5) 1.50 12/ 3	3128X8CF7	\$5,000,000	1.500	12/30/10	1.5082	03/30/09	1.5643	\$4,999,209	\$4,995,500	12/30/08	09-0022
FFCB Callable (any>3/30/09-7) 2.03	31331GHS1	\$5,000,000	2.000	12/30/10	2.0000	03/30/09	2.0000	\$5,000,000	\$5,001,000	12/30/08	09-0021
FHLB Callable (qtrly-5) 3.75 01/28 3		\$10,000,000	3.750	01/28/11	3.4764	01/28/09	2.9000	\$10,006,230	\$9,972,000	03/05/08	08-0076
	3128Y6P83	\$1,500,000	3.640	02/04/11	3.6400	02/04/09	3.6400	\$1,500,000	\$1,504,350	02/04/08	08-0059
FHLMC Callable (qtrly-5) 3.64 02/ 3	0120/01 00										
FHLMC Callable (qtrly-5) 3.64 02/ 3 FHLMC Callable (qtrly-5) 3.50 02/ 3		\$5,000,000	3.500	02/07/11	3.8642	02/07/09	3.5000	\$5,000,000	\$5,015,500	02/07/08	08-0061

1	st	Qtr	FY	09
		-		

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
FNMA Callable (2/9/09-10) 3.50 (3136F9PE7	\$3,400,000	3.500	02/09/11	3.5000	02/09/09	3.5000	\$3,400,000	\$3,410,880	05/09/08	08-0117
FHLMC Callable (qtrly-5) 3.25 02		\$10,000,000	3.250	02/22/11	3.2500	02/22/09	3.2500	\$10,000,000	\$10,041,000	02/22/08	08-0070
FHLB (n/a) 4.875 03/11/11	3133XENX3	\$3,000,000	4.875	03/11/11	2.8842		2.8842	\$3,124,383	\$3,198,300	01/23/08	08-0055
FNMA Callable (gtrly-5) 3.375 04		\$5,000,000	3.375	04/01/11		01/01/09	3.3750	\$5,000,000	\$5,000,000	04/01/08	08-0085
FFCB Callable (anytime-7) 3.45 (\$1,005,000	3.450	04/11/11	3.4500	anytime	3.4500	\$1,005,000	\$1,004,699	04/11/08	08-0090
FHLMC (n/a) 3.25 04/14/11	3128X7JK1	\$5,000,000	3.250	04/14/11	3.4523		3.4523	\$5,000,000	\$5,176,500	05/22/08	08-0130
FHLMC Callable (qtrly-5) 3.75 04		\$5,000,000	3.750	04/25/11	3.7749	01/25/09	3.8515	\$5,000,000	\$5,011,000	04/25/08	08-0101
FNMA Callable (qtrly-10) 4.00 05		\$5,500,000	4.000	05/05/11	4.0000	02/05/09	4.0000	\$5,500,000	\$5,518,150	05/05/08	08-0108
FHLMC Step Callable (gtrly-5) 3.0		\$5,000,000	3.250	05/20/11	4.0108	02/20/09	3.0868	\$5,000,000	\$5,019,500	05/20/08	08-0128
FHLMC Callable (qtrly-5) 3.875 0		\$5,000,000	3.875	05/27/11	3.8750	02/27/09	3.8750	\$5,000,000	\$5,026,500	05/27/08	08-0132
FHLMC Callable (7/14/09-5) 4.125		\$5,000,000	4.125	07/14/11	3.4103	07/14/09	1.0001	\$5,083,297	\$5,065,000	12/23/08	09-0018
FHLB Callable (2/4/09-5) 3.48 08	/ 3133XPGB4	\$200,000	3.480	08/04/11	3.9039	02/04/09	6.2005	\$199,512	\$200,540	08/26/08	08-0173
FNMA Callable (08/05/09-10) 4.00	0 3136F9YW7	\$1,300,000	4.000	08/05/11	4.0143	08/05/09	4.0412	\$1,299,691	\$1,311,440	08/05/08	08-0158
FHLMC Callable (qtrly-5) 4.00 11	/ 3128X7NT7	\$4,000,000	4.000	11/02/11	4.0000	02/07/09	4.0000	\$4,000,000	\$4,014,000	05/07/08	08-0112
FHLB Callable (qtrly-5) 3.70 11/0	∠ 3133XPGH1	\$2,000,000	3.700	11/04/11	3.7000	02/04/09	3.7000	\$2,000,000	\$2,005,600	02/04/08	08-0060
FHLB Callable (anytime-5) 3.75 1	1 3133XQUL4	\$10,000,000	3.750	11/07/11	3.7746	anytime	3.9136	\$10,000,000	\$10,003,000	05/08/08	08-0116
FHLMC Step Callable (qtrly-5) 3.5	613128X7WQ3	\$5,000,000	3.750	12/05/11	4.2279	03/05/09	3.5872	\$5,000,000	\$5,030,000	06/05/08	08-0133
FNMA Callable (3/9/09-10) 3.05	1 3136F9X81	\$3,000,000	3.050	12/09/11	3.0676	03/09/09	3.2556	\$2,998,841	\$3,012,300	12/11/08	09-0016
FFCB Callable (any>3/30/09-7) 2.	31331GHW2	\$3,000,000	2.375	12/30/11	2.3750	03/30/09	2.3750	\$3,000,000	\$2,993,100	12/30/08	09-0020
FNMA (n/a) 3.625 02/14/12	3136F84J1	\$1,000,000	3.625	02/14/12	3.6250		3.6250	\$1,000,000	\$1,050,100	02/14/08	08-0066
FHLB Callable (5/21/09-5) 3.85 0	£ 3133XR6P0	\$5,900,000	3.850	05/21/12	3.9054	05/21/09	4.0603	\$5,895,313	\$5,971,980	05/23/08	08-0131
FHLMC Callable (qtrly-5) 4.50 06	/ 3128X7XJ8	\$500,000	4.500	06/05/13	4.5317	03/05/09	4.9045	\$500,000	\$502,650	10/31/08	09-0004
Cap Reserve - Am Beacon	MMF	\$0	0.910		0.9100		0.9100	\$0	\$0	12/17/07	AR-0010
Deutsche MMF - 2100	MMF	\$9,635,366	1.470		1.4700		1.4700	\$9,635,366	\$9,635,366	09/30/01	AR-0002
Bond SEAF - Wells Fargo	MMF	\$0	1.770		1.7700		1.7700	\$0	\$0	06/30/08	AR-0013
AIM/ LAP Opt. Fund- 1900	MMF	\$30,754,215	1.850	-	1.8500	- 1	1.8500	\$30,754,215	\$30,754,215	04/16/03	AR-0008
Fidelity SEAF- 690	MMF	\$0	1.900	4-1	1.9000		1.9000	\$0	\$0	08/03/04	AR-0009
Bond SEAF - Fidelity	MMF	\$4,628,852	1.900	_	1.9000	-	1.9000	\$4,628,852	\$4,628,852	07/31/08	AR-0014
Provident Fin. Op Fund-1000	MMF	\$19,939,416	1.920		1.9200		1.9200	\$19,939,416	\$19,939,416	10/31/01	AR-0001
Bond SEAF - Provident	MMF	\$2,588	1.920		1.9200		1.9200	\$2,588	\$2,588	06/23/08	AR-0012
Bond SEAF - Citi	MMF	\$9,226,755	1.970		1.9700		1.9700	\$9,226,755	\$9,226,755	08/31/08	AR-0015
Provident Fin Res. Fund-2000	MMF	\$0	2.580		2.5800	7	2.5800	\$0	\$0	09/30/01	AR-0006
Bond SEAF - Am Beacon	MMF	\$0	2.630		2.6300		2.6300	\$0	\$0	06/23/08	AR-0011

2.7268 **GRAND TOTALS** \$657,517,192 2.2980 2.7080 \$659,950,090 \$657,672,779

Portfolio Analysis by Fund

1st Qtr FY09

(\$ = 000's)	Gen Oper	Fin Res	Cap Res	Insur.	SEAF	Debt Srv	BOND	TOTAL
Par Value	\$401,994	\$38,800	\$0	\$13,405	\$0	\$9,635	\$193,683	\$657,517
Market Value	\$403,239	\$39,171	\$0	\$13,485	\$0	\$9,635	\$194,420	\$659,950
Unrealized Gain (Loss)	\$1,232	<u>\$241</u>	<u>\$0</u>	<u>\$86</u>	<u>\$0</u>	<u>\$0</u>	<u>\$719</u>	\$2,277
Book Value	\$402,007	\$38,930	\$0	\$13,399	\$0	\$9,635	\$193,701	\$657,673
Accrued Interest	<u>\$1,693</u>	<u>\$435</u>	<u>\$0</u>	<u>\$40</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,075</u>	\$3,243
Total Book Value	\$403,700	\$39,365	\$0	\$13,439	\$0	\$9,635	\$194,776	\$660,915
Cash Balance TOTAL FUND VALUE	<u>\$266</u> \$ <u>403,966</u>	<u>\$0</u> \$ <u>39,365</u>	<u>\$0</u> \$ <u>0</u>	<u>\$0</u> \$ <u>13,439</u>	<u>\$0</u> \$ <u>0</u>	<u>\$0</u> \$ <u>9,635</u>	<u>\$0</u> \$ <u>194,776</u>	\$266 \$661,182
Liquid Securities (Mkt. value)	\$125,678					1911		\$125,678
Yield to Maturity (Adj for calls) Wgt. Average Maturity (days)	2.68% 333	3.32% 742	0.91%	3.49% 1,137	1.90%	1.47% 1	2.65% 125	2.71% 307
Minimum Requirement (1) Maximum Average Maturity Is Fund in Compliance ? (2)	\$43,706 18 Months Yes	\$28,000 30 Months Yes	ENFORCEMENT OF THE PARTY OF THE	\$13,768 48 Months NO	THE DAY HATE AND THE SECOND STREET, WHEN	3 Years Yes		
6-Month T-Bill Wgt Average Fund Variance	0.23% 2.45%	0.23% 3.09%	0.23% 0.68%	0.23% 3.26%	0.23% 1.67%	0.23% 1.24%	0.23% 2.42%	0.23% 2.48%

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 01/16/09.

Change in Market Value of Investments



				GO TO SERVICE			09/30/08		12/31/08	(Change from
Fund	Security Type	Rate	Maturity	Call Date	Par Value	M	arket Value	٨	Market Value		Prior Quarter
Operating	FHLMC (n/a) 5.125 08/05/09	5.125	08/05/09		\$ 5,000,000	\$	5,081,000	\$	5,132,000	\$	51,000
Fin. Reserve	FHLB (n/a) 4.875 03/11/11	4.875	03/11/11		\$ 3,000,000	\$	3,111,300	\$	3,198,300	\$	87,000
Fin. Reserve	FHLMC Callable (qtrly-5) 3.64 02/04/	3.640	02/04/11	02/04/09	\$ 1,500,000	\$	1,499,100	\$	1,504,350	\$	5,250
Fin. Reserve	FHLB Callable (qtrly-5) 3.70 11/04/11	3.700	11/04/11	02/04/09	\$ 2,000,000	\$	1,993,000	\$	2,005,600	\$	12,600
Operating	FHLMC Callable (qtrly-5) 3.50 02/07/	3.500	02/07/11	02/07/09	\$ 5,000,000	\$	4,998,500	\$	5,015,500	\$	17,000
Operating	FHLB Callable (anytime-5) 3.625 02/0	3.625	02/08/11	anytime	\$ 10,000,000	\$	9,992,000	\$	10,003,000	\$	11,000
Fin. Reserve	FNMA (n/a) 3.625 02/14/12	3.625	02/14/12		\$ 1,000,000	\$	996,700	\$	1,050,100	\$	53,400
Fin. Reserve	FNMA Callable (2/19/09-10) 3.00 02/-	3.000	02/19/10	02/19/09	\$ 1,500,000	\$	1,495,950	\$	1,503,150	\$	7,200
Operating	FHLMC Callable (qtrly-5) 3.25 02/22/	3.250	02/22/11	02/22/09	\$ 10,000,000	\$	9,994,000	\$	10,041,000	\$	47,000
Fin. Reserve	FHLB Callable (qtrly-5) 3.75 01/28/11	3.750	01/28/11	01/28/09	\$ 10,000,000	\$	10,010,000	\$	9,972,000	\$	(38,000)
Fin. Reserve	FNMA (n/a) 3.05 03/05/10	3.050	03/05/10		\$ 4,000,000	\$	3,996,000	\$	4,087,200	\$	91,200
Operating	FNMA Callable (qtrly-5) 3.375 04/01/1	3.375	04/01/11	01/01/09	\$ 5,000,000	\$	4,982,500	\$	5,000,000	\$	17,500
Operating	FNMA (n/a) 3.05 03/05/10	3.050	03/05/10		\$ 2,700,000	\$	2,697,300	\$	2,758,860	\$	61,560
Insurance	FFCB Callable (anytime-7) 3.45 04/11	3.450	04/11/11	anytime	\$ 1,005,000	\$	1,001,885	\$	1,004,699	\$	2,814
Fin. Reserve	FNMA Step Callable (qtrly-10) 2.75 0	2.750	04/21/10	01/21/09	\$ 5,000,000	\$	4,988,500	\$	5,007,000	\$	18,500
Operating	FFCB Callable (anytime-7) 3.30 10/22	3.300	10/22/10	anytime	\$ 10,000,000	\$	9,979,000	\$	10,004,000	\$	25,000 54,000
Operating Operating	FHLMC Callable (qtrly-5) 2.50 04/21/(FHLMC Callable (qtrly-5) 3.75 04/25/	2.500 3.750	04/21/09 04/25/11	01/21/09 01/25/09	\$ 5,000,000	\$	4,998,500	\$	5,011,000	\$	12,500
Operating	FHLB (n/a) 2.52 04/21/09	2.520	04/21/09		\$ 10,000,000	\$	9,964,000	\$	10,066,000	\$	102,000
Operating	FNMA Step Callable (qtrly-10) 3.125 (3.125	02/26/10	02/26/09	\$ 10,000,000	\$	10,006,000	\$	10,049,000	\$	43,000
Operating	FHLB (n/a) 2.14 04/02/09	2.140	04/02/09		\$ 10,000,000	\$	9,948,000	\$	10,046,000	\$	98,000
Operating	FHLB Callable (2/05/09-5) 3.00 02/05	3.000	02/05/10	02/05/09	\$ 10,000,000	\$	9,974,000	\$	10,024,000	\$	50,000
Fin. Reserve	FNMA Callable (qtrly-10) 4.00 05/05/1	4.000	05/05/11	02/05/09	\$ 5,500,000	\$	5,503,300	\$	5,518,150	\$	14,850
Operating	FNMA Callable (1/16/09-10) 2.75 04/-	2.750	04/16/10	01/16/09		\$	9,944,000	\$	9,969,000	\$	25,000
Operating	FNMA Callable (qtrly-10) 3.25 05/06/1	3.250	05/06/10	02/06/09	\$ 5,000,000	\$	4,993,000	\$	5,013,500	\$	20,500
Fin. Reserve	FHLMC Callable (qtrly-5) 4.00 11/02/	4.000	11/02/11	02/07/09	\$ 4,000,000	\$	3,999,600	\$	4,014,000	\$	14,400
Operating	FHLB (n/a) 2.75 05/07/09	2.750	05/07/09	02/21/09	\$ 10,000,000	\$	9,975,000	\$	10,079,000	\$	104,000 36,000
Operating Operating	FNMA Callable (qtrly-10) 3.00 04/21/1 FHLB Callable (anytime-5) 3.75 11/07	3.000 3.750	04/21/10 11/07/11	anytime	\$ 7,692,308	\$	9,967,000	\$	10,001,000	\$	36,000
Operating	FNMA Callable (2/9/09-10) 3.50 02/09	3.500	02/09/11	02/09/09	\$ 3,400,000	\$	3,399,320	\$	3,410,880	\$	11,560
Operating	FHLMC Callable (qtrly-5) 3.35 05/12/	3.350	05/12/10	02/12/09	\$ 10,000,000	\$	9,988,000	\$	10,033,000	\$	45,000
Operating	FHLMC Callable (qtrly-5) 3.25 05/12/	3.250	05/12/10	02/12/09	\$ 5,000,000	\$	4,989,500	\$	5,001,000	\$	11,500
Operating	FHLMC Callable (qtrly-5) 3.25 05/19/	3.250	05/19/10	02/19/09	\$ 10,000,000	\$	9,979,000	\$	10,038,000	\$	59,000
Operating	FHLB (n/a) 2.50 11/13/09	2.500	11/13/09		\$ 10,000,000	\$	9,945,000	\$	10,112,000	\$	167,000
Operating	FHLMC Step Callable (qtrly-5) 3.00 0	3.000	05/20/11	02/20/09	\$ 5,000,000	\$	4,991,500	\$	5,019,500	\$	28,000
Operating	FHLMC (n/a) 3.25 04/14/11	3.250	04/14/11		\$ 5,000,000	\$	4,982,000	\$	5,176,500	\$	194,500
Insurance	FHLB Callable (5/21/09-5) 3.85 05/21	3.850	05/21/12	05/21/09	\$ 5,900,000	\$	5,883,480	\$	5,971,980	\$	88,500 25,000
Operating Operating	FHLMC Callable (qtrly-5) 3.875 05/27 FHLMC Step Callable (qtrly-5) 3.50 1:	3.875 3.500	05/27/11 12/05/11	02/27/09 03/05/09	\$ 5,000,000 5,000,000	\$	5,001,500 4,999,500	\$	5,026,500 5,030,000	\$	30,500
Operating	FHLB (n/a) 2.60 06/17/09	2.600	06/17/09		\$ 10,000,000	\$	9,960,000	\$	10,094,000	\$	134,000
Operating	FNMA Callable (6/18/09-10) 3.50 06/	3.500	06/18/10	06/18/09	\$ 10,000,000	\$	10,016,000	\$	10,120,000	\$	104,000
Bond	FHLMC Callable (qtrly-5) 3.15 07/28/(3.150	07/28/09	01/28/09	\$ 20,000,000	\$	19,978,000	\$	20,018,000	\$	40,000
Bond	FHLMC Callable (qtrly-5) 3.15 07/28/0	3.150	07/28/09	01/28/09	\$ 15,000,000	\$	14,983,500	\$	15,013,500	\$	30,000
Bond	FHLMC Callable (qtrly-5) 3.25 10/30/0	3.250	10/30/09	01/30/09	\$ 20,000,000	\$	19,978,000	\$	20,044,000	\$	66,000
Bond	FHLMC (n/a) 4.125 09/01/09	4.125	09/01/09		\$ 3,300,000		3,328,710		3,375,240		46,530
Bond	FHLB (n/a) 3.00 06/23/09	3.000	06/23/09		\$ 15,000,000		14,982,000		15,172,500		190,500
Bond	FFCB (n/a) 2.95 08/03/09	2.950	08/03/09	00/05/00	\$ 15,000,000		14,974,500		15,195,000		220,500
Fin. Reserve	FNMA Callable (08/05/09-10) 4.00 08	4.000	08/05/11	08/05/09	\$ 1,300,000		1,305,590		1,311,440		5,850
Bond Operating	UBS CP 0.00 01/05/09 FHLB Callable (qtrly-5) 3.50 02/05/10	0.000	01/05/09 02/05/10	02/05/09	\$ 15,500,000 10,000,000		15,328,415		15,499,690 10,012,000		171,275 12,000
Bond	FHLB (n/a) 2.65 02/27/09	2.650	02/27/09		\$ 5,000,000		4,990,000		5,018,000		28,000
Bond	FHLB (n/a) 2.63 02/27/09	2.630	02/27/09	-	\$ 10,000,000		9,979,000		10,036,000		57,000
Bond	FNMA (n/a) 4.875 04/15/09	4.875	04/15/09		\$ 10,000,000		10,074,500		10,128,400		53,900
Bond	FHLB (n/a) 2.60 05/14/09	2.600	05/14/09		\$ 6,025,000		6,003,913		6,073,200		69,288
Operating	FHLB Callable (2/4/09-5) 3.48 08/04/	3.480	08/04/11	02/04/09	\$ 200,000	\$	199,260	\$	200,540	\$	1,280
Securities held						\$4	416,255,322	\$	419,226,279	\$	2,970,957
-	a result of market movement					6	281,743,685	SELECTION OF THE PERSON NAMED IN COLUMN 1		¢	0.71% (281,743,685)
	9/30/08 maturing during Q1, FY09 9/30/08 called during Q1, FY09						79,389,725			\$	(79,389,725)
	ney Market Mutual Funds (All)						103,159,246	0	74,187,192	\$	
	2/31/08 purchased during Q1, FY09)				Ð	100,108,240		166,536,620		166,536,620
TOTAL PORT	FOLIO VALUE					\$8	880,547,978	\$	659,950,090	\$	(220,597,888)

Callable Securities Analysis



Invest #	Fund	Maturity	Secuirty Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Prob
08-0099	Operating	04/21/09	FHLMC Callable (qtrly-5) 2.50 04/21/09	3128X7LH5	01/21/09	5	\$10,000,000	2.500	0.08	Moderate
08-0146	Bond	07/28/09	FHLMC Callable (qtrly-5) 3.15 07/28/09	3128X7S39	01/28/09	5	\$20,000,000	3.150	0.26	High
08-0149	Bond	07/28/09	FHLMC Callable (qtrly-5) 3.15 07/28/09	3128X7S39	01/28/09	5	\$15,000,000	3.150	0.26	High
09-0002	Operating	10/22/09	FHLB Callable (01/22/09-5) 3.50 10/22/09	3133XSJE9	01/22/09	5	\$5,000,000	3.500	0.30	Extreme
08-0150	Bond	10/30/09	FHLMC Callable (qtrly-5) 3.25 10/30/09	3128X7U51	01/30/09	5	\$20,000,000	3.250	0.30	High
08-0107	Operating	02/05/10	FHLB Callable (2/05/09-5) 3.00 02/05/10	3133XQZH8	02/05/09	5	\$10,000,000	3.000	0.35	High
08-0161	Operating	02/05/10	FHLB Callable (qtrly-5) 3.50 02/05/10	3133XPER1	02/05/09	5	\$10,000,000	3.500	0.35	Extreme
08-0068	Fin. Reserve	02/19/10	FNMA Callable (2/19/09-10) 3.00 02/19/10	31398AMX7	02/19/09	10	\$1,500,000	3.000	0.35	High
08-0103	Operating	02/26/10	FNMA Step Callable (qtrly-10) 3.125 02/26/1	3136F9BG7	02/26/09	10	\$10,000,000	3.125	0.35	High
08-0109	Operating	04/16/10	FNMA Callable (1/16/09-10) 2.75 04/16/10	31398APS5	01/16/09	10	\$10,000,000	2.750	0.40	Moderate
08-0114	Operating	04/21/10	FNMA Callable (qtrly-10) 3.00 04/21/10	31398AQE5	01/21/09	10	\$10,000,000	3.000	0.40	High
08-0096	Fin. Reserve	04/21/10	FNMA Step Callable (qtrly-10) 2.75 04/21/10	3136F9HY2	01/21/09	10	\$5,000,000	3.000	0.40	High
08-0111	Operating	05/06/10	FNMA Callable (qtrly-10) 3.25 05/06/10	31398AQM7	02/06/09	10	\$5,000,000	3.250	0.45	High
08-0124	Operating	05/12/10	FHLMC Callable (qtrly-5) 3.25 05/12/10	3128X7QT4	02/12/09	5	\$5,000,000	3.250	0.45	High
08-0119	Operating	05/12/10	FHLMC Callable (qtrly-5) 3.35 05/12/10	3128X7NS9	02/12/09	5	\$10,000,000	3.350	0.45	High
08-0126	Operating	05/19/10	FHLMC Callable (qtrly-5) 3.25 05/19/10	3128X7RH9	02/19/09	5	\$10,000,000	3.250	0.45	High
08-0135	Operating	06/18/10	FNMA Callable (6/18/09-10) 3.50 06/18/10	31398ARW4	06/18/09	10	\$10,000,000	3.500	0.50	High
08-0098	Operating	10/22/10	FFCB Callable (anytime-7) 3.30 10/22/10	31331YG53	anytime	7	\$10,000,000	3.300	0.65	High
09-0022	Operating	12/30/10	FHLMC Callable (qtrly-5) 1.50 12/30/10	3128X8CF7	03/30/09	5	\$5,000,000	1.500	0.70	Low
09-0021	Operating	12/30/10	FFCB Callable (any>3/30/09-7) 2.00 12/30/1	31331GHS1	03/30/09	7	\$5,000,000	2.000	0.70	Low
08-0076	Fin. Reserve	01/28/11	FHLB Callable (qtrly-5) 3.75 01/28/11	3133XP3G7	01/28/09	5	\$10,000,000	3.750	0.75	High
08-0059	Fin. Reserve	02/04/11	FHLMC Callable (qtrly-5) 3.64 02/04/11	3128X6P83	02/04/09	5	\$1,500,000	3.640	0.75	High
08-0061	Operating	02/07/11	FHLMC Callable (qtrly-5) 3.50 02/07/11	3128X6R40	02/07/09	5	\$5,000,000	3.500	0.75	High
08-0064	Operating	02/08/11	FHLB Callable (anytime-5) 3.625 02/08/11	3133XPAL8	anytime	5	\$10,000,000	3.625	0.75	High
08-0117	Operating	02/09/11	FNMA Callable (2/9/09-10) 3.50 02/09/11	3136F9PE7	02/09/09	10	\$3,400,000	3.500	0.75	Hìgh
08-0070	Operating	02/22/11	FHLMC Callable (qtrly-5) 3.25 02/22/11	3128X63L8	02/22/09	5	\$10,000,000	3.250	0.75	Moderate
08-0085	Operating	04/01/11	FNMA Callable (qtrly-5) 3.375 04/01/11	3133XQA93	01/01/09	5	\$5,000,000	3.375	0.80	High
08-0090	Insurance	04/11/11	FFCB Callable (anytime-7) 3.45 04/11/11	31331YD49	anytime	7	\$1,005,000	3.450	0.80	High
08-0101	Operating	04/25/11	FHLMC Callable (qtrly-5) 3.75 04/25/11	3128X7MF8	01/25/09	5	\$5,000,000	3.750	0.80	High
08-0108	Fin. Reserve	05/05/11	FNMA Callable (qtrly-10) 4.00 05/05/11	3136F9MM2	02/05/09	10	\$5,500,000	4.000	0.85	Extreme
08-0128	Operating	05/20/11	FHLMC Step Callable (qtrly-5) 3.00 05/20/11	3128X7SC9	02/20/09	5	\$5,000,000	3.250	0.85	Moderate
08-0132	Operating	05/27/11	FHLMC Callable (qtrly-5) 3.875 05/27/11	3128X7TK0	02/27/09	5	\$5,000,000	3.875	0.85	Extreme
09-0018	Operating	07/14/11	FHLMC Callable (7/14/09-5) 4.125 07/14/11	3128X7P57	07/14/09	5	\$5,000,000	4.125	0.90	Extreme
08-0173	Operating	08/04/11	FHLB Callable (2/4/09-5) 3.48 08/04/11	3133XPGB4	02/04/09	5	\$200,000	3.480	0.90	High
08-0158	Fin. Reserve	08/05/11	FNMA Callable (08/05/09-10) 4.00 08/05/11	3136F9YW7	08/05/09	10	\$1,300,000	4.000	0.90	Extreme
08-0112	Fin. Reserve	11/02/11	FHLMC Callable (qtrly-5) 4.00 11/02/11	3128X7NT7	02/07/09	5	\$4,000,000	4.000	1.00	Extreme
08-0060	Fin. Reserve	11/04/11	FHLB Callable (qtrly-5) 3.70 11/04/11	3133XPGH1	02/04/09	5	\$2,000,000	3.700	1.00	High
08-0116	Operating	11/07/11	FHLB Callable (anytime-5) 3.75 11/07/11	3133XQUL4	anytime	5	\$10,000,000	3.750	1.00	High
08-0133	Operating	12/05/11	FHLMC Step Callable (qtrly-5) 3.50 12/05/11	3128X7WQ3	03/05/09	5	\$5,000,000	3.750	1.00	High
09-0016	Insurance	12/09/11	FNMA Callable (3/9/09-10) 3.05 12/09/11	3136F9X81	03/09/09	10	\$3,000,000	3.050	1.00	Moderate
09-0020	Insurance	12/30/11	FFCB Callable (any>3/30/09-7) 2.375 12/30	31331GHW2	03/30/09	7	\$3,000,000	2.375	1.00	Low
08-0131	Insurance	05/21/12	FHLB Callable (5/21/09-5) 3.85 05/21/12	3133XR6P0	05/21/09	5	\$5,900,000	3.850	1.15	High
09-0004	Insurance	06/05/13	FHLMC Callable (qtrly-5) 4.50 06/05/13	3128X7XJ8	03/05/09	5	\$500,000	4.500	1.15	Moderate

Defined Benefit Plan Summary

1st Qtr FY09

									5N / 20	
	Market Value		Benefit		Realized Gain/	Unrealized				Market
	30-Sep-08	Income	Payments	Transfers	(loss)	Gain/	Contribu		0.1	Value
Equity Managers	30-3ep-00	income	Payments	Iransiers	(loss)	(loss)	Employer	Employee	Other	31-Dec-08
Large Cap:										
Washington Mutual	\$7,015,195	0	0	0	170,948	(4 500 004)	•			
Capital Guardian	\$4,666,686	0	0	55		(1,589,394)	0	0	0	\$5,596,749
Goldman	\$9,677,180	25,235		0	0	(927,173)	0	0	(1)	\$3,739,512
SSGA Wilshire 5000	\$11,015,499	25,235	0	0	(196,416)	(2,493,087)	0	0	1	\$7,012,913
Small Cap:	\$11,015,499	U	0	0	0	(2,518,989)	0	0	0	\$8,496,510
Friess	\$0.504.004						12			20.00
riiess	\$8,521,381	0	0	0	0	(2,186,486)	0	0	0	\$6,334,895
Earnest Partners	\$9,496,113	31,982	0	0	86,284	(2,548,667)	0	0	0	\$7,065,712
International:										
Dodge & Cox	\$7,747,586	0	0	0	588,891	(2,607,489)	0	0	0	\$5,728,988
Capital Resources	\$9,162,714	560,277	0	0	0	(2,323,773)	0	0	0	\$7,399,218
SSGA Internat. Index	\$5,537,243	0	0	0	0	(1,102,194)	0	0	(1)	\$4,435,048
Fixed Income Mana	gers									
Primco	\$18,696,867	1,157,940	0	(2,000,000)	(125,119)	(130,749)	0	0	0	\$17,598,939
Aberdeen	\$18,015,558	(15,421)	0	(2,000,000)	5,030	(1,385,904)	0	0	1	\$14,619,264
Real Estate										
	\$0	0	0	0	0	0	0	0	0	\$0
UBS	\$15,147,157	11,050	0	0	0	0	0	0	0	\$15,158,207
Cash	\$650,069	6,078	(2,254,890)	4,000,000	0	0	0	724	0	\$2,401,981
Total	\$125,349,248	1,777,141	(2,254,890)	0	529,618	(19,813,905)	0	724	0	\$105,587,936
	=========	======	=======							





DIAIT.					
Commerci	ial Paper				
Maturity Date	Issue Date	Par Value	Coupon %	Issue Term (Day	s) Dealer
1/6/2009	12/30/2008	\$ 30,000,000	0.75%	7	JPMorgan
	Total:	\$ 30,000,000	0.75%	7	
					STU-CHARLES AND THE STUDY OF STREET
Bonds					
	Series	Pay-Downs	Rates	Principal	
	1972/2000				
	2001	2008 - 2024	4.561% - 5.359%	\$ 90,805,0	
	2002	2008 - 2024	3.000% - 5.375%	\$ 29,955,0	
	2007 2008	2008 - 2036 2008 - 2044	3.676% - 5.172% 4.750% - 5.250%	\$ 761,130,0 \$ 731,415,0	
	2000	2006 - 2044	7.130 /6 - 0.230 /6	ψ /31,415,0	
				e 1010.005.0	00
				\$ 1,613,305,0	UU

Contract#	Vendor Name	Project/s
01010950	3I Construction	WSA Yard Paving
01014604	Abacus	Mobile Data Computers
01007732	ACT21	NW SE LRT Build-Out
01012000	Advanced Track	NW SE LRT Build-out
01011780	American Intl	OCIP, GL WC Insurance
01012392	Archerwestern	NW SE LRT Build-out
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01012966	Austin Bridge	Lisa/Perkins Double Track
01011656	Barrier Systems	LBJ HOV East/West
01012081	Benchmark Environmental	Build-Out
01008589	Bombardier	Commuter Rail Vehicles
01013454	Brad Oldham	Artwork
01004732	Bridgefarmer/Farradyne	HOV Projects
01011527	Carcon	Walnut Hill Parking exp.
01008633	CONNEX/ATC	Paratransit Service
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
01012813	Gilbert May Inc.	CBD Level Boarding
01011028	Greyhawk Tech.	Paratransit VBS Equipment
01006552	Greyhawk Tech.	VBS
01006362	Halff Associates	NW SE LRT Build-out
01012080	Halff Associates	Environmental
01008130	Hensel Phelps	S & I Facility Expansion
01008316	Herzog	TRE Rail Operating
01010371	Herzog	Railroad Signalization
01012392	Herzog	NWROF
01012577	Herzog	Lisa/Perkins & Beltline
98000071	Itochu International	LRV's
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01012000	LB Foster	NRV's
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008975	LOPEZGARCIA Group	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
01015378	McKinney Dodge	NRV's
01011418	Messaging Architects	Email Archive/Retrieve
01011941	Mitchell	Misc. Construction
N/A	National Union Fire Insurance	Build Out Projects
01004832	Neon Electric	Bus Passenger Amenities
01001002	, 13011 2100110	200 . 0000

Major Contracts Funded by CP / Debt



01013062	Nextel Communications	NW SE LRT Build-out
01008230	Northstar Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
N/A	Oncor Electric	LRT Build-Out
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
01014490	Philpott Motors	NRV's
01012441	Planet Ford 6	NRV's
01008230	Ponce/Ice/North Star	Asbestos Abatement
01013342	Priority Public Safety Equip	Operating Vehicles for HOV
01009684	Progress Rail	NW SE LRT Build-out
01011171	Proofrock	1401 Pacific Exterior
0101114	RAK Main Place	NW SE LRT Build-out
01015530	RAK Main Place	Irving/Rowlett LRT Build-Out
01011044	RAM COMM Inc	Build-Out
01009684	ROCLA	NW SE LRT Build-out
01010224	SECURENET INC	Facility Surveillance Pilot
01012105	Siemens	NW SE LRT Build-out
01012440	Southwest Intl Trucks	High Rail Equipment
01002450	Sunland/ACT 21	NW SE LRT Build-out
01014197	Telco Solutions	Telephone System Upgrade
01004732	Telvent Farradyne	TSP LRT Project
01013219	Track 3	LRT Build-Out
N/A	TxDOT	HOV Projects
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