



Quarterly Operating and Financial Performance Report

First Quarter FY 2010
October – December 2009



DALLAS AREA RAPID TRANSIT

**QUARTERLY OPERATING & FINANCIAL PERFORMANCE
REPORT**

**FIRST QUARTER FY 2010
OCTOBER – DECEMBER 2009**

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First Quarter Highlights

This report is for the quarter ending December 31, 2009, the first quarter of fiscal year 2010. Sales tax revenues were lower than budget; total agency and fixed-route ridership declined and are below target, and operating expenses were under budget by more than approximately \$4.5 million. The following summary highlights key results in comparison to the previous fiscal year and our targets for FY 2010.

Sales tax revenues continued to be adversely affected by a weakened economy. First quarter receipts were \$98.8 million, which is below the budgeted amount of \$100 million.

Total Operating Expenses are trending under budget by 4.3% (\$4.5 million). A delay in hiring open positions is the main contributor to reduced expenses.

Total system ridership for the fiscal year through December 2009 is 27.8 million, which is 10.4% (3.2 million) lower than the same period last fiscal year, and 0.04% (11,000) lower than budgeted. **Fixed-Route ridership** was 12.7% (2.2 million) lower than the same period last year, and 4.7% (755,500) lower than budgeted. The significant weakness in ridership is primarily a result of lower gas prices and increasing unemployment and inclement weather.

Total system subsidy per passenger for the period was \$2.93, \$0.03 (1%) below the target of \$2.96. However, **fixed-route subsidy per passenger** was \$4.64, \$0.19 (4.2%) greater than the target.

Administrative ratio is 7.4%, which is below the target of 8.8%.

The period ended with a **sales tax for operating expense** ratio of 75.2%, which is below the target of 81.1% and 5.9% less than the same period last year.

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 a total of 674 buses from three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. In addition to buses, DART maintains an 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, 39 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 with 23 vans. DART also operates Flex Service, which combines the characteristics of On-Call and fixed route service. Flex service is now available in Dallas, Garland, Irving, Richardson, Rowlett, and Plano.

Light Rail Transit (LRT)

DART currently operates 48 miles of light rail transit service including the first three miles of the Green Line. The Agency is in various stages of planning, design, and construction for the Phase II and Phase III Build-out, which include 45 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 the MLK Station to Pleasant Grove). Construction is also underway for extensions to Irving (the Orange Line) and Rowlett (Blue Line extension) along with planning for the South Oak Cliff (SOC) line extension, and for an additional line through the Central Business District (CBD).

DART currently operates and maintains 39 rail stations including 4 new Green Line 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 revenue vehicles. A similar facility is being built on the Northwest Corridor to service the Green Line.

Commuter Rail - Trinity Railway Express (TRE)

Commuter Rail service known as the Trinity Railway Express or TRE, is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and the T, doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. to maintain and operate the commuter rail vehicles and the corridor. The TRE corridor is 34 miles long and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART and 5 by the T. The vehicle fleet is composed of 13 rail diesel cars, 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 eight intermediate stops. On September 14, 2009, the TRE began serving Victory Station with DART's Light Rail at the American Airlines Center in Dallas with regular daily service. Service at this location results in ridership increases of approximately 1,000 passengers per event at the American Airlines Center.

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.

High Occupancy Vehicle Transitways

DART currently operates 84 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 lanes (Tom Landry Highway) will be the region's first Managed HOV Lanes and are operational from 6:00 a.m. to 9:00 a.m. and from 3:00 to 7:00 p.m. weekdays. 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 6:00 a.m. to 9:00 a.m. and from 3:30 p.m. to 7:00 p.m. weekdays. The I-35E/US 67 HOV lanes are a combination of concurrent flow buffer-separated and reversible facilities. The concurrent flow section is open 24-hours a day and the reversible part operates weekdays from 6:00 a.m. to 10:00 a.m. in the northbound direction weekdays, 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. Lane availability is reported as 100% when HOV lanes operate within scheduled hours and events.

General Mobility Programs

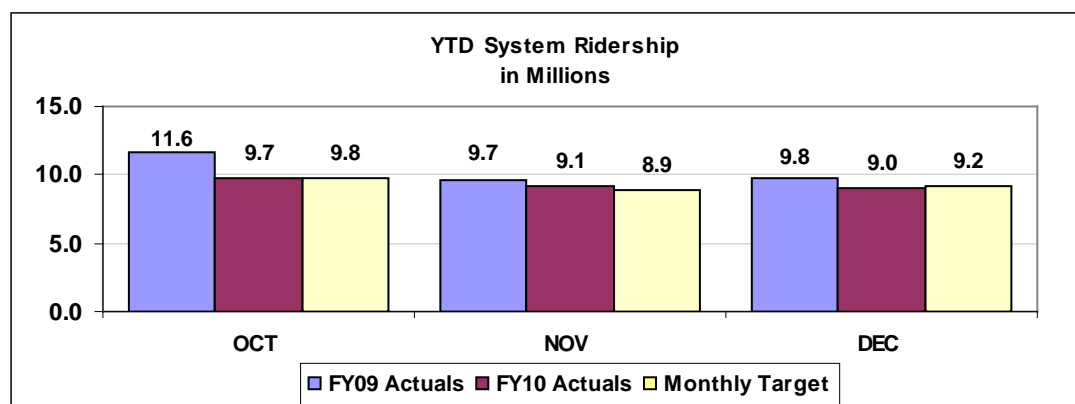
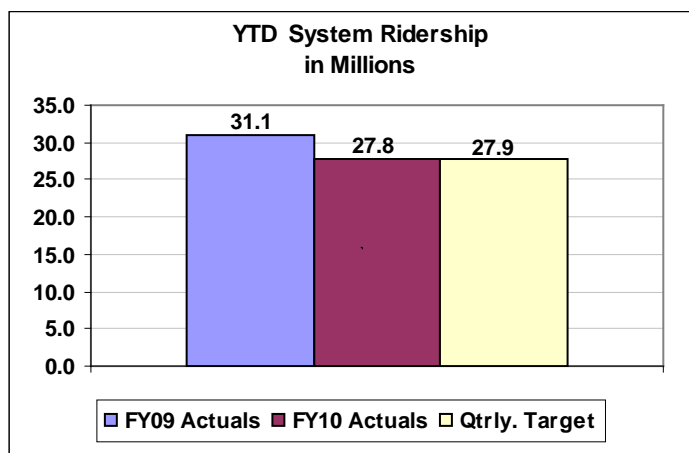
DART's General Mobility programs include carpool matching, vanpool operations, and support for local Transportation Management Associations (TMAs). General Mobility also includes road improvement programs such as the Local Assistance Program/Congestion Management System (LAP/CMS), the Transit Principal 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-2009 on a new funding formula for the vanpool program that results in NCTCOG contributing 40% of the cost of the overall program including fuel. The current monthly rate charged per van to the riders (covering the vehicle, maintenance, and insurance) is either \$270 or \$290, depending upon van size. DART administers the Vanpool Program and incurs approximately 10% of total program costs primarily through in-kind staff services.

Ridership Trends

Total System Ridership & Fixed-Route Ridership

At the end of the 1st quarter of FY 2010, total system ridership, which includes fixed-route, HOV, Paratransit, and Vanpool was 27.8 million, down from 31.1 million for the same period last year.



Ridership By Mode				
	FY 2009 YTD	FY 2010 YTD	YTD Target	YTD Change
Bus Ridership	11,487,480	9,529,726	10,531,730	-17.0%
Charter	85,585	5,817	6,168	-93.2%
LRT	5,075,570	4,960,262	4,802,800	-2.3%
TRE	757,469	702,902	613,510	-7.2%
Fixed Route	17,406,104	15,198,707	15,954,208	-12.7%
Paratransit	182,254	188,006	188,574	3.2%
HOV	13,282,450	12,221,150	11,483,880	-8.0%
Vanpool	203,974	234,796	227,055	15.1%
Total Ridership	31,074,782	27,842,659	27,853,717	-10.4%

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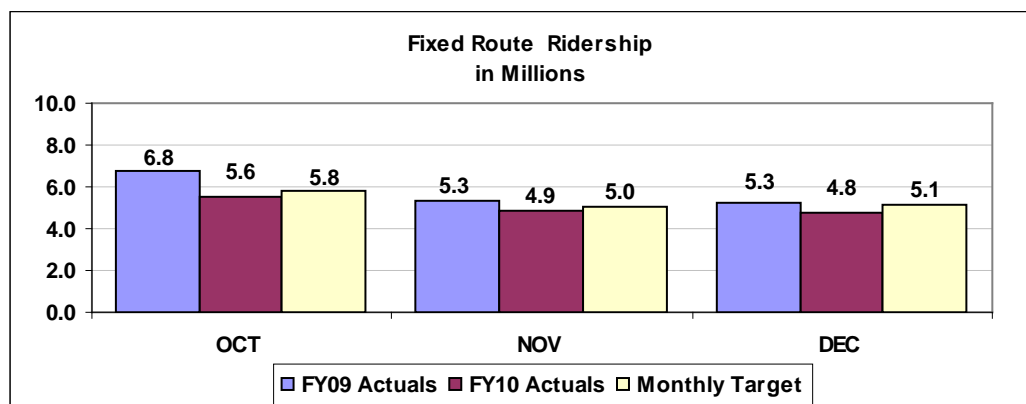
Total system ridership for the fiscal year through December 2009 is 27.8 million, which is 10.4% (3.2 million) lower than the same period last fiscal year, and 0.04% (11,000) lower than budgeted.

Several factors influenced ridership. These factors include:

- Continued layoffs have affected a number of transit commuters;
- Less discretionary travel on weekdays and weekends due to the continued economic downturn;
- 3 more snow/rain days compared to last year;
- Increasing unemployment rate of more than 8%;
- Gas prices were 39% lower in FY10 vs. FY09;
- Fare structure change

Charter ridership decreased by 93.2% compared to the same period last fiscal year. The decrease is due to a reduction in charter bus service designated for the State Fair, which has been replaced with new Green Line Service.

Fixed-Route Ridership



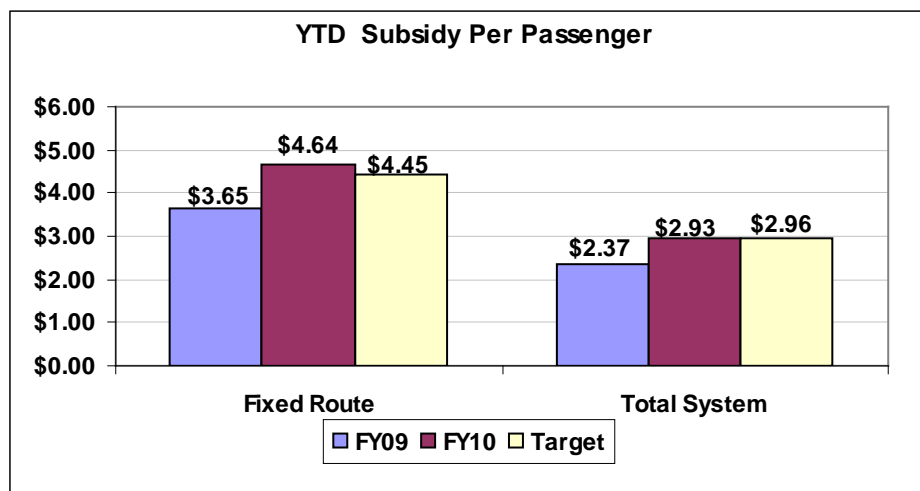
Fixed Route Ridership				
	FY2009 YTD	FY2010 YTD	YTD Target	YTD Change
Fixed Route	17,406,104	15,198,707	15,954,208	-12.7%

Fixed-route ridership includes bus, charter, light rail, and TRE.

Fixed-Route ridership was 12.7% (2.2 million) lower than the same period last year, and 4.7% (755,500) lower than budgeted. An estimated 373,600 customers rode the Green Line to the State Fair, which bolstered October ridership.

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Subsidy Per Passenger



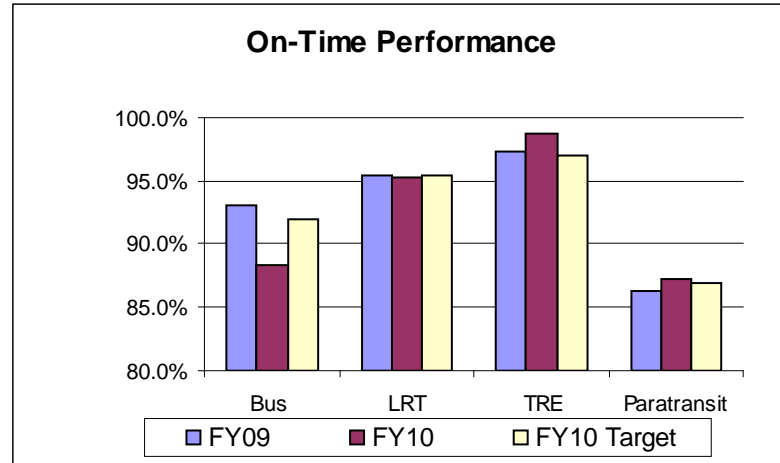
YTD Subsidy Per Passenger by Mode					
	<u>FY2009 YTD</u>	<u>FY2010 YTD</u>	<u>Variance</u>	<u>Target</u>	<u>Change</u>
Bus	\$3.76	\$5.00	\$1.24	\$4.56	33.1%
LRT	\$3.03	\$3.59	\$0.56	\$3.74	18.5%
Commuter Rail	\$6.41	\$7.15	\$0.74	\$7.87	11.5%
Fixed-Route	\$3.65	\$4.64	\$1.00	\$4.45	27.3%
Paratransit	\$42.80	\$44.34	\$1.54	\$43.93	3.6%
HOV	\$0.17	\$0.21	\$0.05	\$0.23	28.4%
Vanpool	\$1.15	\$0.62	-\$0.53	\$0.69	-46.2%
Total System	\$2.37	\$2.93	\$0.56	\$2.96	23.6%

Fixed-Route Subsidy per Passenger exceeded the target for the 1st Quarter, primarily as a result of lower than projected ridership levels. Lower ridership and lower passenger revenues result in a higher subsidy per passenger despite operating savings during the period (see page 15).

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Key Performance Indicators

On-Time Performance

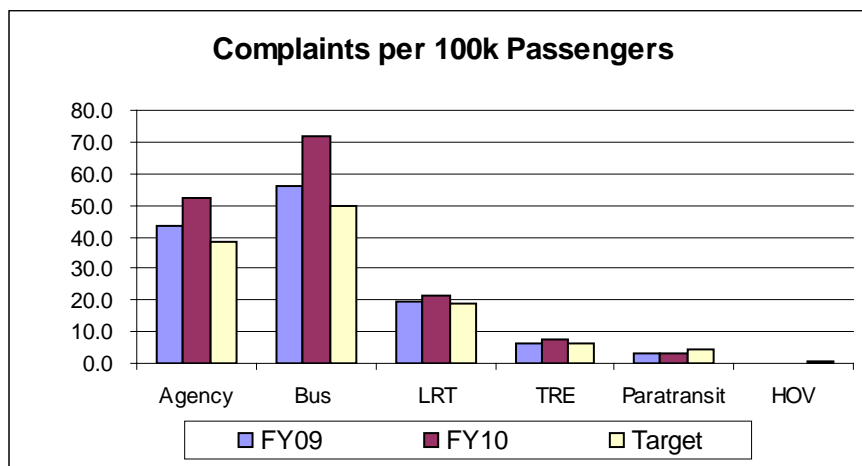


On Time Performance				
	FY 2009 YTD	FY 2010 YTD	Target	YTD Change
Bus	93.0%	88.4%	92.0%	-4.6%
LRT	95.5%	95.3%	95.5%	-0.2%
TRE	97.3%	98.8%	97.0%	1.5%
Paratransit	86.3%	87.3%	87.0%	1.0%

Bus On-Time Performance fell below the targeted level for the 1st Quarter due primarily to a greater number of weekdays with inclement weather. There were three additional days of rain or snow in FY 2010, in comparison to the 1st Quarter of FY 2009.

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Complaints Per 100k Passengers



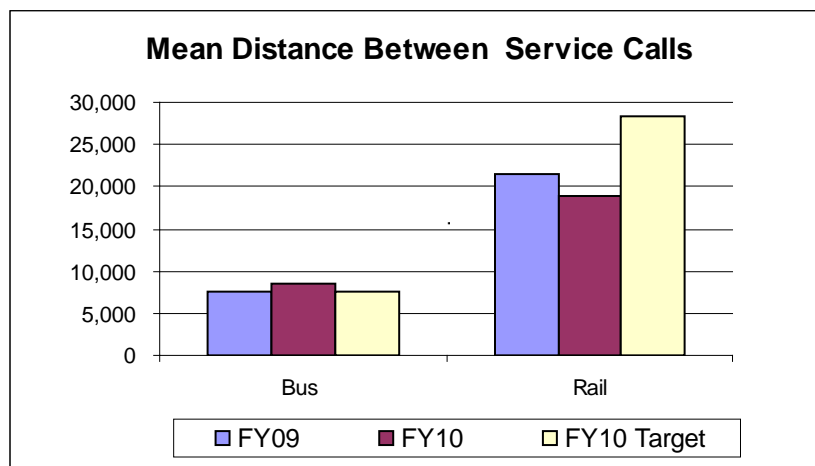
Complaints per 100k Passengers				
	<u>FY2009 YTD</u>	<u>FY2010 YTD</u>	<u>Target</u>	<u>YTD Change</u>
Agency	43.3	52.5	38.6	21.2%
Bus	56.2	71.8	50.0	27.7%
LRT	19.3	21.6	19.0	11.7%
TRE	6.2	7.5	6.0	21.5%
Paratransit	3.1	2.9	4.5	-5.1%
HOV	0.2	0.2	0.3	-32.1%

Complaint activity was primarily in the area of timeliness of service and reflects the drop in On-Time Performance attributable to more inclement weather than is typical during the 1st Quarter.

Light Rail complaints were mostly due to On-time Performance due in part to the Bryan/Hawkins Junction issues and mechanical failures.

Of the 53 complaints registered for TRE in the first quarter, the three highest categories were due to the TX/OU game, on-time performance, and complaints in reference to overcrowding on the train. Many of the late complaints are a result of mechanical failures.

Mean Distance Between Service Calls



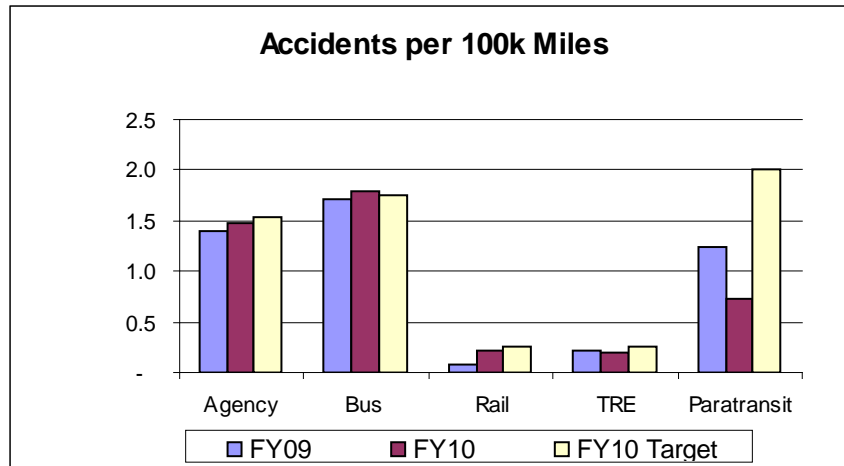
Mean Distance Between Service Calls				
	FY 2009 YTD	FY 2010 YTD	Target	YTD Change
Bus	7,568	8,414	7,494	11.2%
LRT	21,402	18,979	28,351	-11.3%

LRT mean distance between service calls continues to trend well below the goal. We have taken several steps to attempt to correct those deficiencies that are the major contributors to this unfavorable performance:

1. We have assembled a team of Operations staff to conduct a root cause analysis on the service calls;
2. We are working with the sub-assembly manufacturers of both the doors and the propulsion systems (the two largest causes of system service calls) to baseline our inspection and repair procedures to ensure current practices are consistent with the manufacturers' recommended maintenance practices;
3. We are continuing to evaluate the newer design of door and propulsion systems installed on the newest fleet of cars for consideration of future retrofits; and,
4. We recently completed an independent review by Internal Audit of our inspection procedures as compared to the OEM recommendations to ensure overall alignment of our current practices. The gaps identified by this review are being reconciled and addressed.

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Accidents

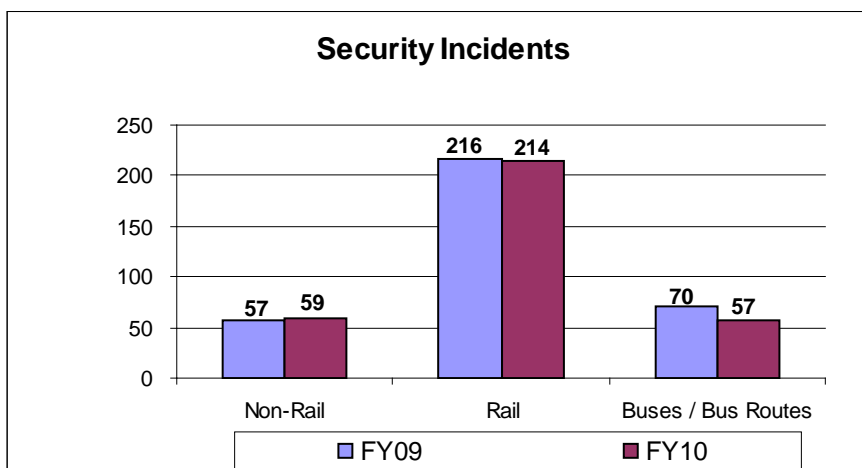


Accidents per 100k Miles				
	FY 2009 YTD	FY 2010 YTD	Target	YTD Change
Agency	1.4	1.5	1.5	5.9%
Bus	1.7	1.8	1.8	4.6%
LRT	0.1	0.2	0.2	2.1%
TRE	0.2	0.2	0.3	-3.5%
Paratransit	1.2	0.7	2.0	-41.7%

Accidents per 100k miles for the first quarter were up by 5.9% for the Agency. The increase in bus and rail accidents contributed to this number. Sixty-seven percent of accidents were classified as “non-preventable.”

Security Incidents

Security Incidents are reported according to the offense code under the Texas Penal Code. Offenses are categorized based on persons, property, and general offenses. Non-rail includes facilities that are not associated with a rail station such as the transit centers. The following is a breakdown of the number of offenses and where they occurred.

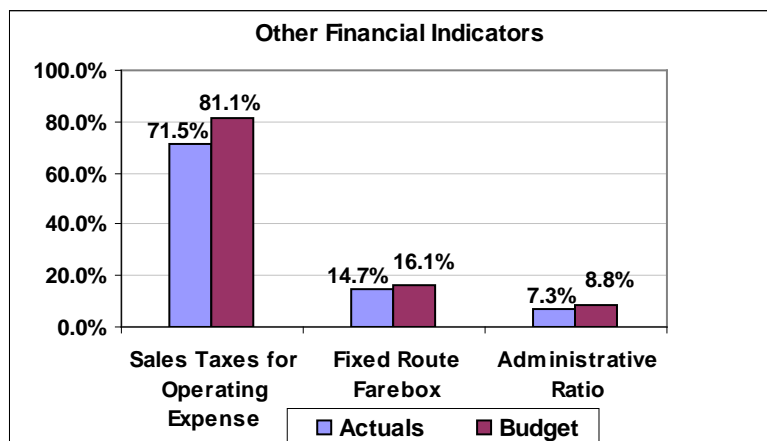


Security Incidents			
	FY 2009 YTD	FY 2010 YTD	YTD Change
Non-Rail	57	59	3.5%
Rail	216	214	-0.9%
Buses / Bus Routes	70	57	-18.6%
Total	343	330	-3.8%

Total Security Incidents for DART facilities decreased by 3.8% compared to the same period last year. The highest security incidents are occurring around Rail facilities, averaging about 71 incidents per month. However, there was a slight decrease (0.9%) in incidents from FY 2009 to FY 2010. On average, Security Incidents per 100k passengers for fixed route is 2.2.

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Other Financial Indicators



Other Financial Indicators				
	FY 2009	FY 2010	Target	YTD Change
Sales Taxes for Operating Expense	61.2%	75.2%	81.1%	14.0%
Fixed Route Farebox Recovery Ratio	14.6%	13.9%	16.1%	-0.7%
Administrative Ratio	7.7%	7.4%	8.8%	-0.3%

The period ended with a sales tax for operating expense ratio of 75.2%, which is below the target of 81.1% and 14% less than the same period last year. The increase is due to higher expenses and lower than projected sales tax revenues.

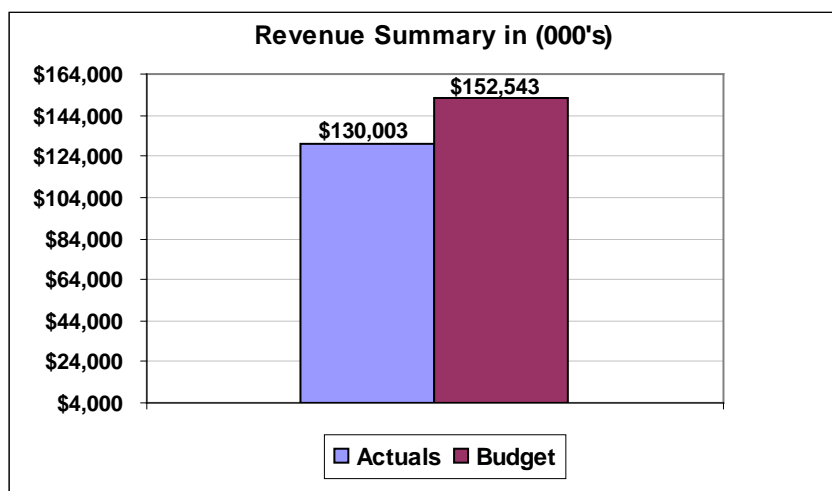
Fixed-route farebox recovery ratio is 13.9%, which is below the target of 16.1%, due to lower than projected ridership.

The administrative ratio is 7.4%, which is below the target of 8.8% mainly due to operating expenses being below budget.

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Financial Performance

Revenue Summary



YTD Revenue Summary in Thousands				
	<u>FY 2010</u>	<u>FY 2010</u>		
	<u>Actuals</u>	<u>Budget</u>	<u>Variance</u>	<u>Change</u>
Sales Tax	\$98,803	\$100,129	(\$1,326)	-1.3%
Operating Revenues	15,903	17,126	(1,223)	-7.7%
Operating Grant Revenues	335	353	(18)	-5.4%
Non-Operating Revenues	2,106	2,535	(429)	-20.3%
Federal & Capital Grant Revenues	12,856	32,400	(19,544)	-152.0%
Total Revenues	\$130,003	\$152,543	(\$22,540)	-17.3%

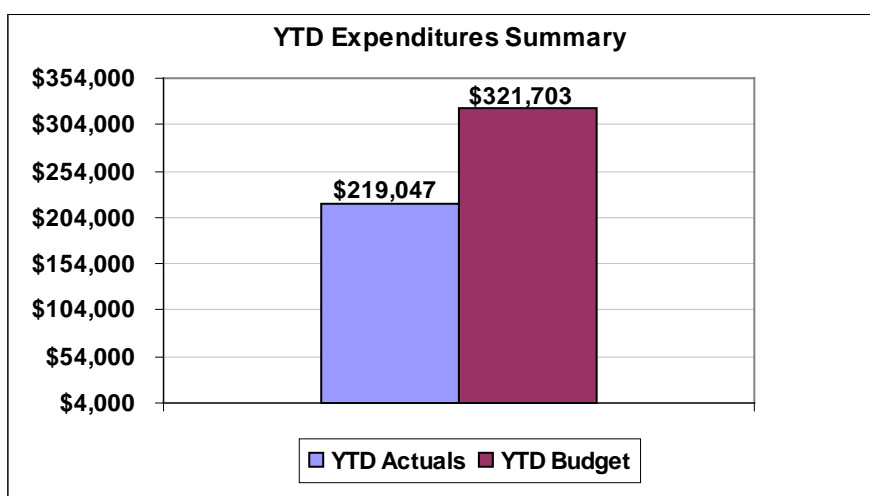
Sales tax revenue is \$98.8 million, which is below the budgeted amount of \$100 million.

Operating revenues include passenger revenue, rental income, and advertising and other miscellaneous revenues. Fixed-route ridership is trending below target by 5%. This has a direct effect on passenger revenues. Average fare was budgeted at \$0.88 for the first quarter; current actuals are trending at \$0.80. Actuals are showing a drop of approximately 30% in local day passes. The budgeted amount for the same period last fiscal year was \$0.71, and the actual average fare was \$0.69.

Federal & Capital grant revenues include funds received from the North Texas Council of Governments (NTCOG), Federal Transit Administration (FTA), Homeland Security, Police, and K9 grants. The FY 2010 first quarter cash flow did not include any Congestion Mitigation and Air Quality Program (CMAQ) grant funds, but we expect to receive about \$19 million later in the fiscal year.

Expenditures Summary

Below is a summarized view of the expenditures for the Operating budget, Debt Service, and Capital. The following pages show more details by expenditure categories, modal projects, budgets and other information.



Expenditures Summary				
	<u>YTD</u> <u>Actuals</u>	<u>YTD</u> <u>Budget</u>	<u>Variance</u>	<u>Change</u>
Total Operating Budget	\$104,399	\$108,898	(\$4,499)	-4.3%
Total Net Debt Service	32,137	33,727	(\$1,590)	-4.9%
Total Capital	82,511	179,078	(\$96,567)	-117.0%
Total	\$219,047	\$321,703	(\$102,656)	-46.9%

The Operating budget is trending under budget by 4.3% (\$4.5 million) due to a delay in hiring positions related to the Green Line opening and other cost cutting measures.

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Revenues and Operating Expenses

DALLAS AREA RAPID TRANSIT FIRST QUARTER, FY 2010 - REVENUES AND OPERATING EXPENSES ACTUALS VS. BUDGET (DOLLARS IN THOUSANDS)				
Revenues	FY 2010 YTD Actuals	FY 2010 YTD Budget	YTD Better (Worse)	% Better (Worse) Budget
Passenger Revenues (Fixed Route)	\$11,912	\$13,967	(\$2,055)	(14.7)%
Special Events Passenger Revenue	180	49	131	267.5%
Vanpool Passenger Revenues	147	203	(56)	(27.6)%
Paratransit Passenger Revenues	551	508	43	8.5%
Passenger Revenues	<u>\$12,790</u>	<u>\$14,727</u>	<u>(\$1,937)</u>	<u>(13.1)%</u>
Advertising and Other	\$2,854	\$2,023	\$831	41.1%
Grants/ILA Program Revenues	335	377	(41)	(11.0)%
Total Other Revenues	<u>\$3,189</u>	<u>\$2,400</u>	<u>\$790</u>	<u>32.9%</u>
Total Operating Revenues	<u>\$15,980</u>	<u>\$17,126</u>	<u>(\$1,147)</u>	<u>(6.7)%</u>
Sales Tax Revenues	\$98,803	\$100,129	(\$1,326)	(1.3)%
Other Non-Operating Revenues	2,106	2,535	(429)	(16.9)%
Total Revenues	<u>\$116,889</u>	<u>\$119,790</u>	<u>(\$2,901)</u>	<u>(2.4)%</u>
Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget
Salaries & Wages	\$49,320	\$50,793	(1,473)	(3.0)%
Benefits	20,205	20,904	(699)	(3.5)%
Services	5,047	5,797	(750)	(14.9)%
Materials & Supplies	13,007	12,872	135	1.0%
Utilities	3,100	3,444	(344)	(11.1)%
Casualty and liability	765	864	(100)	(13.0)%
Purchased Transportation	12,560	13,136	(576)	(4.6)%
Taxes, Leases, and Other	964	1,293	(329)	(34.1)%
Management & Fuel/Incentives	(570)	(206)	(364)	0.0%
Total Operating Expenses	<u>\$104,399</u>	<u>\$108,898</u>	<u>(\$4,499)</u>	<u>(4.3)%</u>
Capital Allocation and Startup	(\$7,425)	(\$8,000)	\$575	(7.8)%
Total Ops Expense after Allocations	<u>\$96,974</u>	<u>\$100,898</u>	<u>(\$3,924)</u>	<u>(4.0)%</u>

FY 2010 Quarterly
First Quarter Ending December 31, 2009

Capital & Non-Operating Costs

The exhibit shows the FY 2010 Quarter 1 expenditures and the FY 2010 Capital and Non-Operating Budget.

Actuals vs. Budget Capital and Non-Operating Costs Through the First Quarter, FY 2010 (in thousands)			
Mode	FY10 Actuals	Unspent Balance	FY10 Budget
Agency-Wide	\$1,335.9	\$91,602.8	\$92,938.7
Bus	2,164.2	14,344.5	16,508.7
LRT	68,531.7	799,379.4	867,911.1
Commuter Rail	2,665.5	60,717.0	63,382.5
Paratransit	7.1	737.9	745.0
HOV	(1.7)	32,952.0	32,950.3
Total Projects	\$74,702.8	\$999,733.4	\$1,074,436.2
P&D/Startup/Non-Ops	\$7,558.5	\$36,420.5	\$43,979.0
Road Improvements/ITS	249.9	21,851.6	22,101.5
Total Capital	\$82,511.2	\$1,058,005.6	\$1,140,516.7

The low rate of expenditures for the first quarter is primarily due to timing differences in completion of work and invoicing on projects. And, as is generally the case, a higher percentage of capital and non-operating expenditures is expected to be incurred toward the end of the fiscal year.

FY 2010 Quarterly
First Quarter Ending December 31, 2009

DALLAS AREA RAPID TRANSIT		
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS		
FOR THE THREE MONTHS ENDED DECEMBER 31, 2009 AND 2009		
	(In thousands)	
	For the three months ended	
	12/31/2009	12/31/2008
OPERATING REVENUES:		
Passenger	\$12,790	\$12,504
Advertising, rent and other	2,923	2,710
Total Operating Revenues	<u>15,713</u>	<u>15,214</u>
OPERATING EXPENSES:		
Labor	49,666	46,423
Benefits	20,205	16,422
Services	5,659	5,521
Materials and Supplies	14,043	12,687
Purchased Transportation	12,560	11,955
Depreciation and amortization	31,593	29,804
Utilities	3,100	2,672
Taxes, Leases, and Other	971	1,201
Casualty and liability	765	902
TOTAL OPERATING EXPENSES	<u>138,562</u>	<u>127,587</u>
NET OPERATING LOSS	<u>(122,849)</u>	<u>(112,373)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	99,009	105,650
Investment Income	1,849	9,189
Interest Income from investments held to pay capital lease	6,269	5,363
Interest expense on capital leases	(6,269)	(5,363)
Street improvements for member cities	148	
Interest and financing expenses	(19,308)	(14,686)
Other non-operating revenues	8,772	2,735
Other non-operating expenses	(505)	(377)
TOTAL NET NON-OPERATING REVENUES	<u>89,965</u>	<u>102,511</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>(33,180)</u>	<u>(9,862)</u>
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	11,910	6,510
Local capital contributions	539	1,455
Federal grants and reimbursements	407	466
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>12,856</u>	<u>8,431</u>
CHANGE IN NET ASSETS	<u>(20,324)</u>	<u>(1,431)</u>
TOTAL NET ASSETS - Beginning of the year	<u>2,418,464</u>	<u>2,225,832</u>
TOTAL NET ASSETS - End of the three months period	<u>\$2,398,140</u>	<u>\$2,224,401</u>

FY 2010 Quarterly
First Quarter Ending December 31, 2009

DALLAS AREA RAPID TRANSIT STATEMENTS OF NET ASSETS AS OF DECEMBER 31, 2009 AND SEPTEMBER 30, 2009		
	(In thousands)	
	12/31/2009	9/30/2009
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$28,423	\$69,563
Investments	356,175	398,124
Current portion of restricted assets	13,669	58,027
Current portion of investment held to pay capital lease liability	36,616	36,616
Sales tax receivable	70,142	61,138
Transit Revenue Rec., Net	3,308	2,125
Due from Other Governments	7,398	14,288
Materials and supplies inventory	27,293	27,036
Prepaid transit expenses and other	5,449	3,160
TOTAL CURRENT ASSETS	<u>548,473</u>	<u>670,077</u>
NONCURRENT ASSETS		
Note Receivable	3,275	3,251
Investments Restricted for SEA	827,927	963,402
Restricted Investment held as a collateral for capital lease/leaseback liabilities	200	200
Investments in joint venture	16,546	16,768
Capital assets		
Land and rights of way	397,997	398,914
Depreciable capital assets, net of depreciation	1,771,885	1,779,489
Projects in progress	1,888,805	1,755,739
Long-term investments held to pay capital lease/lease back liabilities	305,812	299,543
Net pension asset	4,810	4,810
Net other post employment benefit asset	605	605
Unamortized debt issuance costs and other	20,692	21,016
TOTAL NONCURRENT ASSETS	<u>5,238,554</u>	<u>5,243,737</u>
TOTAL ASSETS	<u>\$5,787,027</u>	<u>\$5,913,814</u>

FY 2010 Quarterly
First Quarter Ending December 31, 2009

DALLAS AREA RAPID TRANSIT STATEMENTS OF NET ASSETS - CONT'D AS OF DECEMBER 31, 2009 AND SETPEMBER 30, 2009		
	(In thousands)	
	12/31/2009	9/30/2009
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$93,098	\$161,100
Commercial paper notes payable	150,000	150,000
Current portion of Capital lease/leaseback liabilities	36,616	36,616
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	14,617	14,824
Retainage Payable	57,164	57,351
Other Current Liabilities	15,425	10,546
Interest payable	11,733	42,963
Current portion of senior lien sales tax revenue bonds payable	18,790	17,935
TOTAL CURRENT LIABILITIES	<u>398,267</u>	<u>492,159</u>
NON-CURRENT LIABILITIES		
Paid absence liability	28,528	27,389
Repayment due to State Comptroller	13,313	13,519
Senior lien sales tax revenue bonds payable	2,642,967	2,662,740
Capital lease/leaseback liabilities	305,812	299,543
TOTAL NON-CURRENT LIABILITIES	<u>2,990,620</u>	<u>3,003,191</u>
TOTAL LIABILITIES	<u>3,388,887</u>	<u>3,495,350</u>
NET ASSETS		
Invested in capital assets, net of related debt	2,038,789	2,030,937
Restricted for		
Debt Service	1,936	15,065
Unrestricted	357,415	372,462
TOTAL NET ASSETS	<u>\$2,398,140</u>	<u>\$2,418,464</u>

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

Passenger Trips - See Ridership.

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

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

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

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

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

Glossary of Terms/Definitions (Cont.)

Security Incidents - Security Incidents are reported according to the offense code under the Texas Penal Code. Offenses are categorized based on persons, property and general offenses.

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

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

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

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

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

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

Ridership Highlights

Introduction

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

<u>Page</u>	<u>Reference</u>	<u>Description</u>
R2	Chart 1	System Total Ridership
R3-5	Charts 2-4	Average Daily Ridership (Bus, LRT, TRE)
R6	Table 1	Monthly Trending Report
R7	Table 2	Weekday Trending Report
R8	Table 3	Passengers Boarding by Member City
R9-12	N/A	Service Standards Monitoring Report
R13	Table 4 & 5	Crosstown and Express Routes Performance
R14	Table 6	Rail Feeder Route Performance
R15	Table 7	Transit Center Feeder Route Performance
R16	Table 8	Local Route Performance
R17	Tables 9 & 10	Site-Specific Shuttles and DART-on-Call Performance
R18	Table 11	FLEX Routes
Following	Charts 5-9	Route Performance Index Charts

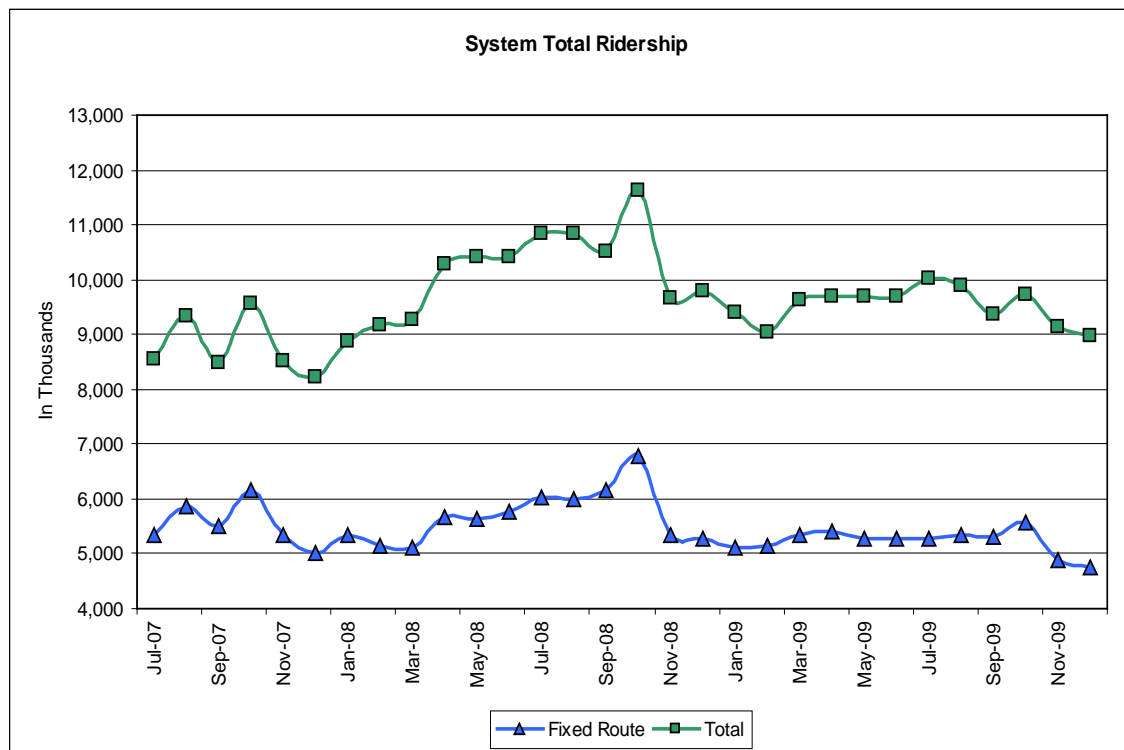
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

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

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were adopted in 1995 and are updated annually to define the measures of performance and to establish benchmarks against which to measure individual route performance. These statistics are compiled into a Route Performance Index that identifies those routes that are performing above, at or below standard. In 2003, the Service Standards Policy was amended to include Site-specific Shuttles and DART-on-Call zones in the services monitored. In 2009, the policy was further amended to include Flex Routes in the evaluation process. The 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.

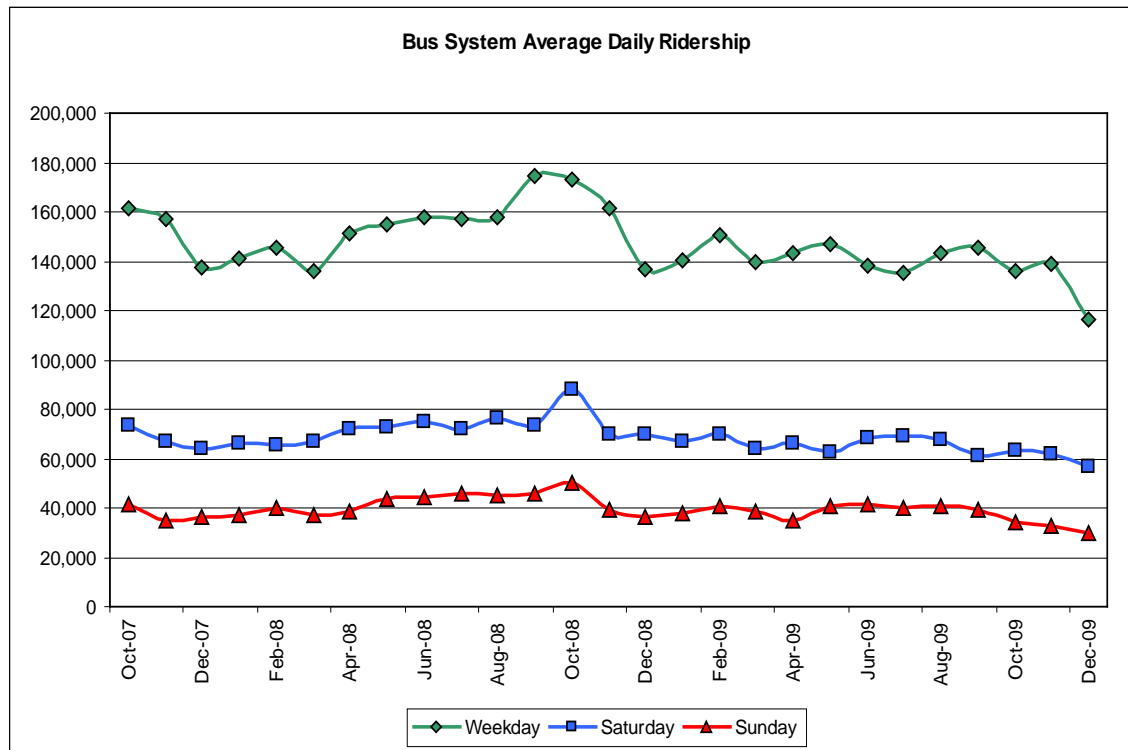
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003 and 2009.

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 2010 was 27.8 million riders, a decrease of 10.4 percent from the first quarter of FY 2009.
- Fixed route ridership totaled 15.2 million passengers in the first quarter of FY 2010, a decrease of 12.7 percent from the first quarter of FY 2009. Decreases are the result of lower gasoline prices, higher unemployment, the general economic slowdown and the effects of the October 2009 fare increase.
- Trinity Railway Express ridership was 702,902 passengers in the first quarter, a decrease of 7.2 percent from last year. This decrease is the result of higher unemployment and the fare increase.
- Light rail ridership was 4.96 million riders in the first quarter. This 2.3 percent decrease is the result of increasing unemployment and the fare increase. The decrease was mitigated by the ridership attracted to the new Green Line segment that opened in September 2009.
- Paratransit ridership increased to 188,006 trips in the first quarter of FY 2010, an increase of 3.2 percent over the FY 2009 levels.
- Total HOV usage in the first quarter of FY 2010 was 12.2 million persons, down 8.0 percent from the first quarter of FY 2009. Stabilized gasoline prices coupled with higher unemployment in the Service Area and the closure of some HOV segments for construction are the contributing factors to this decrease.

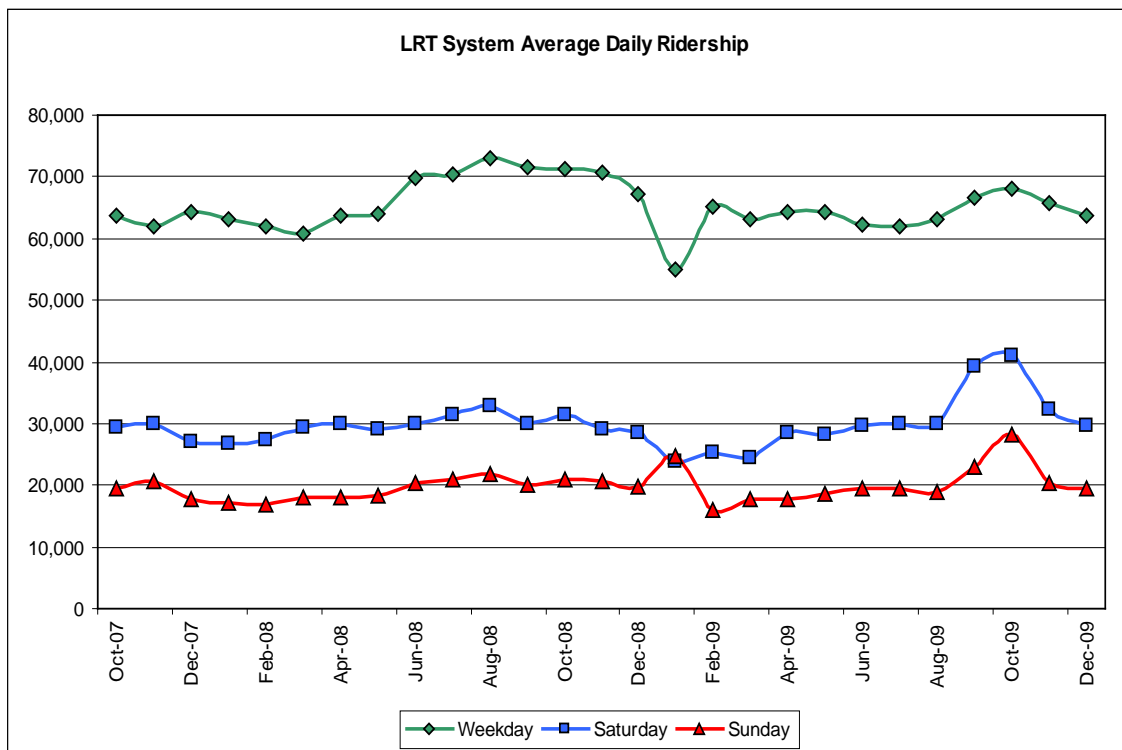
Bus System Ridership



- Total bus ridership in the first quarter of FY 2010 was 9.54 million riders, a 17.6 percent decrease from the first quarter of FY 2009.
- Average weekday ridership in the first quarter was 130,477 riders, a 16.9 percent decrease from last year's average.
- Saturday bus system ridership averaged 60,713 daily riders, a decrease of 20.0 percent from last year.
- Sunday bus system ridership averaged 32,220 daily riders, a decrease of 23.3 percent from last year.
- High unemployment rates, higher fares and a higher number of inclement weather days in the first quarter of 2010 were the contributing factors to these decreases in bus system ridership.
- The most heavily patronized routes in the first quarter, by route classification, were:

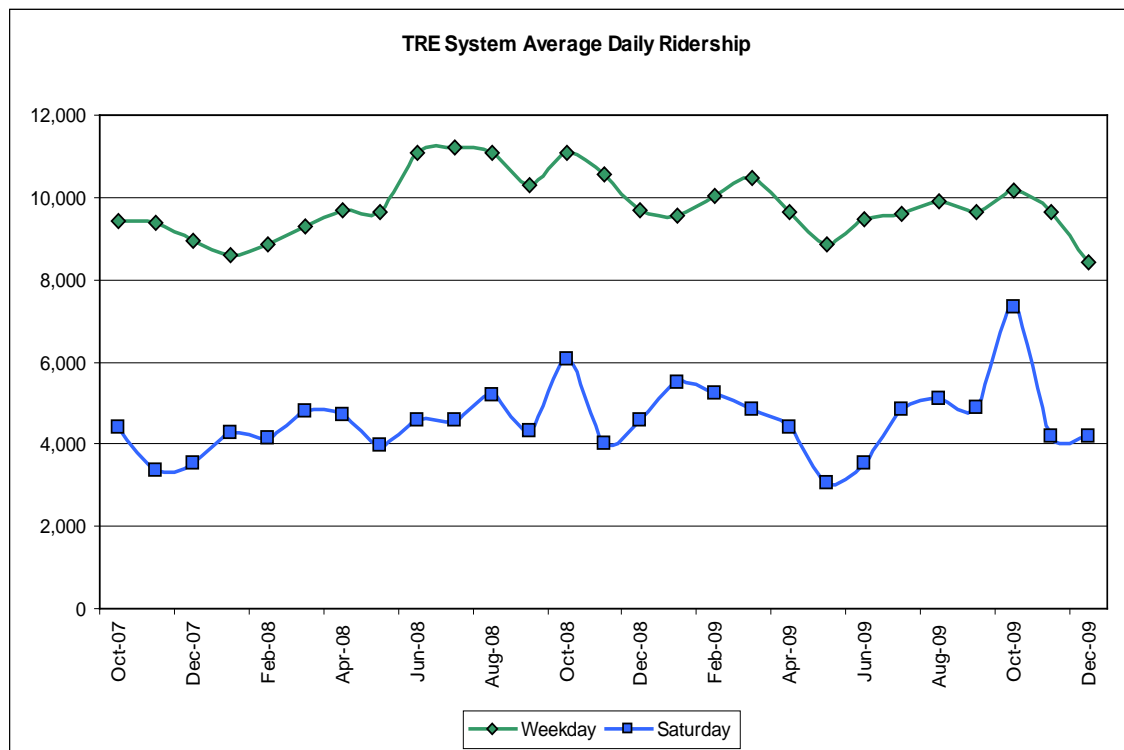
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	466	4,889
Express	204	1,060
Rail Feeder	583	2,672
TC Feeder	301	1,257
Local	44	6,038
Shuttle	UTD	1,134
Flex	870	285

LRT Ridership



- LRT ridership in the first quarter totaled 4.96 million riders, a decrease of 2.3 percent from the first quarter of FY 2009.
- Weekday ridership in the first quarter averaged 65,748 passengers, a decrease of 5.8 percent from the first quarter of FY 2009.
- Saturday ridership in the first quarter averaged 34,372 passengers, an increase of 15.7 percent from the FY 2009 level.
- Sunday ridership in the first quarter averaged 22,638 passengers, an increase of 10.9 percent over the FY 2009 level.
- Stabilized fuel prices, high levels of unemployment, the general economic downturn that is affecting travel in general and the fare increase impacted ridership in the first quarter. The opening of a portion of the Green Line in September 2009 boosted ridership during the quarter.
- Green Line ridership, strengthened by strong ridership to the State Fair in October, has kept overall light rail ridership at relatively high levels. Blue and Red Line ridership has decreased at levels similar to the levels of bus system ridership decreases. In the first quarter of FY 2010, the Blue and Red Lines combined for an average of 60,023 daily riders, a decrease of 14.0 percent from their 69,773 average weekday riders in the first quarter of FY 2009.

Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership continued its decrease in the first quarter. The TRE served a total of 702,902 passengers, a decrease of 7.2 percent from the first quarter of FY 2009.
- Weekday ridership on the TRE averaged 9,410 daily riders (a 9.9 percent decrease from last year) in the first quarter.
- Saturday ridership in the first quarter averaged 7,655 daily riders, an increase of 6.7 percent from the first quarter of FY 2009.
- During the first quarter, the TRE service continued to experience ridership decreases relative to FY 2009. These decreases were expected because of stable gasoline prices relative to last year and the significant increases in fares implemented in October 2009.
- Ridership is decreasing in greater proportion among one-zone riders in both Dallas Tarrant Counties. This decrease is reflective of the higher proportion of the fare increase for one-zone rides. It also reflects the relative competitiveness of the two-zone fares with the cost of making the longer trips by automobile at current gasoline price levels.
- Schedule modifications to better coordinate with bus transfer opportunities in Fort Worth, regular stops at Victory station to provide transfers to DART's new Green Line and Sunday service during the weekends of the State Fair contributed to positive ridership impacts in the quarter.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2008	December	3,285.0	1,530.0	186.0	5,001.0
	January	3,548.0	1,583.0	206.0	5,337.0
	February	3,475.0	1,476.0	203.0	5,154.0
	March	3,376.0	1,516.0	219.0	5,111.0
	April	3,772.0	1,594.0	232.0	5,598.0
	May	3,836.0	1,584.0	223.0	5,643.0
	June	3,833.0	1,688.0	252.0	5,773.0
	July	3,977.0	1,781.0	265.0	6,023.0
	August	3,924.0	1,807.0	259.0	5,990.0
2009	September	4,191.0	1,722.0	235.0	6,148.0
	October	4,533.0	1,851.0	327.0	6,711.0
	November	3,559.0	1,571.0	214.0	5,344.0
	December	3,395.0	1,653.0	216.0	5,264.0
	January	3,466.0	1,400.0	224.0	5,090.0
	February	3,451.0	1,466.0	222.0	5,139.0
	March	3,515.0	1,577.0	250.0	5,342.0
	April	3,560.0	1,599.0	230.0	5,389.0
	May	3,498.0	1,540.0	193.0	5,231.0
2010	June	3,486.0	1,563.0	222.0	5,271.0
	July	3,445.0	1,582.0	231.0	5,258.0
	August	3,546.0	1,568.0	234.0	5,348.0
	September	3,493.0	1,594.0	227.0	5,314.0
	October	3,441.0	1,814.0	305.0	5,560.0
	November	3,149.0	1,530.0	204.0	4,883.0
	December	2,940.0	1,617.0	194.0	4,751.0

All figures in thousands (000) of riders.

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2008	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
	December	136.5	67.3	9.7	213.5
	January	140.1	55.1	9.6	204.8
	February	150.5	65.0	10.0	225.5
	March	139.4	63.2	10.5	213.1
	April	143.3	64.3	9.6	217.2
	May	147.0	64.4	8.9	220.3
	June	138.5	62.1	9.4	210.0
	July	135.0	62.1	9.6	206.7
	August	143.0	63.0	9.9	215.9
	September	145.4	64.6	9.7	219.7
2010	October	135.9	68.0	10.2	214.1
	November	139.1	65.6	9.6	214.3
	December	116.4	63.6	8.4	188.4

All figures in thousands (000) of riders.

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
December 31, 2009
In Thousands

Description	Dec 2009	Dec 2008	%% (2) Change
Bus Ridership (1)			
Addison	31	32	-3.3%
Carrollton	51	60	-15.0%
Farmers Branch	15	17	-9.8%
Garland	168	194	-13.4%
Glenn Heights	20	21	-5.7%
Irving	166	191	-13.1%
Plano	70	72	-2.5%
Richardson	75	88	-14.3%
Rowlett	6	6	-2.0%
Suburban Total	603	682	-11.5%
Dallas Total (3)	2,337	2,714	-13.9%
Bus Total	2,940	3,395	-13.4%
Light Rail	1,617	1,653	-2.2%
Commuter Rail	194	216	-10.3%
Total Passenger Boardings	4,750	5,264	-9.8%

YTD 2010	YTD 2009	%% Change
94	106	-11.6%
165	205	-19.3%
49	58	-15.3%
546	668	-18.2%
63	73	-13.1%
533	652	-18.1%
226	244	-7.3%
254	302	-15.9%
20	22	-9.7%
1,952	2,329	-16.2%
7,578	9,158	-17.3%
9,530	11,487	-17.0%
4,960	5,076	-2.3%
703	757	-7.2%
15,193	17,321	-12.3%

Type of Day	Dec 2009	Dec 2008	Inc (Dec)
Weekdays	22	21	1
Saturdays/Holiday	4	5	-1
Sundays/Holiday	5	5	0
Total	31	31	0

YTD 2010	YTD 2009	Inc (Dec)
63	62	1
14	15	-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 revenue hour, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service and for Flex routes. This latter index measures performance against standards for subsidy per passenger and passengers per revenue hour.

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

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

- Four crosstown routes, 404, 410, 444, and 452 failed to achieve an RPI value of 0.6.
- Routes 404 (Dallas), 410 (Garland, Plano, Richardson) and 444 (Dallas) performed at the 0.5 level while route 452 (Plano) performed at the 0.4 level. Route 452 was created from the route 451 and is in its development period.
- The remaining crosstown routes performed at or above the 0.6 level during the first quarter.
- Four crosstown routes performed at an RPI level of 1.0 or better.
- Route 466 (Dallas) was the strongest performing crosstown route with an RPI of 1.2.
- Route 409 (Dallas), 488 (Addison, Dallas) and 486 (Dallas, Farmers Branch, Garland) performed at the 1.0 level.
- Ten crosstown routes had RPI values between 0.6 and 0.9. These routes will be carefully monitored for opportunities to improve performance.
- The three crosstown routes performing at the 0.6 level, 415 (Dallas), 445 (Dallas) and 475 (Dallas) will be closely monitored to assure that its performance remains at acceptable levels.
- Several crosstown routes are proposed for modification when the remaining segments of the Green Line open later this year.

Express Routes

- Eight of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 206 (Glenn Heights), 278 (Dallas) and 202 (Irving) had the highest RPI values among Express routes with RPIs of 1.0, 0.8, 0.8 and 0.7 respectively.
- Two routes had an RPI value of less than 0.6.
- Route 210 (Plano) performed at a 0.5 level and route 247 (Farmers Branch) performed at the 0.3 level. Service modifications are anticipated to strengthen its performance. Route 247 is proposed for replacement by Green Line service.
- Ridership decreases were experienced on many Express routes as the result of lower gasoline prices. Continuing decreases in ridership levels are beginning to affect the performance of these routes, indicating a potential need for service level adjustments should ridership not rebound in the near future.

Rail Feeder Routes

- Four of the 28 Rail Feeder routes performed at the 1.0 level or better. A total of 19 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 3.3.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 1.8.
- Routes 506 (Park Lane and Walnut Hill stations) and 553 (Ledbetter Sta./Cedar Valley College) were third and fourth with RPI values of 1.2 each.
- Three routes, 522 (Dallas), 548 (Dallas) and 554 (Dallas) had an RPI value of 0.9.
- Five routes recorded an RPI value of 0.5 during the first quarter, including routes 513, 539, 542, 550 and 551.
- Routes 507 (Irving), 560 (Dallas, Garland) and 567 (Dallas) performed at the 0.4 level. Route 566 (Garland) posted a 0.3 RPI. Corrective action is being analyzed for these routes.

Transit Center Feeder Routes

- Six Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 306 (Irving), 307 (Irving), 333 (Addison, Carrollton), 344 (Addison, Carrollton) and 347 (Addison, Dallas, Plano) with RPIs of 0.5 and route 305 (Irving) with an RPI of 0.4.
- Route 347 was restructured and began to provide weekday service in addition to Saturday service in February 2009. It is in its development period.
- Seventeen of the 23 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Three of those routes had RPI values of 1.0 or greater.
- Routes 301 (Irving), 341 (Addison, Dallas), and 378 (Garland) were the top performing Transit Center Feeder routes with RPI values of 1.1 or greater.
- Routes 333 and 344 are among those routes proposed for modification when the Green Line extensions open. It is anticipated the many Irving routes will be modified as the Orange Line opens in 2011 and 2012.

Local Routes

- Twenty-seven of the 34 Local routes posted RPI values of 0.6 or greater in the first quarter of FY 2010.
- Route 44 (Dallas) was both the best performing Local route with a 1.3 RPI as well as the most heavily patronized route.
- Route 26 (Dallas) placed second with an RPI value of 1.2.
- Two routes had RPI values of 1.0, five routes had RPI values of 0.9, three routes posted an RPI value of 0.8 and another eleven routes had 0.7 RPIs.
- Routes 21, 35, 60, 111, 185 (RPI values of 0.5) and 8 and 184 (RPI value of 0.3) were the poorest performers. Route 184 continues to perform well below the standard as its ridership has decreased compared to last year.

Site-specific Shuttles

- Five of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 4.6) and SMU (RPI 1.4), shuttles were the top performers.
- The UT Southwestern shuttle performed at the 0.5 level.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.4 level but is expected to improve as its ridership grows because of new office and residential development around the Galatyn Park station. The TI Spring Creek shuttle also performed at the 0.4 level.

DART-on-Call

- Five of the eight DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.3.
- The Glenn Heights zone performed at a 1.0 level. The Farmers Branch and Rowlett zones achieved SPI values of 0.8.
- The Lake Highlands, Lakewood and North Dallas zones, with SPI values of 0.5, are being examined for opportunities to increase ridership or modify service levels.

FLEX Routes

- Four of the six FLEX routes exceeded the 0.6 Service Performance Index level.
- The Garland/Rowlett route was the best performing route with an SPI of 1.1.
- The East Plano route performed at the 1.0 level.
- The Lake June and South Irving Flex routes were the poorest performers with SPIs of 0.5. The Lake June route will be modified when the Green Line opens to the Buckner station.

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.

Crosstown		<u>Express</u>		<u>Rail Feeders</u>		<u>T C Feeders</u>		<u>Local</u>	
<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>
404	404	210	210	507	507	305	305	8	8
410	410	247	247	513	539	306	306	21	21
444	444			539	542	307	307	35	35
452	452			542	560	333	310	60	42
	475			550	566	344	333	111	60
				551	567	347	347	184	184
				560				185	185
				566					
				567					

The ranking process identifies one more Crosstown route and the same Express routes as poorly performing. Three fewer Rail Feeder routes, the same number of Transit Center Feeder routes 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 2010

		Avg Weekday Pass	Avg Weekday Pass								4Q09 Route Performance	1Q10 Route Performance	RPI
LINE		1Q10	1Q09	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	Index	Index	Point Change
					\$3.50		34.00		24.0				
C	466	4,889	6,255	-21.8%	\$3.67	1.0	52.5	1.5	25.7	1.1	1.3	1.2	-0.1
C	409	2,495	3,222	-22.6%	\$3.31	1.1	28.0	0.8	23.8	1.0	1.1	1.0	-0.1
C	486	2,416	2,844	-15.0%	\$4.09	0.9	35.4	1.0	23.1	1.0	1.1	1.0	-0.1
C	488	1,711	1,938	-11.7%	\$3.62	1.0	30.7	0.9	26.1	1.1	1.1	1.0	-0.1
C	463	1,665	2,060	-19.1%	\$3.81	0.9	27.1	0.8	25.5	1.1	1.0	0.9	-0.1
C	428	2,725	3,370	-19.2%	\$5.04	0.7	29.0	0.9	20.5	0.9	0.9	0.8	-0.1
C	400	1,958	2,399	-18.4%	\$6.68	0.5	32.5	1.0	17.0	0.7	0.8	0.7	-0.1
C	405	1,836	2,192	-16.2%	\$5.14	0.7	24.6	0.7	17.6	0.7	0.8	0.7	-0.1
C	408	1,654	1,932	-14.4%	\$5.47	0.6	24.7	0.7	17.3	0.7	0.8	0.7	-0.1
C	451	1,142	2,471	-53.8%	\$4.73	0.7	15.5	0.5	22.2	0.9	0.8	0.7	-0.1
C	453	1,986	2,578	-23.0%	\$5.17	0.7	23.8	0.7	18.4	0.8	0.8	0.7	-0.1
C	415	1,048	1,325	-20.9%	\$5.73	0.6	19.4	0.6	17.6	0.7	0.7	0.6	-0.1
C	445	964	1,095	-12.0%	\$4.81	0.7	12.0	0.4	18.1	0.8	0.6	0.6	0.0
C	475	1,305	1,536	-15.0%	\$7.49	0.5	20.4	0.6	14.9	0.6	0.6	0.6	0.0
C	404	635	653	-2.7%	\$5.92	0.6	13.0	0.4	14.2	0.6	0.5	0.5	0.0
C	410	870	1,136	-23.4%	\$7.21	0.5	15.2	0.4	15.6	0.7	0.6	0.5	-0.1
C	444	895	1,066	-16.1%	\$6.49	0.5	13.6	0.4	14.3	0.6	0.5	0.5	0.0
C	452	819	0	All	\$10.39	0.3	14.0	0.4	11.1	0.5	0.4	0.4	0.0

Express Routes

Express

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2010

		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	4Q09 Route Performance	1Q10 Route Performance	RPI Point Change				
LINE		1Q10	1Q09								Index	Index					
												\$5.50	18.00	31.0			
E	205	628	779	-19.3%	\$7.82	0.7	21.7	1.2	30.8	1.0	1.0	1.0	0.0				
E	206	955	1,125	-15.1%	\$7.81	0.7	15.9	0.9	24.7	0.8	0.8	0.8	0.0				
E	278	628	749	-16.1%	\$5.91	0.9	12.3	0.7	27.5	0.9	0.9	0.8	-0.1				
E	202	799	1,139	-29.8%	\$6.40	0.9	10.2	0.6	19.6	0.6	0.7	0.7	0.0				
E	283	1,045	1,296	-19.3%	\$8.26	0.7	12.7	0.7	20.3	0.7	0.7	0.7	0.0				
E	204	1,060	1,172	-9.6%	\$10.73	0.5	12.3	0.7	16.6	0.5	0.6	0.6	0.0				
E	207	165	224	-26.4%	\$12.14	0.5	12.7	0.7	21.8	0.7	0.8	0.6	-0.2				
E	234	87	107	-18.8%	\$13.40	0.4	14.5	0.8	18.0	0.6	0.6	0.6	0.0				
E	210	527	620	-15.0%	\$12.93	0.4	11.4	0.6	13.8	0.4	0.5	0.5	0.0				
E	247	49	74	-33.4%	\$19.34	0.3	6.1	0.3	10.2	0.3	0.3	0.3	0.0				

Rail Feeder Routes

Rail Station Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2010

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev	Hour	Index	4Q09 Route Performance	1Q10 Route Performance	RPI Point Change
		1Q10	1Q09									Index	Index	
					\$4.00		13.00		22.0					
F1	702	877	780	12.4%	\$0.64	6.2	10.6	0.8	62.2	2.8		3.0	3.3	0.3
F1	583	2,672	3,180	-16.0%	\$2.42	1.7	28.6	2.2	33.1	1.5		1.9	1.8	-0.1
F1	506	1,289	1,661	-22.4%	\$2.90	1.4	12.6	1.0	25.9	1.2		1.4	1.2	-0.2
F1	553	699	916	-23.7%	\$3.57	1.1	16.1	1.2	27.3	1.2		1.1	1.2	0.1
F1	522	935	888	5.2%	\$4.31	0.9	11.2	0.9	20.3	0.9		0.8	0.9	0.1
F1	548	1,051	1,235	-14.9%	\$5.37	0.7	13.2	1.0	22.2	1.0		1.0	0.9	-0.1
F1	554	1,207	1,544	-21.8%	\$3.88	1.0	10.0	0.8	21.9	1.0		0.9	0.9	0.0
F1	502	1,049	1,223	-14.3%	\$5.11	0.8	10.8	0.8	17.3	0.8		0.9	0.8	-0.1
F1	519	865	954	-9.4%	\$6.04	0.7	15.0	1.2	16.0	0.7		1.0	0.8	-0.2
F1	541	759	1,124	-32.4%	\$5.50	0.7	11.1	0.9	16.4	0.7		0.8	0.8	0.0
F1	549	832	781	6.5%	\$6.85	0.6	13.9	1.1	15.0	0.7		0.8	0.8	0.0
F1	571	685	706	-3.0%	\$6.95	0.6	11.8	0.9	16.9	0.8		0.7	0.8	0.1
F1	582	839	1,080	-22.3%	\$5.72	0.7	11.1	0.9	17.0	0.8		0.8	0.8	0.0
F1	510	714	924	-22.7%	\$6.72	0.6	8.5	0.7	14.5	0.7		0.7	0.6	-0.1
F1	515	788	983	-19.9%	\$6.87	0.6	9.2	0.7	14.2	0.6		0.7	0.6	-0.1
F1	538	839	1,094	-23.3%	\$6.50	0.6	4.9	0.4	14.9	0.7		0.6	0.6	0.0
F1	547	493	634	-22.2%	\$6.31	0.6	7.3	0.6	12.9	0.6		0.7	0.6	-0.1
F1	568	808	944	-14.4%	\$7.91	0.5	7.7	0.6	13.0	0.6		0.6	0.6	0.0
F1	574	347	454	-23.4%	\$9.15	0.4	7.5	0.6	15.8	0.7		0.6	0.6	0.0
F1	513	262	290	-9.5%	\$7.57	0.5	5.3	0.4	14.2	0.6		0.6	0.5	-0.1
F1	539	324	341	-5.0%	\$9.96	0.4	6.7	0.5	10.9	0.5		0.5	0.5	0.0
F1	542	300	563	-46.7%	\$8.29	0.5	5.1	0.4	11.9	0.5		0.5	0.5	0.0
F1	550	483	619	-21.9%	\$7.40	0.5	6.5	0.5	13.3	0.6		0.6	0.5	-0.1
F1	551	323	400	-19.5%	\$8.36	0.5	7.0	0.5	13.9	0.6		0.5	0.5	0.0
F1	507	173	260	-33.3%	\$9.46	0.4	4.6	0.4	11.1	0.5		0.5	0.4	-0.1
F1	560	344	433	-20.5%	\$13.47	0.3	6.0	0.5	8.3	0.4		0.4	0.4	0.0
F1	567	212	333	-36.3%	\$8.37	0.5	3.1	0.2	11.1	0.5		0.5	0.4	-0.1
F1	566	175	275	-36.2%	\$11.44	0.3	3.7	0.3	8.5	0.4		0.4	0.3	-0.1

Local

LINE		Avg	Avg	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	4Q09	1Q10	RPI	
		Weekday	Weekday								Route	Route		RPI
		Pass	Pass								Performance	Performance		Point
		1Q10	1Q09								Index	Index	Change	
					\$3.25		24.50		23.5					
L	44	6,038	7,619	-20.8%	\$2.99	1.1	41.8	1.7	27.9	1.2	1.5	1.3	-0.2	
L	26	4,059	4,840	-16.1%	\$2.57	1.3	29.4	1.2	30.0	1.3	1.4	1.2	-0.2	
L	110	1,584	1,961	-19.2%	\$3.56	0.9	21.7	0.9	27.5	1.2	1.1	1.0	-0.1	
L	165	3,634	4,352	-16.5%	\$3.74	0.9	19.7	0.8	30.1	1.3	1.1	1.0	-0.1	
L	2	1,364	1,751	-22.1%	\$3.57	0.9	16.8	0.7	22.6	1.0	1.0	0.9	-0.1	
L	19	2,966	3,428	-13.5%	\$3.55	0.9	21.4	0.9	23.6	1.0	1.0	0.9	-0.1	
L	24	1,612	2,043	-21.1%	\$3.14	1.0	13.7	0.6	24.3	1.0	1.0	0.9	-0.1	
L	76	1,849	1,959	-5.6%	\$4.05	0.8	27.9	1.1	21.2	0.9	1.0	0.9	-0.1	
L	164	3,069	3,636	-15.6%	\$4.37	0.7	21.0	0.9	24.0	1.0	1.0	0.9	-0.1	
L	29	1,461	1,555	-6.0%	\$3.82	0.9	16.6	0.7	20.6	0.9	0.9	0.8	-0.1	
L	36	1,624	1,811	-10.3%	\$5.59	0.6	22.5	0.9	17.9	0.8	0.8	0.8	0.0	
L	49	1,302	1,434	-9.2%	\$4.35	0.7	14.6	0.6	23.6	1.0	0.9	0.8	-0.1	
L	1	2,134	2,402	-11.1%	\$4.62	0.7	17.5	0.7	18.8	0.8	0.8	0.7	-0.1	
L	11	1,049	1,341	-21.8%	\$4.70	0.7	13.2	0.5	18.9	0.8	0.8	0.7	-0.1	
L	31	1,271	1,458	-12.9%	\$6.75	0.5	19.8	0.8	15.5	0.7	0.7	0.7	0.0	
L	39	948	1,153	-17.8%	\$4.50	0.7	12.2	0.5	17.9	0.8	0.7	0.7	0.0	
L	50	1,774	2,163	-18.0%	\$5.63	0.6	18.5	0.8	17.5	0.7	0.8	0.7	-0.1	
L	52	982	1,170	-16.1%	\$4.17	0.8	11.1	0.5	19.1	0.8	0.8	0.7	-0.1	
L	59	1,061	1,103	-3.9%	\$5.44	0.6	16.8	0.7	17.9	0.8	0.7	0.7	0.0	
L	63	891	1,007	-11.5%	\$5.52	0.6	12.9	0.5	19.6	0.8	0.7	0.7	0.0	
L	155	267	275	-2.7%	\$6.08	0.5	12.2	0.5	23.7	1.0	0.6	0.7	0.1	
L	161	1,940	2,371	-18.2%	\$5.75	0.6	13.6	0.6	19.7	0.8	0.7	0.7	0.0	
L	183	1,201	1,367	-12.2%	\$4.55	0.7	13.8	0.6	20.0	0.8	0.8	0.7	-0.1	
L	12	885	1,231	-28.1%	\$4.95	0.7	11.0	0.4	16.7	0.7	0.8	0.6	-0.2	
L	37	1,726	2,035	-15.2%	\$6.76	0.5	14.4	0.6	15.8	0.7	0.6	0.6	0.0	
L	42	1,605	1,965	-18.3%	\$7.22	0.4	18.9	0.8	14.8	0.6	0.7	0.6	-0.1	
L	51	1,037	1,174	-11.6%	\$6.52	0.5	13.1	0.5	14.9	0.6	0.6	0.6	0.0	
L	21	1,238	1,455	-14.9%	\$8.12	0.4	15.9	0.6	12.0	0.5	0.6	0.5	-0.1	
L	35	793	1,301	-39.0%	\$7.38	0.4	12.6	0.5	12.8	0.5	0.6	0.5	-0.1	
L	60	922	1,325	-30.4%	\$9.00	0.4	12.0	0.5	12.3	0.5	0.5	0.5	0.0	
L	111	820	752	9.0%	\$5.66	0.6	9.7	0.4	15.2	0.6	0.5	0.5	0.0	
L	185	1,005	1,392											

Site-Specific Shuttles

Site-Specific Shuttles

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2010

LINE		Avg Weekday Pass 1Q10	Avg Weekday Pass 1Q09	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	4Q09 Route Performance Index	1Q10 Route Performance Index	RPI Point Change
					\$0.90		7.50		21.0				
SS	UTD	1,134	1,232	-8.0%	\$0.09	9.9	17.7	2.4	35.6	1.7	4.6	4.6	0.0
SS	SMU	983	985	-0.2%	\$1.22	0.7	12.2	1.6	36.5	1.7	1.2	1.4	0.2
SS	DFW	456	517	-11.9%	\$1.47	0.6	5.8	0.8	11.7	0.6	0.7	0.6	-0.1
SS	MCE	121	147	-17.1%	\$0.90	1.0	1.4	0.2	10.8	0.5	0.7	0.6	-0.1
SS	TI	673	821	-18.1%	\$1.44	0.6	4.4	0.6	13.5	0.6	0.8	0.6	-0.2
SS	UTSW	232	272	-14.6%	\$1.61	0.6	2.6	0.4	9.5	0.5	0.5	0.5	0.0
SS	PE	98	76	28.5%	\$2.45	0.4	2.3	0.3	13.9	0.7	0.4	0.4	0.0
SS	TIS	76	168	-55.0%	\$1.45	0.6	1.5	0.2	6.2	0.3	0.5	0.4	-0.1

DART-on-Call

DART-on-Call

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2010

LINE		Avg Weekday Pass 1Q10	Avg Weekday Pass 1Q09	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	4Q09 Service Performance Index	1Q10 Service Performance Index	SPI Point Change
					\$8.40		6.50				
D	NCPoC	155	174	-10.8%	\$5.20	1.6	7.03	1.1	1.3	1.3	0.0
D	GH	52	47	10.5%	\$8.40	1.0	6.66	1.0	1.0	1.0	0.0
D	FBoC	72	41	75.6%	\$9.58	0.9	4.51	0.7	0.6	0.8	0.2
D	RoC	71	65	9.5%	\$9.02	0.9	4.75	0.7	0.7	0.8	0.1
D	Rich	52	81	-35.7%	\$10.77	0.8	4.54	0.7	1.0	0.7	-0.3
D	LHoC	42	41	3.6%	\$16.07	0.5	2.83	0.4	0.4	0.5	0.1
D	LoC	40	38	6.1%	\$16.37	0.5	2.77	0.4	0.4	0.5	0.1
D	NDoC	39	43	-7.8%	\$16.04	0.5	2.92	0.4	0.6	0.5	-0.1

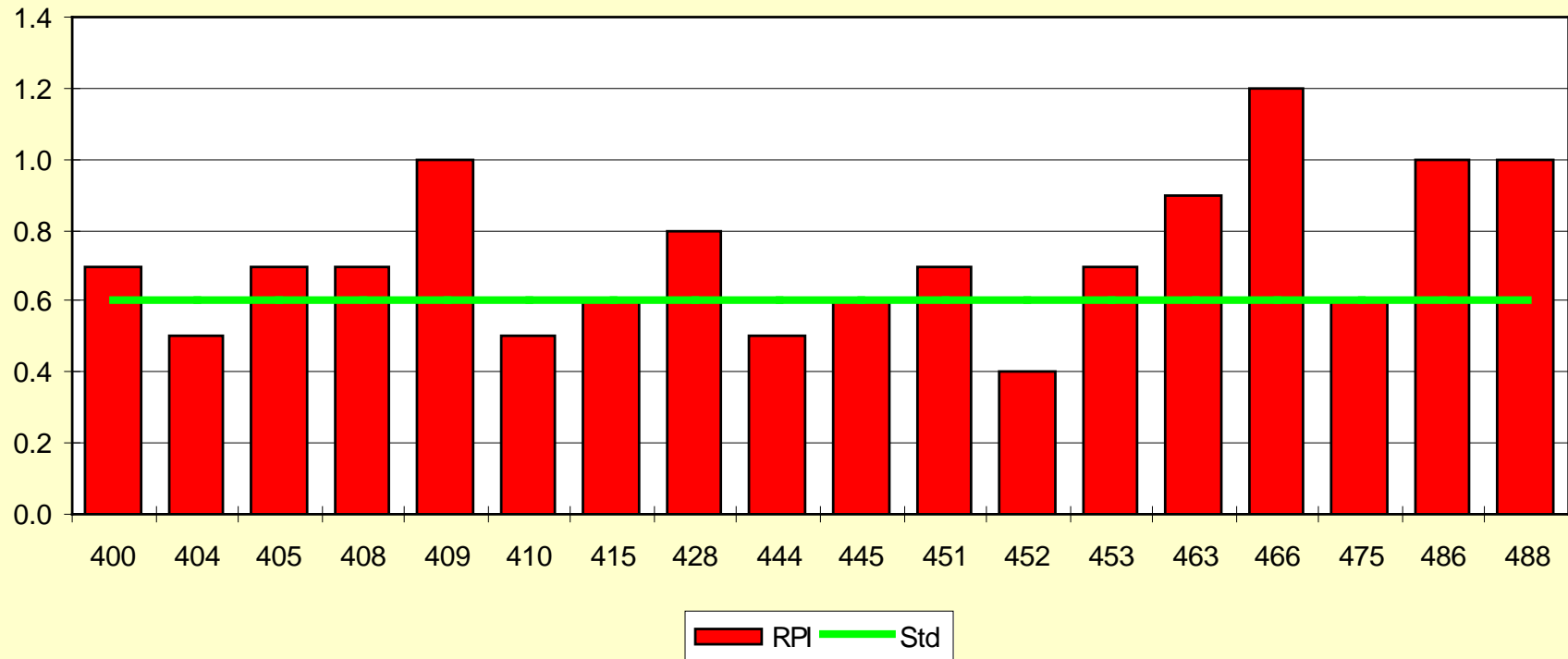
FLEX Routes

Flex Routes

Dallas Area Rapid Transit
Service Standards Monitoring Report
First Quarter FY 2010

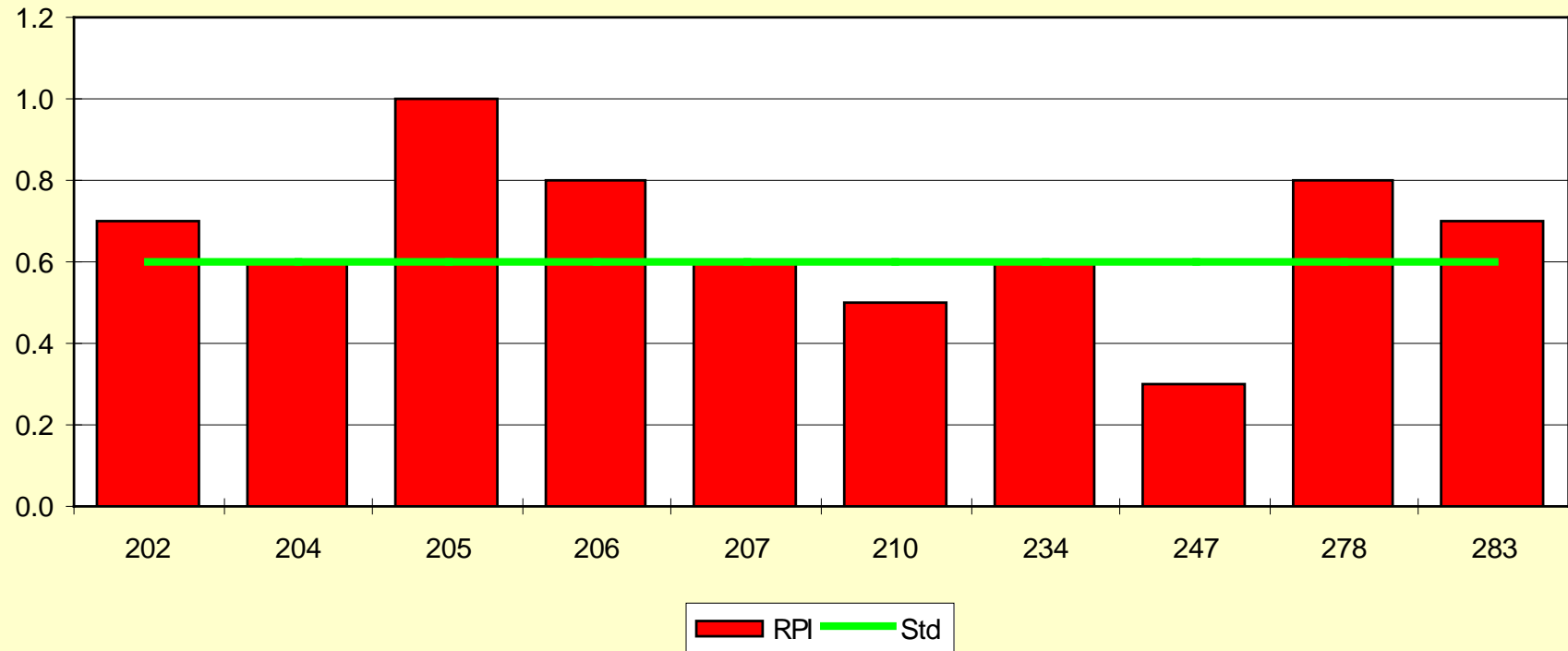
LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Rev		4Q09 Service Performance	1Q10 Service Performance	SPI Point Change
		1Q10	1Q09				Hour	Index	Index	Index	
						\$4.00	10.50				
FI	887	169	0	All	\$3.53	1.1	11.49	1.1	1.2	1.1	-0.1
FI	870	285	0	All	\$3.62	1.1	9.80	0.9	1.1	1.0	-0.1
FI	841	121	122	-0.7%	\$5.16	0.8	8.51	0.8	0.7	0.8	0.1
FI	871	69	0	All	\$6.23	0.6	9.44	0.9	0.9	0.8	-0.1
FI	840	121	137	-11.3%	\$7.41	0.5	5.05	0.5	0.6	0.5	-0.1
FI	842	85	0	All	\$8.63	0.5	4.69	0.4	0.4	0.5	0.1

Route Performance Index Crosstown Routes

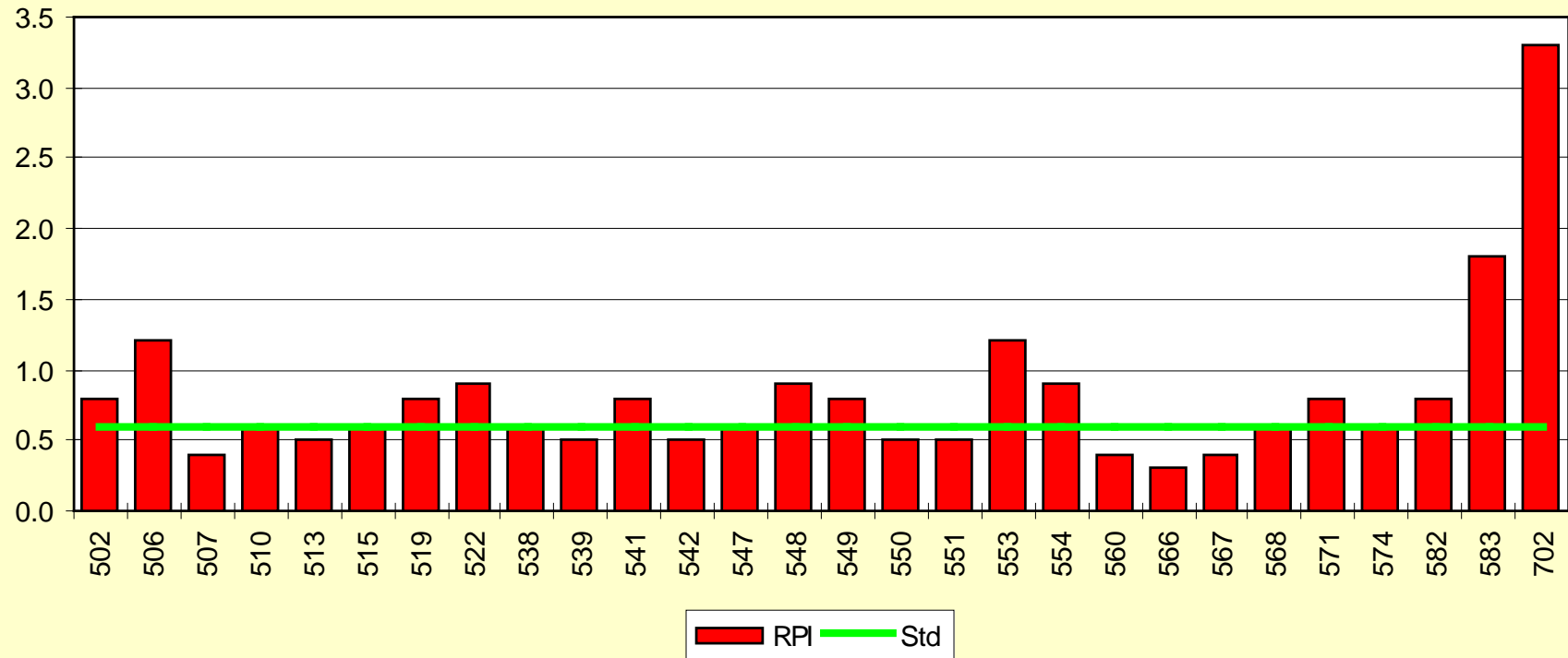


Route Performance Index

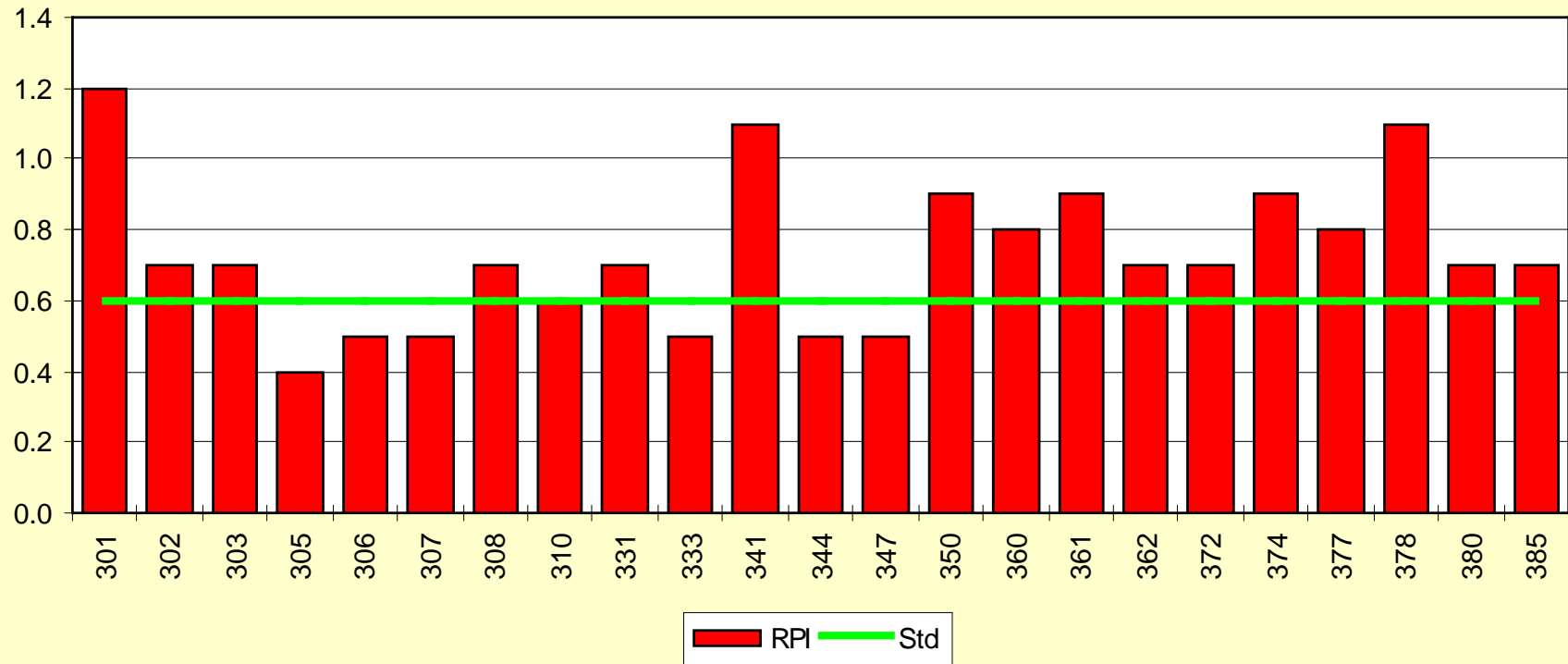
Express Routes



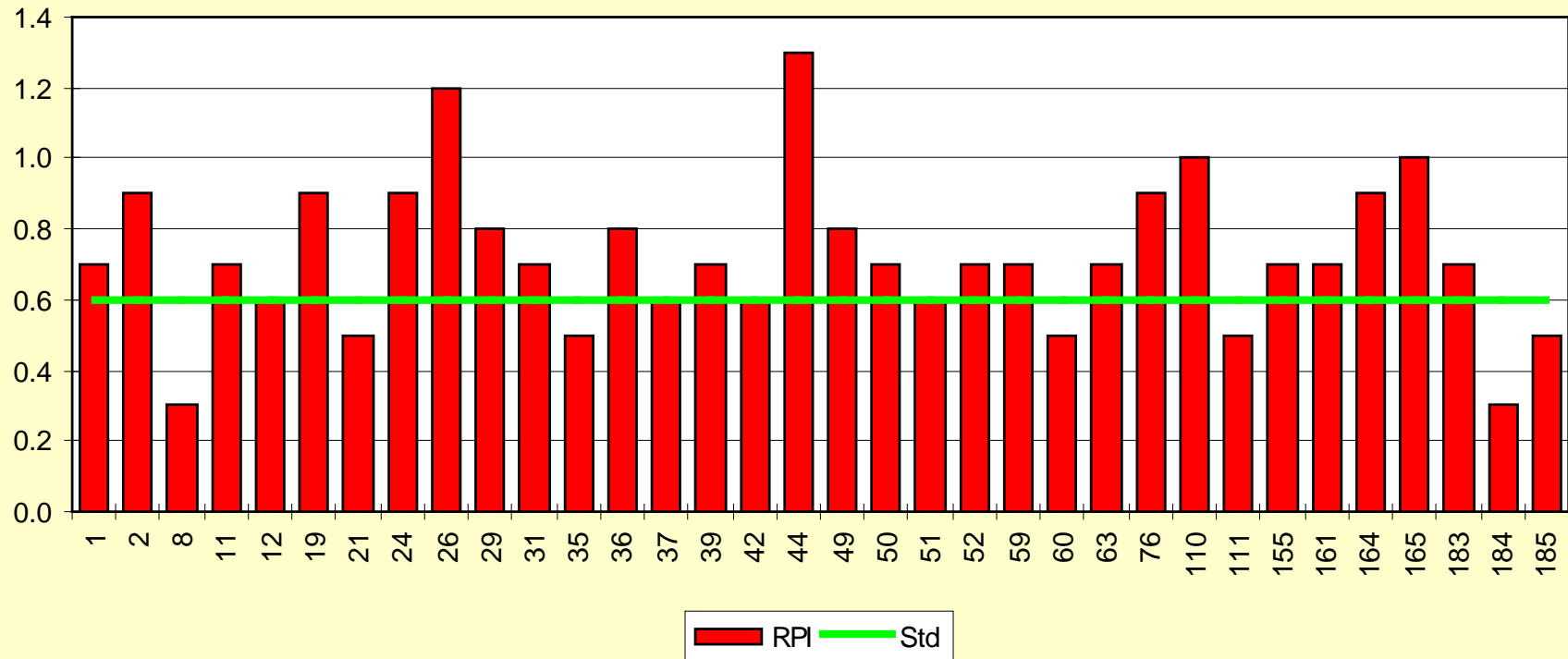
Route Performance Index Rail Feeder Routes



Route Performance Index Transit Center Feeder Routes



Route Performance Index Local Routes



PLANNING & DEVELOPMENT DEPARTMENT
First Quarter FY 2010 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	Employer Service Program Development
P&D7	Green Line Bus Feeder Plan
P&D8	Construction and Installation of Standard Shelters
P&D9	Vanpool Program
P&D10	Five-Year Action Plan Score Card

Planning and Development Department

The Planning and Development Department consists of two divisions which report directly to the Vice President, Mobility Programs Development and Service Planning and Scheduling.

This department is responsible for a broad range of planning and development activities, from ongoing refinement of the current bus system, to conceptualizing future services and projects and advancing them through various levels of development.

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

Service Planning & Scheduling perform specific functions to include short-range bus service planning and scheduling, and capital planning for bus passenger facilities. The Mobility Program Development Division also performs planning, design, development, and operation of the High Occupancy Vehicle (HOV) lane system.

Highlights This Quarter

- The I-30 West Managed/HOV Tom Landry Freeway (Old Turnpike): Proposed SH 161 construction by NTTA will result in two lanes reduced to one lane in the construction area and may involve night/weekend closures.
- The seven DART operated HOV lanes (84 HOV miles) carried approximately 144,200 weekday daily commuters in 1Q10. Travel time savings ranged from 6 minutes to 16 minutes on the various HOV lanes.
- The LRT portion, a 1.6 mile section of the Orange Line east of Loop 12 along SH114 is ongoing and expected to be completed late 2010.
- Staff submitted five JARC (Job Access Reverse Commute) application grants to NCTCOG. Applications submitted for Irving, Farmers Branch/Carrollton and Northpark were approved by NCTCOG.
- A preview of the Green Line bus feeder plan process was presented to the Planning Committee and service Planning Committee 1Q10. Staff met to discuss the public meeting process anticipated for February – March 2010.
- Continue installation of shelters, approximately 44 single shelter units per quarter will be installed. Solar lights are being installed separately to ensure that all lights function properly.
- The Vanpool ridership is up 10.8% from previous year. (Up 28 Vanpool groups from previous year).
- Fixed-route ridership for decreased 3.8% for FY 2009 compared to FY08. Bus ridership decreased by 4.6%, Light Rail ridership increased by 2.4% and TRE ridership increased by 1.5%.
- Green Line experienced high ridership levels during the State Fair and Texas/OU weekend. Over 130,000 passengers were served during the Texas/OU Game.

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 up to 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 was opened in two sections: the first section from TCL to Loop 12 opened July 31, 2007, and the remaining section of phase I opened on July 6, 2009. Interim Phase II includes construction of tolling plaza which is currently on hold subject to funding availability.

Accomplishments

- 1Q10: Issues with operation of electronic equipment resolved.
- 4Q9: Phase 1.5, or the tolling phase, of this project has been placed on hold pending availability of construction funding.
- 3Q9: Remainder of Phase 1 opened to traffic on July 6, 2009.
- 2Q9: Remaining segment of Phase I (extension to Sylvan Ave.) is scheduled to open by June 2009.

Issues

- Proposed SH 161 construction by NTTA will result in two lanes to be reduced to one lane in the construction area and may involve night/weekend closures.
- Testing of electronic signs was completed prior to opening of Phase I extension.
- 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

- Summer 2009: Completed remaining segment of Phase I construction of the Managed/HOV lane facility on I-30 West.
- Summer 2010: Buffer separated concurrent flow HOV lane in Tarrant County between Legends Way and Dallas/Tarrant County lane expected to be completed.

I-30 Old Turnpike Managed/HOV Lanes Project

**Mobility Programs
Development**

- 2011: Completion of phase II subject to availability of funds.

Project Manager(s) Koorosh Olyai/Mahesh Kuimil

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 43% 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 51 million commuters during FY 09.

DART currently operates 84 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 opened in FY 2009 on I-30 West.

Accomplishments

The following is HOV ridership information for 1Q 2010:

- The seven DART operated HOV lanes carried approximately 146,750 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 18,010, 23,460, 24,254, 40,678, 3,616, 13,672 and 23,072 weekday passengers respectively.
- HOV users saved 10 minutes on I-30 East, 10 minutes on I-35E, 12 minutes on I-635 East, 14 minutes on I-635W, 18 minutes on US 75, and 5 minutes on I-35E/US 67 on the round trip commute.
- Occupancy rates along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 were 2.6, 2.2, 2.2, 2.2, 2.2, 1.9 and 2.5
- Violation rates along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 were 9.2%, 14.0%, 8.3%, 7.2%, 8.1%, 11.4% and 9.9%
- On-time opening performance for the East R. L. Thornton HOV lane was 100% during the last quarter.

- I-30 West HOV lane was opened for 9 special events including Dallas Cowboy games, College football games and concerts at the new Cowboy's stadium.

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

Schedule HERO Program: To enhance public awareness and improve compliance regarding rules and regulations of HOV lane usage, DART will soon implement a program known as HERO. The program will enable commuters on the HOV lanes as well as those traveling on the adjacent freeway lanes to report HOV lane violators on a volunteer basis so that educational material is mailed to the last known registered owner of the vehicle reported.

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 Implementation of a concurrent flow HOV lane facility was completed in the median of US 75, north of LBJ freeway to north of Parker Road in Plano. The 24-hour two-lane facility 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

- 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.
- Access/egress locations at Campbell Road have been eliminated due to operational concerns.

Issues

- TxDOT is currently doing maintenance on the delineator post system as part of a project jointly funded by DART & TxDOT. Details of a contract are being worked out by both agencies.
- TxDOT's contractor is still working on the outstanding items in the ITS element of this project including lane control signs, automatic swing arm gates and dynamic message signs.
- The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
- An MIS is needed to address the additional HOV needs within the corridor.

Schedule • Ongoing.

Project Manager(s) Mahesh Kuimil/Koorosh Olyai

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 limit is from SH 183 to SH 121/Tarrant County line for a total length of 13 miles. The project is comprised of two segments:

The section between SH 183 and Loop 12 will be reconstructed from 4 to 6 general purpose lanes (3 in each direction).

The section from Loop 12 to SH 121/County Line will be re-build from four lanes to eight lanes (4 in each direction).

The corridor is expected to have four Managed HOV lanes within the freeway median and include two Park and Ride lots, located at or near International Parkway and Spur 348. Access and egress will be provided by using slip-ramps and wishbone ramps.

Total estimated construction cost for entire 13 miles is over \$750M.

Accomplishments

- Construction of the \$225M *SH 114/Loop 12 Interchange* including Managed HOV lanes on both freeways and a 1.6 mile section of the Orange Line under Loop 12 and along SH 114 toward DFW Airport and station at Tom Braniff Drive is ongoing and estimated to be 33% complete. Civil/Structural works for the entire LRT portion of the project is expected to be delivered to DART by late 2010. Completion of total project is anticipated by late 2012.
- July – Sept. 2009: Environmental Assessment was approved by FHWA on July 24, 2009 based on Finding of No Significant Impact (FONSI) document dated April 2009 including input from the public involvement process. Preliminary engineering and schematic design were completed and approved by TxDOT/FHWA in June 2007.
- **April - June 2009:** A joint DART/TxDOT Public Hearing was held on June 9, 2009 for the 13 miles SH 114 project. Upon completion of final environmental process and issuance of FONSI, final project development and engineering work will commence.
- Jan.-March 2009: Construction work started on February 3, 2009 for total reconstruction of SH 114 / Loop 12 Interchange (*Diamond Project*) to include Managed HOV lanes and 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive.

SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

- Oct.–Dec. 2008: Construction contract for SH 114 / Loop 12 Interchange (*Diamond Project*) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. 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.
- July – Sept. 2008: Procurement process to receive competitive bids for reconstruction of SH 114/Loop 12 Interchange (*Diamond 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 2007.

Issues

- October – December 2009: Advancement of PE/PS&E for the remainder of 13 miles SH 114 corridor is on hold pending availability of funds from TxDOT/DART.
- No NCTCOG/TIP funding has been approved for this Project for the next five years.

Schedule

- FY 09-2012: Construction phase underway for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09: **July 24, 2009**: Approval of the final environmental clearance (FONSI).
- 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

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, McKinney Avenue Streetcar and UTD.
Accomplishments	<ul style="list-style-type: none">• Staff submitted several JARC (Job Access Reverse Commute) grants to NCTCOG in order to create seed money for site-specific shuttles to serve areas along the Green and Orange LRT Lines.• Grant applications were a joint effort with City of Irving and Farmers Branch. COG approved three of the five grant applications: Irving, Farmers Branch/Carrollton and Northpark.• Staff is continuing to seek public sector partnerships and match.• Staff is fielding calls in regard to shuttle service for various locations throughout service area due to greater interest in transit services. Baylor continues to be interested in a shuttle program; however, DART's budget constraint remains an obstacle to forming a partnership.• Staff is working with Children's Hospital planning circulation for the Medical Center area.• Spoke with Grapevine area employers about service provision and vanpools. Also contacted employers in SH 114 Corridor in regard to vanpool.
Issues	<ul style="list-style-type: none">• Budget constraints are severely limiting growth.• Economy has slowed, yet service is more in demand.• Many new employment opportunities are beyond DART's service area boundaries, while new job creation is with smaller service companies.
Schedule	<ul style="list-style-type: none">• Ongoing
Project Manager(s)	John Quinn

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	A Green Line Bus Feeder Plan will be developed and bus recommendations implemented in conjunction with the Green Line Rail opening in December 2010. This plan will include a comprehensive review and analysis of bus services in the vicinity of fifteen (15) green line stations, as well as, two (2) additional bus corridors: Jefferson Corridor and Northeast Dallas. Approximately 50 bus routes will be reviewed and evaluated. In developing this plan, the key focus will be to optimize bus and rail service, realize cost savings, and encourage stakeholder participation.
Accomplishments	<ul style="list-style-type: none">• 1Q10: A preview of the Green Line bus feeder plan process was presented to the Planning Committee and Service Planning Committee. Staff met to discuss the public meeting process anticipated for February-March 2010.• 4Q9: Route alternatives were presented at the Managers' Forum in August and September; the Service Planning Committee and the Route Monitoring Task Force were briefed in September.• 3Q9: The project team conducted field work, analyzed ridership data, reviewed land use and employment/population densities, and developed preliminary cost estimates for the draft route alternatives. A SP&S Dept. Managers' Forum was held June 8th to review the draft alternatives and solicit input.• 2Q9: The scope and project schedule was developed.
Issues	<ul style="list-style-type: none">• Still waiting start-up date for 2010 bus service change implementation and Green Line opening of the remaining stations.
Schedule	<ul style="list-style-type: none">• Jan. 26, 2010: Planning Committee request for Public Hearing• February: Board: Call for Public Hearing• March 2010: Public Meetings• March 2010: Public Hearing• April 2010: Planning Committee approval.• May 2010: DART Board Approval• TBD/2010: Bus Feeder Plan Implementation
Project Manager(s)	Rob Smith/Angie Gamez

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	<ul style="list-style-type: none">• 1Q10: Installed 59 new shelters• 4Q9: Installed 75 new shelters• 3Q9: Installed 48 new shelters• 2Q9: Installed 31 new shelters• 1Q9: First shelter installations under new contract began: 18 shelters installed.• 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	<ul style="list-style-type: none">• Crime prevention issues being addressed through environmental design such as solar lighting on all new shelters. Solar lights are being installed separately to ensure that all lights function properly before payment is remitted.• An opportunity exists for improved system efficiency if Paratransit would get more Paratransit passengers into fixed route service where accessibility can be improved through this program.• Joint development work continues with private non-profits and corporations to build in accessibility to fixed-route service.• Talks began with City of Dallas on sidewalk projects, with Lighthouse for the Blind for re-do of boarding area, and with Ft.Worth Avenue developer.• Requirement that new blue shelter replace old brown shelter within 24 hours is not being observed by contractor. Intendant passenger confusion is being handled by temporary signage.
Schedule	<ul style="list-style-type: none">• FY 2010: Continue installation of shelters under federalized contract. Approximately 44 single shelter units per quarter will be installed (new and replaced).
Project Manager(s)	Rob Parks / Ruth Cooper

Strategic Plan Consideration

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

Description

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

Accomplishments

- 1Q10: Vanpool ridership up 10.8% from previous year (Up 28 Vanpool groups from previous year).
- 4Q9: NCTCOG has approved vanpool program funding at 45% for FY10.
- 4Q9: Vanpool fleet up 18% from previous year (30 more than previous year).
- 3Q9: NCTCOG has approved/increased program funding to 50% (up from 40%) through FY09.
- 3Q9: Vanpool fleet up 31% from previous year (26 more than previous year).
- 2Q9: Vanpool fleet increased to 172 vanpools (27 more from previous year).

Issues

- 1Q10: Vanpool Contract bids/proposals reviewed and scored. Procurement coordinating vendor Q&A portion with Legal before formal Board award recommendation (slated for January 2010). A two-month contract extension was initiated to insure a smooth transfer of the new vanpool fleet. There are enough funds in the current contract to execute the extension.
- 1Q10: Hosted the Vanpool Contract Pre-proposal meeting with vendors. At the conclusion it was determined to amend the Statement of Work and Specs. Proposal submittal date pushed from October 8, 2009 to October 22, 2009. This, in combination with delays in legal review may require asking for a contract extension on the current vanpool contract with Enterprise.
- 3Q9: Vanpool Contracts "Evaluation" process is going through a re-write in Procurement. This in conjunction with delays in Legal has pushed our solicitation for the new contract one month.

- Schedule**
- 2Q10: Vanpool Contract award recommendation will be presented to the Board during the Planning Committee meeting January 26, 2010.
 - 2Q10: Transition of new vanpool fleet expected to be complete by 1 Mar 2010.
 - 1Q10: NCTCOG/DART Vanpool ILA for Vanpool funding to be presented to the Board Planning Committee October 27, 2009.
 - 3Q9: Vanpool Focus Group met for July 14th and 15th 09. The Vanpool Captains will discuss operations and address issues.
 - 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

FY 2010 Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> Expand Services 	Green Line	Green Line experienced high ridership levels due to the State Fair and Texas/OU weekend. 132,820 boarding's were counted during the TX-OU game. Overall FY 2009 fixed-route ridership decreased 3.8% compared to FY08. Bus ridership decreased by 4.6%, Light Rail ridership decreased by 2.4% and TRE ridership increased by 1.5%.
	Feeders to Transit Centers and Stations	Work on the Green Line Feeder Plan was completed during Q1, including development of initial proposals for direct feeder bus service to all Green Line stations. The program will be implemented in late calendar year 2010.
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Passenger Support Facilities	The Standard Shelter Program will include the installation of approximately 44 single shelter units (new and replaced) per quarter in FY 2010. 172 shelters have been installed under the new contract in FY09 and FY10. All new shelters will be installed with solar lighting. Rosa Parks Plaza complete and opened in Q4 of FY09. 63 i-Stops were placed Q1-Q3 in FY09.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	DART On-Call Non-Traditional service	On Call services in East Plano were replaced by new FLEX service in February 2009. Ridership for FLEX service is up 14.8%.
	New DART On Call programs: flexible routes and late night/weekend services	Several Plano services were converted to FLEX operation in February 2009. Additional FLEX service began in the Lake June and Rylie/Kleberg areas at the same time.
	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.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities.
	Service Changes	Service changes for FY2010 went into effect on September 14, 2009: Requesting authorization for public hearing regarding bus service changes to go into effect when the Green Line is extended to Carrollton and Pleasant Grove.

DATE: January 2010
TO: Distribution
SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 1st Quarter FY 2010 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, 2009, including Change Control Summaries, Systems Integration, and Real Estate.

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

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

THM/ta

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ACRONYMS

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
CMU - Concrete Masonry Unit (concrete block)
CPM - Critical Path Method
CRI - Cost Reduction Idea
D&A - DART & Agency
D2 - Dallas Central Business District Second Alignment
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DGNO - Dallas, Garland & Northeastern Railroad Company
FAA - Federal Aviation Administration
FDR - Final Design Review
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FFGA - Full Funding Grant Agreement
FHWA – Federal Highway Administration
FTA - Federal Transit Administration
FWTA - Fort Worth Transportation Authority
G-1 - Northeast Corridor (to Garland) Line Section 1
G-2 - Northeast Corridor (to Garland) Line Section 2
G-3 - Northeast Corridor (to Garland) Line Section 3
GMP - Guaranteed Maximum Price
HVAC - Heating/Ventilation/Air Conditioning
IFB - Invitation for Bid
ILA - Interlocal Agreement
I-1 - Irving/DFW Corridor Line Section 1
I-2 - Irving/DFW Corridor Line Section 2
I-3 - Irving/DFW Corridor Line Section 3
KCS - Kansas City Southern Railway
LNG - Liquefied Natural Gas
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
MHz – Megahertz
MKT - Missouri-Kansas & Texas Railroad Company
MIS - Major Investment Study
MSE - Mechanically Stabilized Earth
N/A - Not Applicable
NC-3 - North Central Corridor Line Section 3
NC-4 - North Central Corridor Line Section 4
NC-5 - North Central Corridor Line Section 5
NCTCOG - North Central Texas Council of Governments
NTP - Notice to Proceed

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

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

The LRT Buildout Phase I consisted of approximately 24 miles of light rail transit lines extending northeast to Garland (Northeast Corridor) from the Mockingbird Station and north to Plano (North Central Corridor) from the Park Lane Station. The construction of this 24-mile system included contracts for: facilities construction for each line section (station and guideway construction), systemwide track installation, systemwide landscaping/amenities, systems installation (traction electrification, signals, communications, fare collection, and vehicles), and vehicle procurement. Phase I also included expansion of the existing Service & Inspection (S&I) Facility (completed July 2002), construction of the Vehicle Acceptance Facility (VAF - completed August 1999), and finishout of Cityplace Station (completed December 2000). Buildout Phase I related projects (funded by FFGA Amendment 10) include Bush Turnpike Station (completed December 2002), Parker Road Station Phase II Parking (completed August 2002), Walnut Hill Parking (completed December 2006), and S&I Phase II Expansion (completed November 2006).

Current LRT Buildout Phase I Related Projects:

Purchase of 20 LRVs

Twenty additional LRVs have been purchased under the option clause of the current LRV contract with Kinkisharyo.

Parker Road Parking Expansion

This project will complete parking lot renovations including construction of 570 additional parking spaces at Parker Road Station.

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

Current LRT Buildout Phase II Related Projects:

Raise & Extend Four CBD Stations

This project extended the existing CBD LRT station platforms and modified the height of the platforms to accommodate the level boarding mode of operation.

Closed-Circuit Television (CCTV) System

This project is defined in two parts. **Part 1** will provide conduit configuration at Buildout Phase IIA stations to facilitate future systems for CCTV; passenger emergency call (PEC) units at station platforms; and “Connection Protection” at designated stations. **Part 2** will provide the design, equipment, field installation, and testing of a comprehensive CCTV system at 48 stations throughout the existing Red and Blue LRT lines and the Green Line (Phase IIA), currently under construction.

NW-2 Additional Betterments and Love Field West Area Improvement

These projects will be performed under one contract. The NW-2 Additional Betterments project will provide for the installation of Board-approved betterments (fence and additional landscaping) adjacent to the Love Field West neighborhood. The Love Field West Area Improvement project will provide improvements for Little Denton Drive, between Empire Central and Burbank, adjacent to Line Section NW-2 and the Love Field West neighborhood.

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.

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III

The LRT Buildout Phase III consists of two projects: 1) the second CBD alignment through Downtown Dallas, doubling downtown LRT capacity starting in 2016; and 2) the southward 2.9-mile extension of the Blue Line (South Oak Cliff Corridor) to UNT-Dallas, including two new stations. These projects are in the planning and development phase.

COMMUTER RAIL

Belt Line Road Grade Separation

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

This double tracking project 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.

Valley View to West Irving Double Tracking

This double tracking project involves construction of approximately 1.4 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station, including a new bridge structure and conversion of an existing turnout to a crossover.

Track Materials Procurement for TRE Valley View Project

This procurement includes fabricating, delivering, and unloading into DART/TRE's storage facility the required rail, special trackwork, and concrete ties for the Valley View project.

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 the project consisted of relocating the existing TRE mainlines, constructing approximately 7,700 feet of LRT guideway, and constructing the Victory Station [joint TRE and LRT]. The station includes a pedestrian plaza and walkway to serve the adjacent American Airlines (AA) Center.

Unity Plaza

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

North Central Tunnel Delamination Repair & Monitoring Test Section

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

Bryan/Hawkins Junction

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

Thanks-Giving Square Rail Replacement

This project replaced 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 Northeast Corridor, between White Rock Station and LBJ/Skillman Station.

Valencia Development

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

DART Police Facilities

This project will provide for the renovation and conservation of the historic Monroe Shops to house a new modern headquarters for the DART Police. This project will also include the Northeast Substation and the Northwest Substation.

Frankford Station Additional Parking

Additional parking for the North Carrollton/Frankford Station, along Northwest Corridor Line Section NW-4, is required by the City of Carrollton. A total of 900 spaces will be provided in phases, with 450 required by revenue service in December 2010.

6th Street Crossing

The 6th Street Crossing project will provide a new at-grade crossing on Northeast Corridor Line Section G-3, south of Downtown Garland Station.

CBD/Traffic Signal Priority (TSP) System

The CBD/TSP System project, being developed jointly with the City of Dallas (COD), will provide traffic signaling priority to trains in the central business district, to ensure schedule achievement. It comprises communication between trains, detection equipment, and traffic signals.

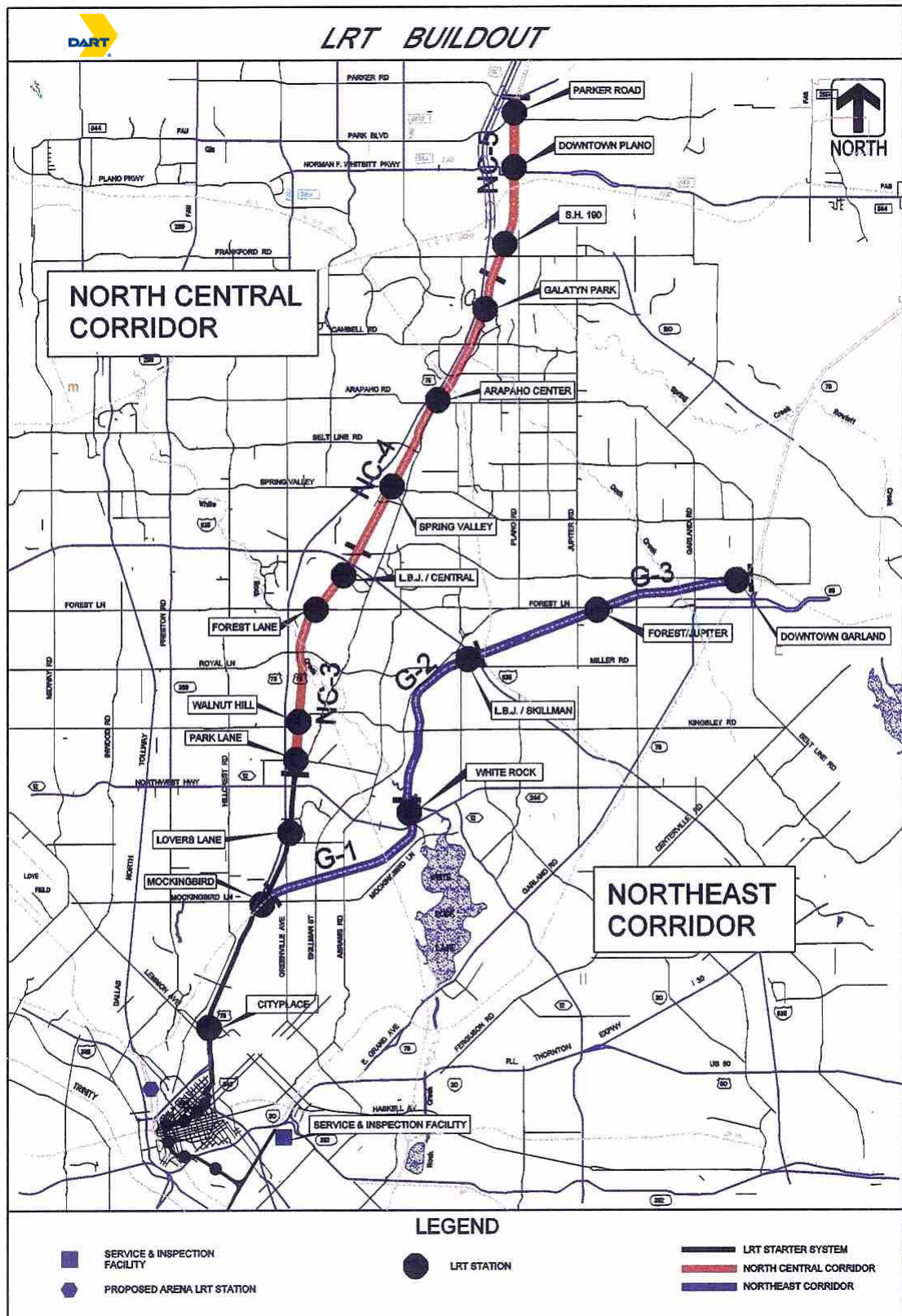
Agency-wide Radio & Related Communications Systems Replacement

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

800 MHz Band Reconfiguration

The 800MHz band reconfiguration project will bring DART into compliance with Federal Communications Commission's ordered reconfiguration of the 800 MHz band.

**LRT BUILDOUT
PHASE I**

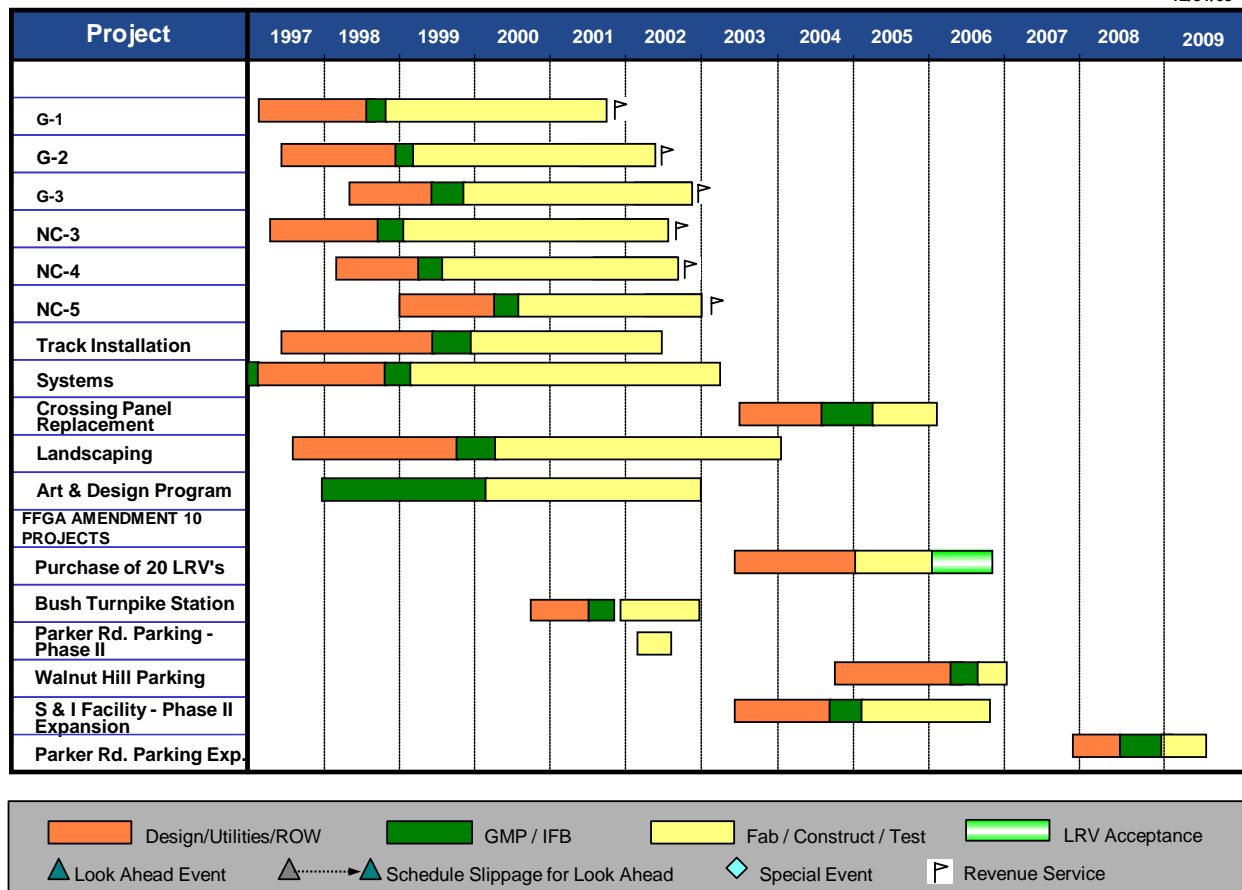


Summary Control Schedule

LRT Buildout Phase I

LRT Buildout Phase I Summary Control Schedule

12/31/09



Cost/Schedule Summary

LRT Buildout Phase I

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

1) LRT General includes annual work programs for the Project Controls/Systems Integration Consultant, the Technical Services personnel, the professional liability insurance program, OCIP, the CADD/computer equipment, LRV Management Services, and the renovation of the Project Management floor at DART Headquarters.

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

3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

Cost/Schedule Summary

LRT Buildout Phase I

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment⁽¹⁾	Expended to Date ⁽²⁾
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	1.4	1.4
S&I Facility - Phase II Expansion	29.8	29.2	29.1
Purchase of 20 LRVs	63.0	61.7	60.0
Parker Road Station Parking Expansion ⁽³⁾	2.3	2.1	2.1
Total	\$111.5	\$108.9	\$ 107.1

1) Committed values reflect activity through 12/31/09.

2) Expended to date values reflect activity through 11/30/09, as reported on DART's General Ledger.

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

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

1) Expended to date values reflect activity through 12/31/09, per DART's General Ledger.

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

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

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities

Line Section G-2

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	<p>Line Section G-2 extends northeasterly from the south end of White Rock Lake Park to the KCS Railway Overpass on the former MKT Railroad Company alignment. This section makes up 3.5 miles of the 11.2 miles of the entire Northeast Corridor. There is one station in this line section, LBJ/Skillman Station, located north of LBJ Freeway and Miller Road. Provision for a future station is also included in this line section.</p>
Status	<p>Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete.</p>
Issues	<p>The contractor, GLF, appealed the contracting officer's final decisions on both its original schedule-related Request for Equitable Adjustment (REA) and on its additional REAs.</p> <p>The matters are proceeding together as one appeal in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing was conducted week of April 23-27, 2007.</p> <p>Decision on entitlement was issued on August 31, 2009. The decision was a mixed decision. DART will be returning some funds to GLF. This issue is being analyzed for Lessons Learned.</p>

North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration C2.3 Integrate new transit services

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

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

Issues The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages and additional costs totaling over \$37 million. The contracting officer's final decision on the REA was issued on May 24, 2005. GLF appealed the contracting officer's final decision and the matter is in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing before Administrative Judge was held January 16 through February 2, 2007. Hearing continued for one more week beginning May 14, 2007.

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 has completed field modifications in support of the warranty program. All of the 20 LRVs are currently out of warranty. Required modifications for electrical enclosures have been completed and modified wear plates are being delivered to DART for installation on the entire fleet of 20 LRVs.

Issues Measures are being taken to close out this contract once all replacement wear plates have been received by DART.

Parker Road Station Parking Expansion

LRT Buildout Phase I

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth C3 Improve Efficiency S1 Build and Maintain Relationships with Stakeholders
Description	This project completed parking lot renovations including construction of 586 additional parking spaces at Parker Road Station. The improvements are in the City of Plano and the project involved construction of paving, drainage, signing, striping, illumination, signalization, maintenance building, and aesthetic features.
Status	DART completed construction of parking expansion at Parker Road Station in September 2009. The project was completed on time and under budget. Contract closeout is in progress.
Issues	None






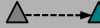


Facilities - Six-Month Look Ahead

LRT Buildout Phase I

LRT Buildout Phase I Six Month Look Ahead

12/31/09

Project	2010					
	January	February	March	April	May	June
G-1	Revenue Service Began - 9/24/01					
G-2	Revenue Service Began - 5/6/02					
G-3	Revenue Service Began - 11/18/02					
NC-3	Revenue Service Began - 7/1/02					
NC-4	Revenue Service Began - 7/1/02					
NC-5	Revenue Service Began - 12/9/02					
Track Installation	Installation Complete					
Crossing Panel Replacements	Construction Complete - 2/1/06					
Systems	All Deliveries Complete					
Landscaping	Landscaping Complete					
Art & Design Program	Program Complete					
FFGA AMENDMENT 10 PROJECTS						
Purchase of 20 LRV's	All Deliveries Complete					
Bush Turnpike Station	Revenue Service Began - 12/9/02					
Parker Rd. Parking - Phase II	Construction Complete					
Walnut Hill Parking	Construction Complete					
S & I Facility - Phase II Expansion	Construction Complete					
Parker Rd. Parking Exp.	Construction Complete					

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

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2009)
			(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
North Central Corridor	Parker Rd. Parking Expansion C-1015568-01	Omega Contracting, Inc.	\$1,778,830	\$88,951	\$1,867,781	\$88,933	\$1,867,763	\$18	100.0%	100%	Closed
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Itchu	\$58,666,378	\$1,333,622	\$60,000,000	\$249,072	\$58,915,450	\$1,084,550	19%	99%	Through SA-018
TOTALS:			\$145,530,133	\$9,931,066	\$155,461,199	\$2,340,154	\$147,870,287	\$7,590,912			
Legend:	% Contingency >= 70%										

Legend: % Contingency >= 70%

- Notes:
- a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.
 - b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.
 - c) The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.
 - c.1) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.
 - d) Percent contract complete based on invoices paid divided by contract value.

**LRT BUILDOUT
PHASES II & III**

**LRT Buildout
Phases II & III**



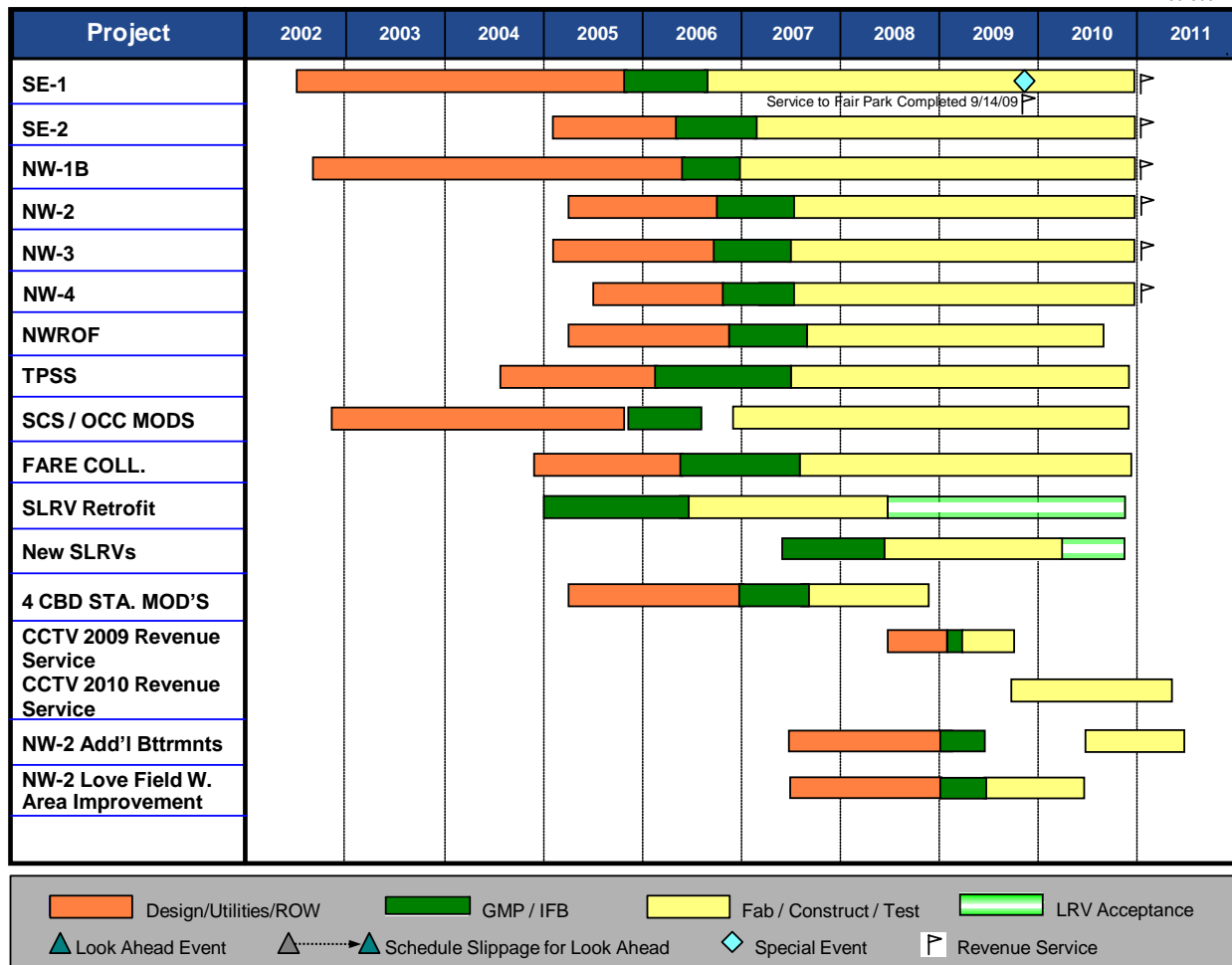
LRT BUILDOUT
PHASE IIA

Summary Control Schedule

LRT Buildout Phase IIA

LRT Buildout Phase IIA Summary Control Schedule

12/31/09



Cost/Schedule Summary

LRT Buildout Phase IIA

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIA	\$ 106.4	\$ 119.2	\$ 102.1
Southeast-1	214.1	211.8	203.3
Southeast-2	171.7	169.9	150.5
Northwest-1B	165.2	164.1	141.0
Northwest-2	186.1	181.0	137.7
Northwest-3	247.3	247.6	205.2
Northwest-4	258.1	257.3	201.2
NWROF	66.6	64.7	59.0
Systems	84.2	80.2	56.5
Vehicles	239.4	238.7	169.1
Raise & Extend 4 CBD Stations	6.7	6.5	6.5
Phase IIA – CCTVs	8.9	4.0	0.5
NW-2 Additional Betterments	1.0	0.5	0.1
Love Field West Area Improvement	3.4	2.3	0.3
LRT Buildout Phase IIA Total	\$ 1,759.1	\$ 1,747.8	\$ 1,433.0

1) Committed values reflect activity through 12/31/09.

2) Expended to date values reflect activity through 11/30/09, as reported on DART's General Ledger.

Cost/Schedule Summary

LRT Buildout Phase IIA

SCHEDULE SUMMARY

	<u>Contract Completion Dates</u>	<u>Revenue Service Dates</u>
Line Section SE-1A (to Fair Park)	09/2009	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	

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

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 University Medical Center Station, located in front of Baylor Hospital; Fair Park Station, located in front of the main Fair Park entrance; J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station, located at the existing J.B. Jackson, Jr. Transit Center; and Hatcher Station, located at Scyene and Hatcher crossing.

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

Line Section NW-1B extends northwesterly from Hi Line Drive to Inwood Road on the former Union Pacific railroad alignment. This section makes up 2.8 miles of the 16.3 miles of the entire Northwest Corridor. There are three stations in this line section: Market Center Station, located at Harry Hines Blvd. between Vagas and Wycliff Avenue; Southwestern Medical District/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**
Revenue service began on September 14, 2009, from Victory Station to MLK Station. Punch list work continues.

Irrigation and landscaping is in progress along the guideway from Metropolitan to Hatcher, as well as permanent traffic signals.

Along the guideway from Pine to Hatcher, work on plinths for York interlocking is complete and trackwork is complete.

At Hatcher Station, CMU artwork is complete. Painting, installation of light poles, and paver installation continue. Column cladding and installation of column tile are in progress.

Status (continued) At the Hatcher Kiss & Ride, work on irrigation and electrical continues, as well as placement of the pavement lanes.

Line Section SE-2

From Hatcher to Dixon, along the Union Pacific Railroad (UPRR), mechanically stabilized wall construction continues. Ballast and trackwork is continuing. UPRR bridge rail installation and bridge and drain work is in progress.

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 complete.

At Lawnview Station, the contractor has completed installation of underground utilities. Platform concrete placement is complete. Work continues on column cladding, station pavers, and landscaping. Painting of canopies continues. Installation of trackwork is ongoing.

At the Lawnview parking/bus lane, bus lane paving, sidewalks, light pole foundations, irrigation, and landscaping are complete. Form, rebar, and pave pads for bus shelters are in progress.

On the guideway between Lawnview Station and Keeton Road, trackwork is nearing completion.

From Keeton Park to Bruton Road, installation of OCS poles and cantilevers continues.

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 are in progress.

From Lake June Station to Buckner Station, trackwork surfacing and installation of cantilevers are in progress.

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

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

Status (continued) At Buckner Station, ballast placement is complete. Bus lane and parking lot liming and paving, sidewalks, inlet, and planters continue. Mechanically stabilized wall construction continues. Canopy columns, painting, and ramps are ongoing. Electrical work for crew room, planter wall caps, and permanent traffic signals are in progress.

Line Section NW-1B

Excavation and grading of stormwater flood storage area and construction of related runnels between Market Center Station and Cedar Springs Branch are nearing completion.

Installation of four 10' x 10' box culverts at Cedar Springs and Harry Hines is nearly complete with the building of the northwest wing wall. Installation of OCS poles continues. Construction of communication troughs and handrails continues along the guideway. Direct fixation track construction is in progress with plinth layout, rebar placement, and concrete placement of plinths from Span 12 to 50. Painting of caps, columns, and beams on the guideway is in progress.

At Market Center Station, canopy, elevator tower, and pedestrian bridge continue. Installation of water lines for fire protection continues. Contractor continues placing pavement for parking lot and constructing landscaped parking lot island.

At Southwestern Medical District/Parkland Station, installation of station conduits and concourse work continues. Installation of the bus canopy continues. The contractor continued erecting the station platform canopies.

Formwork and concrete placement of guideway decks are in progress north and south of Parkland Station. Re-paving continues on streets around Parkland Hospital.

At Inwood Station, installation of platform stairs and canopy steel continue, as well as underground work for irrigation sleeves and drains. Installation of electrical conduits and water service piping continues. Construction of parking lot and access road continues, as well as electrical conduits and concrete bases for light poles. Installation of elevator equipment is in progress.

From Knight's Branch to Bomar Avenue, placement of subballast and underdrains continues.

Ballasted trackwork continues from Sadler Circle to the end of the project.

Issues **Line Section SE-1A**

Restoration of traffic pre-emption inputs at northbound/southbound Central Expressway service road has been completed, and Routh Street has been reopened to traffic.

Line Section NW-1B

Switch machines and ties failed track to earth tests. All parties are working to resolve the issue.

Line Section SE-2

Erosion control around water line and manhole in No Name Creek is under redesign.

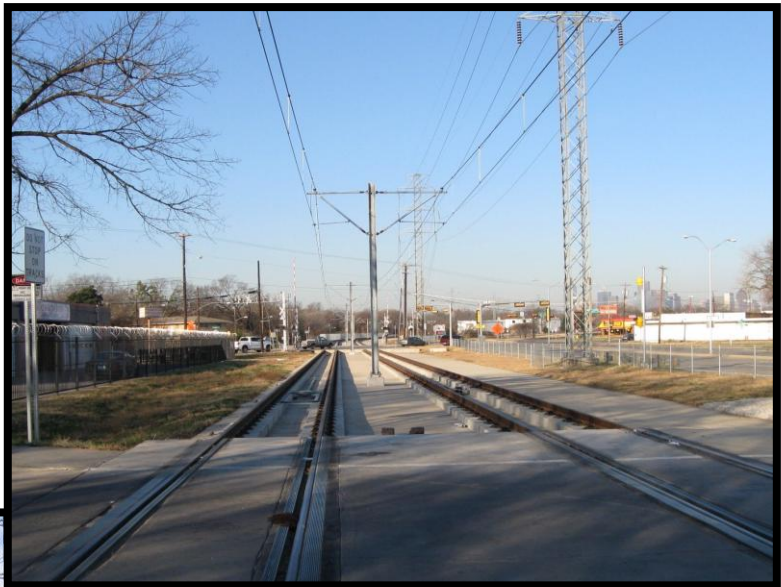
Parkland requested that the new Parkland Boulevard not be constructed beyond the Motor Street (Medical District) connector due to their master planning efforts. This work has been deleted from the contract.

Proposed changes by Market Center to the Market Center pedestrian bridge are under review.

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

**LRT Buildout
Phase IIA**

**SE-1: Looking North from
Pine Street**



SE-1: Hatcher Station

**SE-1: Hatcher Station
Column Cladding**



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

LRT Buildout Phase IIA



SE-2: Lake June Station

**SE-2: Looking South from
Bruton Bridge**



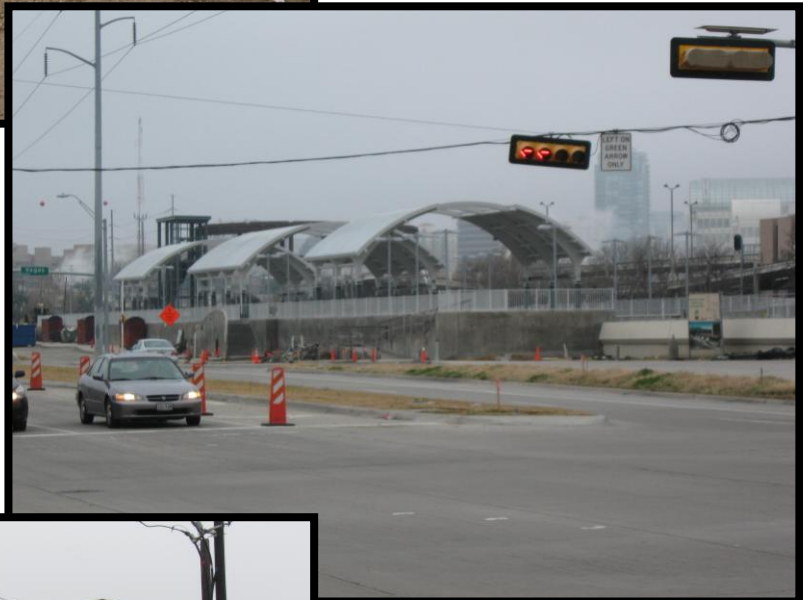
SE-2: Buckner Station

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

LRT Buildout Phase IIA



NW-1B: Turtle Creek Looking North



NW-1B: Market Center
Station



NW-1B: Inwood Station

Track Materials Procurement for CM/GC-I Construction

**LRT Buildout
Phase IIA**

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

Description The track materials procurement involves four contracts to fabricate, deliver, unload, and place into DART's storage facilities varying amounts of welded rail, concrete crossties, direct fixation fasteners, and special trackwork for use on Line Sections SE-1, SE-2, NW-1B, and Bryan/Hawkins Junction. (*See Additional Capital Development section for Bryan/Hawkins report.*) The four contracts include: 1) Progress Rail Services (Lots 1 & 2 - 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**
Additional concrete ties needed to complete the alignment are en route.

Issues None

Strategic Plan Consideration C2.3 Integrate new transit services

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

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

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

Status Line Section NW-2

Between Hawes Avenue and Burbank Street, construction of ballast walls continues.

At the Mockingbird underpass, excavation and placement of concrete on wall panels are complete. The contractor continues to pull rail into the depressed guideway section.

At Bachman Station, ballast was placed and compacted. The contractor has installed select fill under the platform. Underground utility installation continues. Placement of coping on MSE walls continues. Installation of tree grates, setting of floor drains in crew room, and installation of grounds on steel columns continue. The contractor is welding canopy steel. Installation of drain lines on canopy columns continues. Installation of station roofing has begun.

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

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

At Walnut Hill/Denton Station, installation of power conduits and columns continues. Installation of ground grid at north end of platform continues. Installation of lime at bus lanes continues.

At Royal Lane Station, the contractor completed painting of structural steel canopies. Installation of fire protection continues. Installation of ductbanks at station and conduits to service building continues. Painting of the structure continues.

At Farmers Branch Station, excavation for the parking lot is complete. Installation of underground storm, electrical, and irrigation lines on the west side continues. Placement of concrete sidewalk and special-use ramp at Pike Street is nearing completion. Removal of existing parking lot continues. Contractor continues welding up canopy steel. Contractor continues fine grading of east platform for concrete sidewalks. Installation of roof panels is continuing.

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, formwork for elevated platform deck continues. Contractor continues parking light pole installation.

Issues **Line Section NW-2**

Recovery plans have been developed to mitigate delays due to weather and utilities. Negotiations are in progress.

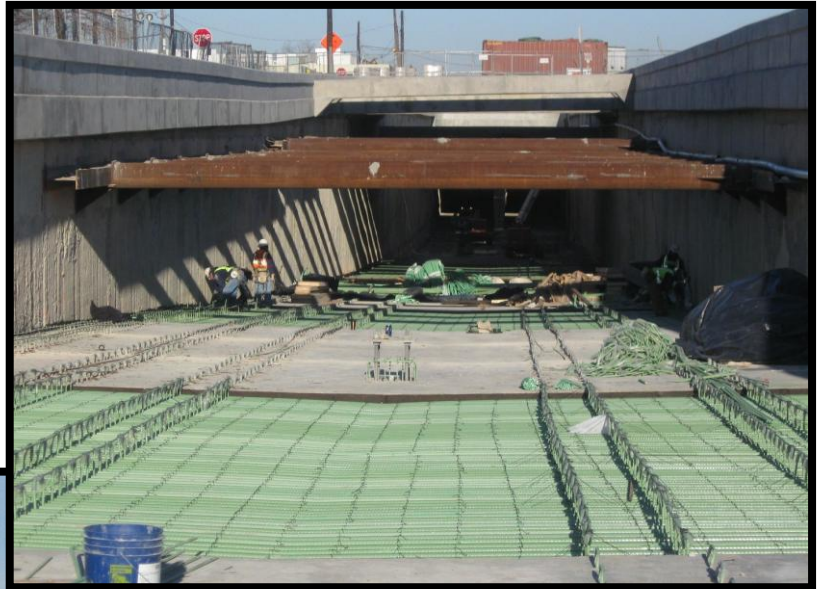
Line Section NW-4

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.

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

**LRT Buildout
Phase IIA**

**NW-2: Installation of
Reinforced Steel for Track
Slab in Depressed Area
South of Egan Ave.**



NW-2: Love Field Station

**NW-2: Bachman Station
Sidewalk Installation**



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

**LRT Buildout
Phase IIA**

**NW-3: Installation of Barrier
Wall at Walnut Hill Lane**



**NW-3: Installation of Warning
Strips at Royal Lane Station**

**NW-3: Concrete Placement
for Sidewalk near
Farmers Branch Station**



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

LRT Buildout
Phase IIA

**NW-4: Concrete Placement for
Pedestrian Bridge Footing at
Downtown Carrollton Station**



**NW-4: Ongoing Renovation
of Carrollton Depot**



**NW-3: Canopy Fascia Installation at
North Carrollton/Frankford Station**

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 (S&I) facility; ways, structures, and amenities (WSA) 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

At the S&I building, the contractor has completed painting exterior walls, completed power, installed railboots, poured a portion of the apron, and continued fence for Kinkisharyo. The closeout process has begun and punch list work is in progress (98% complete). Electronic as-builts have been submitted for review.

At the SLRV Wash building, installation of car wash equipment is complete, except for final testing. Punch list work continues.

At the cleaning platform, punch list work is in progress.

The contractor has completed landscape work.

Lot 2 – Trackwork

Project substantial completion was issued January 3, 2009. Work on punch list continues.

Lot 3 – Systems

The green tag for building TPSS room was received. The contractor continues to install switch machines, Intermediate Instrument House (IIH) building conduit for junction boxes, etc. Installation of track bed conduits and bonding cables continues. Cantilever and head span installation continues. Installation of signs and marking of ties in the Yard continues.

Status (Continued) **Lot 4 – WSA Building & Parking Area**

Exterior wall framing, sheathing, and exterior siding installation are complete. Site underground utilities installation is nearing completion. Installation of HVAC continues. Interior block wall construction is in progress. Electrical, plumbing, and mechanical installations are in progress. Installation of power conductors to the cleaning platform and SLRV building continues.

Lot 9 – Car Hoist

The contractor demobilized fieldwork. Car hoist assemblies are being installed in the pits.

Issues Coordination with follow-on contractors is ongoing.

Providing an SLRV to the contractors for testing is a concern. Several options are being analyzed.

The Lot 4 contractor is experiencing difficulties due to rain and other scheduling delays. A mitigation plan is in process.

Northwest Rail Operating Facility

**LRT Buildout
Phase IIA**

WSA Warehouse Area



Rebar for WSA Loading Dock

**Placement of Concrete for
WSA Parking Area**



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 nearing completion.

Issues None

Systems - Traction Power Substations

LRT Buildout Phase IIA

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	<p>Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIA and the Northwest Rail Operating Facility (NWROF) will require 24 TPSSs.</p>
Status	<p>Notice to Proceed was issued to Siemens Transportation Systems, Inc., on June 29, 2007. Contract submittal review is ongoing.</p> <p>Twenty-four (24) of the substations required for Line Sections SE-1A/B, SE-2, NWROF, NW-1/2/3/4 have been delivered to the sites. All are in various states of the pre-energization and field acceptance tests.</p> <p>SE-1A: TPSS/SCADA communication integration from OCC to Baylor-Portal-Tower 17 TPSSs is in the process of testing.</p> <p>SE-1B: Hatcher substation has been energized.</p> <p>SE-2: Lawnview, Bruton, Lake June, Old South, and Buckner substations are on-site.</p> <p>NW-1B: Lucas and Butler substations have been energized.</p> <p>NW-2/3/4: Empire Central, Wyman, Northwest Highway, Leo, Villa Creek, Reward, Squire Place, Crosby, Westway, Ismaili, and Frankford substations are on-site.</p> <p>NWROF: Yard and Shop substations are on-site. NWROF Yard has been energized.</p>
Issues	<p>There has been discussion concerning a propulsion issue during SLRV testing. Several options were investigated for jerking and hard starting. Data was collected at TPSS and SLRV. For SE-1A, filtering equipment units have been installed/tested. The remaining substations are scheduled for March 2010. Monitoring of TPSS vs. SLRV continues.</p>

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

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

Status As of the end of November 2009, 512 submittals have been received, with 503 returned to the contractor. No RFIs have been received from the contractor for this period.

The contractor is awaiting notification of any retesting that may be required to close out open CM/GC-1 issues.

Issues Based on the schedule, the contract is 72% complete and trending late for required submittals projected.

A change request for swapping access milestones between NW-1B and SE-1B/SE-2 is in progress.

CMGC-III contractor has an access conflict with the SCS/OCC contractor. Change discussion is in progress.

Systems – Fare Collection Equipment

LRT Buildout Phase IIA

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	Ticket vending machines (TVMs) are being purchased for Phase IIA stations. The contract includes options to purchase additional TVMs for the Phase IIB stations and to replace the Starter System units.
Status	<p>Notice to Proceed was issued August 9, 2007. Submittal review is ongoing.</p> <p>Implementation plan is being developed to provide a steady flow of work in the replacement of Starter System units. A supplemental agreement for contract Option 6 for Starter System Replacement TVMs was executed on September 25, 2009.</p> <p>Staff is currently in discussions with the vendor regarding accepting credit/debit cards for payment. Decisions from Revenue were made and a change to the contract is in process. TVMs installed on the SE-1 stations accept credit cards.</p>
Issues	The resubmittal of design documents is not timely, and staff is carefully watching the schedule to ensure there are no delays.

Systems - Passenger Emergency Calls (PECs)

**LRT Buildout
Phase IIA**

Strategic Plan Consideration	C2.6 Improve passenger amenities and facilities
Description	PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.
Status	All Green Line PECs have been transferred to the CM/GC-I and CM/GC-III contractors.
Issues	The manufacturer notified DART of a potential electrical issue with the PEC units that have been delivered. The Maintenance Department is in the process of shipping all units back to the manufacturer for retrofit at no cost to DART. Seventy-two of the one hundred units were shipped to the manufacturer in late September 2009. Seventy-two of the retrofitted units were returned to DART in October 2009.

Strategic Plan Consideration C2.3 Integrate new transit services

Description The existing fleet of 115 LRVs (each composed of an A-unit and a B-unit) will be modified by adding a 31-foot long, low-floor center section (C-unit) to each A/B vehicle, creating a fleet of 115 Super LRVs (SLRVs). This modified fleet will provide for direct, level boarding, from 15½” high platforms, into each vehicle. C-units 39-46 will be funded under Amendment 13 to the LRT Buildout Phase I FFGA.

Status As of the December 18, 2009, 72 SLRVs are in revenue service. Kinkisharyo has consistently been delivering one completed SLRV per week.

Manufacturing has been completed for the C-units associated with Amendment 13 (C-units 39-46).

Issues None

Strategic Plan Consideration 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. Refer to the Phase IIB section of this report for status of the 23 option vehicles.

Status Work at DART's Northwest Rail Operating Facility (NWROF) has been completed ahead of schedule, so Kinkisharyo has agreed to use this facility, in conjunction with the existing C-unit FA-1 facility, to accommodate SLRV final assembly. Facility modifications are underway to accommodate Kinkisharyo's assembly requirements in preparation for the delivery of the first set of completed car units to NWROF in January 2010.

Manufacturing of the base order for 25 SLRVs is underway. The first SLRV car bodies arrived in Dallas during the second week in November 2009. The first completed SLRV should be conditionally accepted by DART in May 2010.

Issues None

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

Integrate systems operation for LRT Buildout Phase IIA.

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 (Phase IIA) to coordinate testing, interface, and start-up activities among all project stakeholders.

Issues

None

Raise & Extend Four CBD Stations

LRT Buildout Phase IIA

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth
Description	This project will extend the existing CBD LRT station platforms and modify the height of the platforms to accommodate the level boarding mode of operation.
Status	Project closeout is nearing completion, pending approval of the third revision to the electronic as-builts and final payment. As-builts were received and are under FTA review.
Issues	None

Closed-Circuit Television (CCTV) System

LRT Buildout Phase IIA

Strategic Plan Consideration C2.3 Integrate new transit services

Description This 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 design, equipment, field installation, and testing of a comprehensive CCTV system at 48 stations throughout the existing Red and Blue LRT lines and the Green Line (Phase IIA), currently under construction.

Status **Part 1**
The general engineering contractor has completed design for all line sections. All change requests have been issued to CM/GC-I and CM/GC-III contractors for incorporation.

Part 2
Upgrade to increase capacity for the optical network is complete and operational for 31 locations. First articles are complete for Akard and Morrell stations. HVAC/Communications Interface Cabinet (CIC) installations are complete at seven locally-controlled stations. Central Monitoring Location (CML) is operational. Installation, quality, and training plans have been submitted. The following stations have been installed: Kiest, VA, Illinois, Pearl, St. Paul, West End, Deep Ellum, Baylor, Fair Park, and MLK. Convention Center and Union Station are in progress. A wireless design solution is being developed for Victory and Mockingbird stations.

Issues The contractor had a slow start; however, they committed to complete the first sixteen stations by September 2009. Twelve stations have been installed and are operating as of the end of December 2009. Coverage issues have been identified with installed stations. Staff is working with the contractor for resolution.

Victory Station and Mockingbird have unique designs. Power for the equipment may be an issue. A wireless design solution is in development.

Overall field oversight has been lacking and the contractor has been notified. The contractor has advised DART that they have removed the video subcontractor and replaced their third project manager. The contractor is in the process of evaluating with the camera manufacturer several problems such as water leakage, poor quality night video, etc. DART is meeting with the contractor executive on a weekly basis to determine a go-ahead plan. A quality control person and a field project manager were assigned as of September 1, 2009.

NW-2 Additional Betterments & Love Field West Area Improvement

**LRT Buildout
Phase IIA**

Strategic Plan Consideration C2.3 Integrate new transit services

Description These projects will be performed under one contract. The NW-2 Additional Betterments project will provide for the installation of Board-approved betterments (fence and additional landscaping) adjacent to the Love Field West neighborhood. The Love Field West Area Improvement project 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 NTP was issued on July 9, 2009.

From Empire Central to Anson Road, utility work, manhole, and waste water line M are being installed. Demolition and grading are in process.

Issues Coordination with residents and adjacent property owners is the primary concern.

Facilities - Six-Month Look Ahead

LRT Buildout Phase IIA

LRT Buildout Phase IIA Six Month Look Ahead

12/31/09

Project	2010					
	January	February	March	April	May	June
SE-1	Construction, Systems Installation Continues					
	▲ OCS Install SE-1B ▲ TPSS Instl Comp	Signal Instl Comp SE-1B	▲ Sys Instl & Test Comp SE-1B ▲ Start Sys Test SE-1B	SE-1B Facility, Trk & System Const. Comp	Guideway Const. Comp	▲
SE-2	Construction Continues					
	▲ Bridge Const Comp ▲ Guideway Complete	▲ Rdway Const. Comp ▲ Lawnview Sta Comp.	▲ Lake June Sta Complete ▲ TPSS Install Comp	Signal Install	▲ Parking Lot & Bus Ln	▲ OCS Instal. Comp ▲ Sys Instl & Test Comp
NW-1B	Construction Continues					
	▲ Track Install Complete	▲ Bridge Complete ▲ Guideway Complete	▲ Comm. Install Comp ▲ TPSS Install Comp	Parking Lot & Bus Ln	▲ Roadway Complete ▲ Stations Comp	
NW-2	Construction Continues					
	▲ Start OCS Install ▲ Start TPSS Install		▲ Track Install Comp. ▲ Bridge Comp		Parking Lot & Bus Ln Const	▲ Signal Install. Complete
NW-3 & WALNUT HILL / DENTON PARKING LOT	Construction Continues					
	▲ OCS Install Complete ▲ IFB Walnut Hill Parking	▲ Issue Final Design - Walnut Hill Parking Lot ▲ Bridge Comp	▲ Bids Due	▲ Walnut Hill Parking NTR Const	▲ Guideway Const.	Start Signal Install ▲ Royal Ln Sta Comp
NW-4	Construction Continues					
		▲ Parking Lot & Bus Ln Comp ▲ Roadway Comp.	▲ Bridge Comp.	▲ OCS Install	▲ Signals Install	▲ TPSS Install ▲ Guideway Comp.
NWROF	Construction Continues					
		Lot 4 Substantial Complete	▲ Lot 1 Substantial Complete MS "B" Base Contract		▲ Lot 9 Complete ▲ MS "T" Complete	▲ Lot 3 Sys Complete ▲ System Test
TPSS	Testing TPSS Equipment Continues					
	All TPSS Delivery was completed in December 2009					
SCS / OCC MODS	Manufacturing Station Controllers Continues					
		Start NW-1 A/B Test	Start Test NW-4	▲ Start Test NW-3/NWROF	▲ Start SE-1B/SE-2 Test	
FARE COLL.	Manufacturing Fare Equip Continues					
SLRV Retrofit	Deliver/Assemble/Test SLRVs Continues					
	▲ Conditional Accept. - 72nd C-Car Retrofit Project is 64% Complete					
25 New SLRVs	Acquisition of 25 SLRV Vehicles Continues					
			Delivery of 1 st Vehicle	▲ Begin Acceptance Test 1 st Vehicle		
CCTV Part 2 – SE-1A & Remaining Stations	Construction Continues					
			SE-1A / Phase I Complete	Start OC-1 Const Cedars Start WOC-1 Const Tyler Vernon Start WOC-2 Const Hampton Start WOC-3 Westmoreland	Construction Begins	
NW-2 Add'l Betterments	MS "B" Construction Start					
NW-2 Love Field West Area Improvement	Construction Continues					
				MS "A" Construction Complete	▲	

Design/Utilities/ROW

GMP / IFB

Fab / Construct / Test

LRV Acceptance

Look Ahead Event

Schedule Slippage for Look Ahead

Special Event

Revenue Service

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

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

Change Control Summary

LRT Buildout Phase IIA

Light Rail Transit Buildout Phase IIA - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2009)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note d)	
Professional Services	GE C-1002450-01	ACT-21	\$225,294,707	\$724,613	\$226,019,320	\$0	\$225,294,707	\$724,613	0%	(Note a)	Through FY-10 AWP
	SDC C-1002803-01	Dallas System Consultants	\$80,864,157	\$212,550	\$81,076,707	\$0	\$80,864,157	\$212,550	0%	(Note a)	Through FY-10 AWP
	Systems Integration (SIC) C-1004187-02	DMJM + HARRIS	\$63,081,761	\$386,954	\$63,468,715	\$0	\$63,081,761	\$386,954	0%	(Note a)	Through FY-10 AWP
	LKV Engineering C-1008146-01	LTK	\$12,548,029	\$78,118	\$12,626,147	\$0	\$12,548,029	\$78,118	0%	(Note a)	Through FY-10 AWP
	CMGC-1 C-1007571-01	Archer Western/Brunson Caron	\$372,479,797	\$18,320,580	\$390,800,377	\$14,488,851	\$386,968,647	\$3,831,729	79%	(Note c)	Includes Pre construction & construction
Construction SE1, 2, NW1B	CMGC-3 C-1009666-01	Archer Western/Herzog	\$476,134,387	\$23,789,720	\$499,924,107	\$2,511,571	\$478,645,958	\$21,278,149	11%	77%	Includes Board authorized increases to base contract
CBD Raise/Extend	CBD Level Boarding C-1012813-01	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$6,756	\$5,363,577	\$275,272	-3%	99%	
NWROF Construction	Lot 1 C1012392-01	Archer Western	\$65,238,407	\$2,175,713	\$67,414,120	\$753,653	\$65,992,060	\$1,422,060	35%	95%	
	Lot 2 C1012392-02	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$33,765	\$7,371,271	\$278,012	11%	98%	
	Lot 3 C1012392-03	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$44,313	\$11,333,613	\$435,380	9%	77%	
	Lot 4 C-1012392-04	Journeyman	\$8,944,333	\$380,053	\$9,324,386	-\$4,887	\$8,939,446	\$384,939	-1%	56%	
	Lot 9 C-1012392-05	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	80%	
Track Material Procurement	Lot 3 & 6 C-1009684-02	Progressive Rail Spt Trkwrk/CWR	\$11,754,817	\$352,645	\$12,107,462	-\$117,121	\$11,637,696	\$469,766	-33%	99%	
CMGC-1	Lot 5 C-1009684-03	L.B. Foster Fasteners	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%	
	Lot 4 C-1009684-04	Roca Concrete Tie Concrete Ties	\$3,145,765	\$96,089	\$3,241,854	\$57,195	\$3,202,960	\$38,894	60%	100%	
	Lot 1 & 3 C-1012000-01	VAE Nortrak NV23M & NVPROF/Spl Trkwrk	\$8,987,703	\$472,976	\$9,460,679	-\$293,849	\$8,693,854	\$766,825	-62%	100%	
	Lot 2 C-1012000-02	L.B. Foster NW-2 3/4 CWR	\$5,982,978	\$299,149	\$6,282,127	\$0	\$5,982,978	\$299,149	0%	100%	
	Lot 4 C-1012000-03	Roca Concrete Tie Concrete Ties	\$3,361,624	\$168,081	\$3,529,705	\$70,715	\$3,432,339	\$97,366	42%	100%	
Track Material Procurement	Lot 5 C-1012000-04	Advanced Track Products CMGC-3 Fasteners	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	100%	
Systems	TPSS DFI C-1012105-01	Siemens Transportation Systems, Inc.	\$30,792,441	\$2,463,395	\$33,255,836	-\$61,319	\$30,731,122	\$2,524,714	-2%	86%	
	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$7,083,459	\$231,205	\$7,314,664	\$68,700	\$7,152,159	\$162,505	30%	0%	
Vehicle Procurement	115 C-Unit Mode W/ATP C-1011711-01	Kinkisharyo/Itochu	\$190,395,824	\$5,959,416	\$196,355,240	\$950,870	\$191,346,694	\$5,008,546	16%	82%	
Vehicle	SLRV Procurement (25) C-1013706-01	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$0	\$164,374,396	\$4,931,232	0%	25%	
NW-2 Little Denton Drive Betterments & Improvements	LDDIB C-1016241-01	Phillips-May Corporation	\$2,039,333	\$163,147	\$2,202,480	\$0	\$2,039,333	\$163,147	0%	25%	
Systems Modifications	SOS/OCC C-1009337-01	GE Advanced Comm. Systems	\$19,268,337	\$1,541,467	\$20,809,804	\$34,761	\$19,303,098	\$1,506,706	2%	27%	
CCTV	CCTV C-1016547-02	Calence, LLC	\$5,759,107	\$392,525	\$6,351,632	\$0	\$5,759,107	\$392,525	0%	27%	
Equipment - Fixed	DEGA C-1013454-02	Brad Oldham	\$1,365,000	\$45,045	\$1,410,045	\$39,846	\$1,404,846	\$5,199	88%	99%	
Deep Illum Gateway Art Project											
TOTALS:			\$1,795,611,852	\$64,980,589	\$1,860,592,441	\$18,571,199	\$1,814,183,050	\$46,409,390			

Legend: % Contingency >= 70%

Notes:

- The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.
- CMGC-1 & 3 contracts were modified to include construction services.
- The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.
- Percent contract complete based on invoices paid divided by contract value.
- The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.

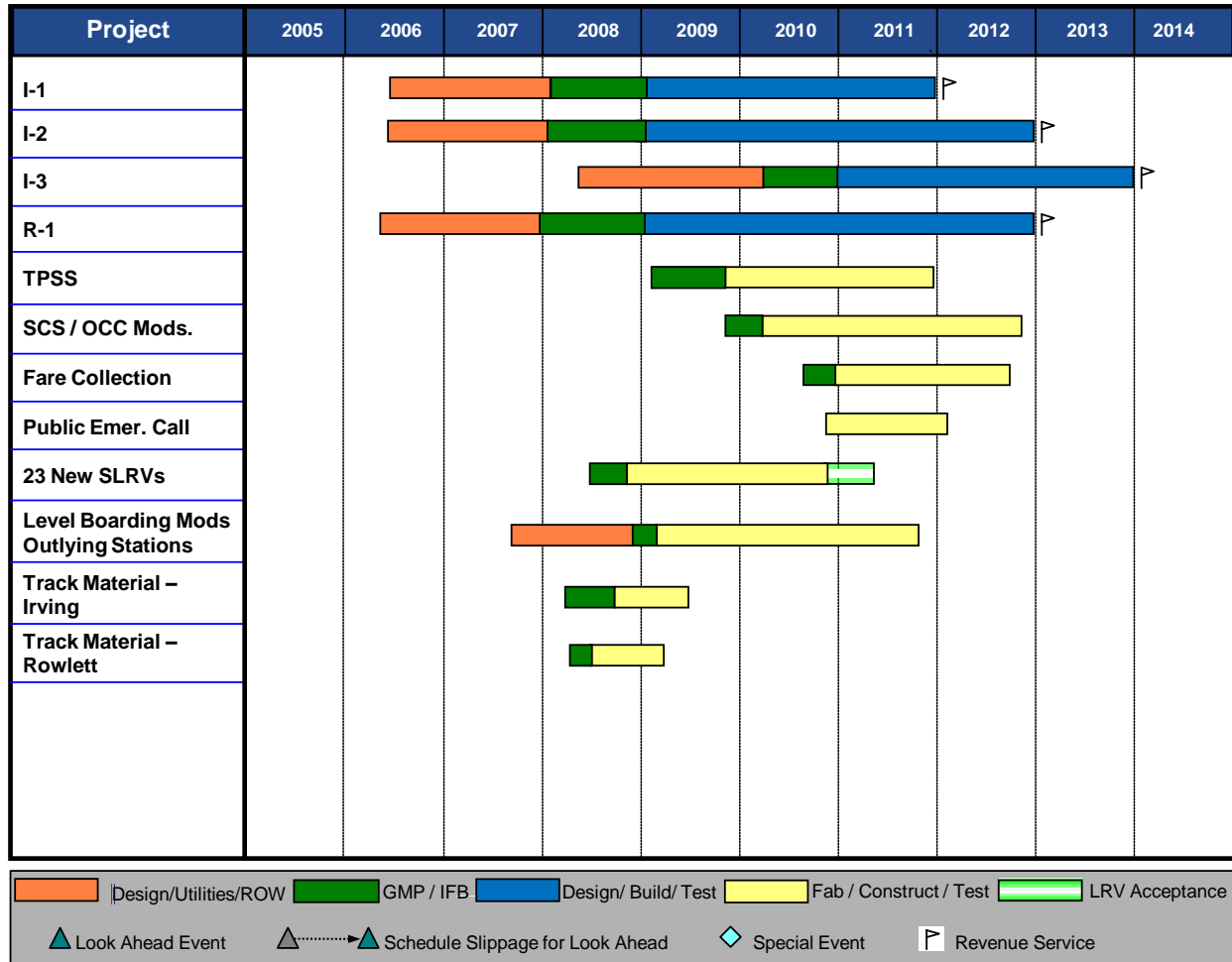
LRT BUILDOUT
PHASE IIB

Summary Control Schedule

**LRT Buildout
Phase IIB**

LRT Buildout Phase IIB Summary Control Schedule

12/31/09



Cost/Schedule Summary

LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIB	\$ 137.8	\$ 35.9	\$ 23.3
Irving-1	365.9	346.4	87.0
Irving-2	233.6	181.7	60.7
Irving-3	272.5	4.5	3.9
Rowlett-1	213.4	213.0	35.3
Level Boarding – Outlying Stations	13.2	7.0	2.9
NWROF	53.0	59.1	54.0
Systems	42.2	42.4	15.4
Vehicles	206.5	194.2	60.2
LRT Buildout Phase IIB Total	\$1,538.1	\$ 1,084.2	\$ 342.7

1) Committed values reflect activity through 12/31/09.

2) Expended to date values reflect activity through 11/30/09, as reported on DART's General Ledger.

SCHEDULE SUMMARY

Contract Completion Dates

Revenue Service Dates

Line Section I-1	12/2011	12/2011
Line Section I-2	12/2012	12/2012
Line Section I-3	12/2013	12/2013
Line Section R-1	12/2012	12/2012

Strategic Plan Consideration 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 and terminates on DFW Airport property.

Status The design-builder has completed the majority of the design. Drilled shafts, columns, pier caps, bridge beams, and bridge deck are being installed along the limits of the Trinity River Bridge structure. Clearing activities are underway throughout the remainder of the project, with the exception of DFW property.

Issues The design-builder is still seeking final approval from the Irving Flood Control District, which will facilitate the release of the Construction Authorization Letter from the U.S. Army Corps of Engineers. Approvals are needed prior to constructing the bridge structure in the vicinity of the Trinity River levee.

The City of Irving is acquiring most of the ROW. The fulfillment of Irving's contribution (\$60M) identified in the ILA with DART is under evaluation by DART and the City.

TXDOT's commitments to DART regarding their SH 114/Loop 12 project progress are of concern to the project.



Placement of Shear Block

Placement of Cap #46



**Convention Center Station
Excavation**

Track Materials Procurement for Irving Corridor

**LRT Buildout
Phase IIB**

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

Description DART awarded a contract to the L.B. Foster Company on August 26, 2008, to supply 5,911 tons of 115RE continuously welded rail (CWR) for the I-1/I-2 and I-3 projects. The Authority is not providing any additional track material for the I-1/I-2 project. Due to the preliminary status of the I-3 conceptual design, the need for additional Authority-provided track materials has not yet been determined.

Status To date, all of I-1 and I-2 rail have been delivered to the project site. All I-3 rail has been delivered to a TRE yard in Irving for storage until it is needed for the I-3 project. Contract closeout is in progress.

Issues None

Strategic Plan Consideration 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). On June 23, 2009, a regional consensus was achieved when the DART Board of Directors approved the Phased Approach. The first phase extends light rail directly into Terminal A. A future phase extends the alignment to interface with the Cotton Belt before turning into Terminal A.

DART has initiated Preliminary Engineering for the project and is coordinating the design with DFW and TxDOT. The 5% design for Phase I was submitted on September 15, 2009. All comments have been received and dispositioned. The 5% design for Phase II was submitted on December 1, 2009. All comments have been received and dispositioned. The 10% design for Phase I was submitted on December 23, 2009. Internal comments have been dispositioned, but receipt of DFW comments is pending. A Draft of the EA Document will be reviewed in January 2010. DART is working with an aviation consultant to identify issues associated with implementing LRT at airports. DART has initiated environmental documentation. An Agency Scoping Meeting was held on October 19, 2009. A Public Scoping Meeting was held on October 20, 2009. DART is having ongoing coordination meetings with DFW Airport, FAA, and FHWA. A separate task force of DFW and DART representatives is meeting to determine the roles and responsibilities for the DFW station design. Planning has coordinated with Systems to preliminarily place TPSSs, system elements, and storage tracks. Planning will be conducting Subsurface Utility Engineering (SUE) in the early stage of the project to avoid any surprises during final design.

Issues DFW has identified a potential pinch point along SH 114.

FAA navigation aids on airport property may need to be relocated for the project. This will require a great deal of coordination between FAA, DFW and DART.

Strategic Plan Consideration C2.3 Integrate new transit services

Description The Rowlett Extension (R-1) extends 4.8 miles east from the Downtown Garland Station to the Rowlett Park and Ride. There is one station, Rowlett Station, located adjacent to the Rowlett Park and Ride.

Status The design-builder is advancing the design and nearing completion on clearing and grubbing activities throughout the project limits.

The design-builder began constructing drilled shafts for the Rowlett Creek bridge in December 2009.

Issues The design-builder has developed a conceptual design that reduces tree removal in the vicinity of Dexham Estates in Rowlett, on the south side of the freight tracks. Clearing operations have been completed on the north side of the freight tracks.

Ongoing coordination with the cities of Garland and Rowlett is needed throughout the design phase.

Design progression has advanced more slowly than anticipated. The design-builder is developing a plan to recover this progress.



Rebar Cage Fabrication

Rowlett Creek Structure Drilled Shaft Installation



**Rebar Cage Being
Lowered into Hole**



Concrete Placement for Drilled Shaft



Track Materials Procurement for Rowlett Extension

**LRT Buildout
Phase IIB**

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

Description DART awarded a contract to Progress Rail Services on June 24, 2008, to supply 2,213 tons of 115RE continuously welded rail (CWR) for the R-1 project. The Authority is not providing any additional track material for the R-1 project.

Status All of the rail has been delivered to the rail storage location in Rowlett, Texas. Contract closeout is in progress.

Issues None

Systems - Traction Power Substations

LRT Buildout Phase IIB

Strategic Plan Consideration C2.3 Integrate new transit services

Description This work effort is included in the Traction Power Substations (TPSS) Phase IIA contract as contract options. As in Phase IIA, TPSSs are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIB (Irving and Rowlett Extension Lines) will require 14 TPSSs.

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

The following TPSS delivery dates are recommended by the contractor:

Line Section	TPSS No.	TPSS Name	Contract Delivery Date	Recommended Delivery Date
Irving I-1	1	Amanda	Dec. 2010	10/16/2010
	2	Braniff	Jan. 2011	04/13/2011
	3	Colt	Feb. 2011	08/15/2010
Irving I-2	4	Delta	Dec. 2011	12/16/2010
	5	Echo	Jan. 2012	06/08/2011
	6	Flight	Feb. 2012	11/05/2011
Rowlett	7	-	Aug. 2011	-
	8	-	Sept. 2011	-
	9	-	Oct. 2011	-
	10	-	Nov. 2011	-
Irving I-3	11	-	-	-
	12	-	-	-
	13	-	-	-
	14	-	-	-
	15	-	-	-

Issues None

Strategic Plan Consideration C2.3 Integrate new transit services

Description This work effort is included in the SCS/OCC Phase IIA contract as an option. As in Phase IIA, the SCS/OCC Modifications include modification of the existing communications system to accommodate the new LRT Buildout Phase II facilities and equipment by upgrading the SCS software and displays, providing a public announcement/visual message board (PA/VMB) system, and reconfiguring the existing systems at the OCC. Modifications for the graphical interface to allow the expansion to reside on the existing displays and upgrade to the central computer system to accommodate all future growth are also included in this project.

Status A change request resolving the schedule issue is in the DART signature loop.

Issues A change request resolving the Irving 1 and 2 dates for access, testing, and completion has been crafted after negotiation with the SCS/OCC contractor.

Change is being held pending final confirmation of access dates.

Systems – Fare Collection Equipment

**LRT Buildout
Phase IIB**

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

Description Ticket vending machines (TVMs) are being purchased for Phase IIA stations. The contract includes options to purchase additional TVMs for the Phase IIB stations.

Status The options have not been exercised for Phase IIB at this time.
Discussions are on hold until other deployment dates are settled.

Issues None

Systems - Passenger Emergency Calls (PECs)

**LRT Buildout
Phase IIB**

Strategic Plan Consideration	C2.6 Improve passenger amenities and facilities
Description	PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.
Status	All required units were delivered to DART on October 14, 2008, and have been stored until required by the design-builder.
Issues	The manufacturer notified DART of a potential electrical issue with the PEC units that have been delivered. The Maintenance Department is in the process of shipping all units back to the manufacturer for retrofit at no cost to DART. Seventy-two of the one hundred units were shipped to the manufacturer in late September 2009. Seventy-two of the retrofitted units were returned to DART in October 2009.

Vehicles – 23 Option Vehicles (New SLRV Procurement)

**LRT Buildout
Phase IIB**

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

Description The procurement of 23 SLRVs in support of DART's Orange/Blue Line (Phase IIB) expansion is included as an option to DART's Green Line (Phase IIA) SLRV base contract. In October 2008, the DART Board approved the inclusion of 23 option vehicles in the SLRV contract, bringing the total quantity to 48 SLRVs.

Status Manufacturing of the option order of 23 SLRVs is underway. Delivery of the first option vehicle is anticipated in November 2010. Delivery of the remaining 22 option vehicles will continue through early spring of 2011.

Issues None

Strategic Plan Consideration C2.3 Integrate new transit services

Description Integrate systems operation for LRT Buildout Phase IIB.

Status Systems Integration continues to address final design and construction interface issues for all line sections and system elements. Design submittals, construction submittals, and design-build proposals are being reviewed for interfaces, operations, maintenance, quality, and safety and security impacts.

Safety and Security checklists are being prepared and design packages are being reviewed for certifiable elements. Fire/Life Safety Committee meetings continue and coordination with Buildout member cities is ongoing. Updates to the Safety and Security Management Plans (SSMP) and the Safety and Security Certification Plan (SSCP) have been prepared.

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

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

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

Issues None

Level Boarding Modifications For Outlying Stations

LRT Buildout Phase IIB

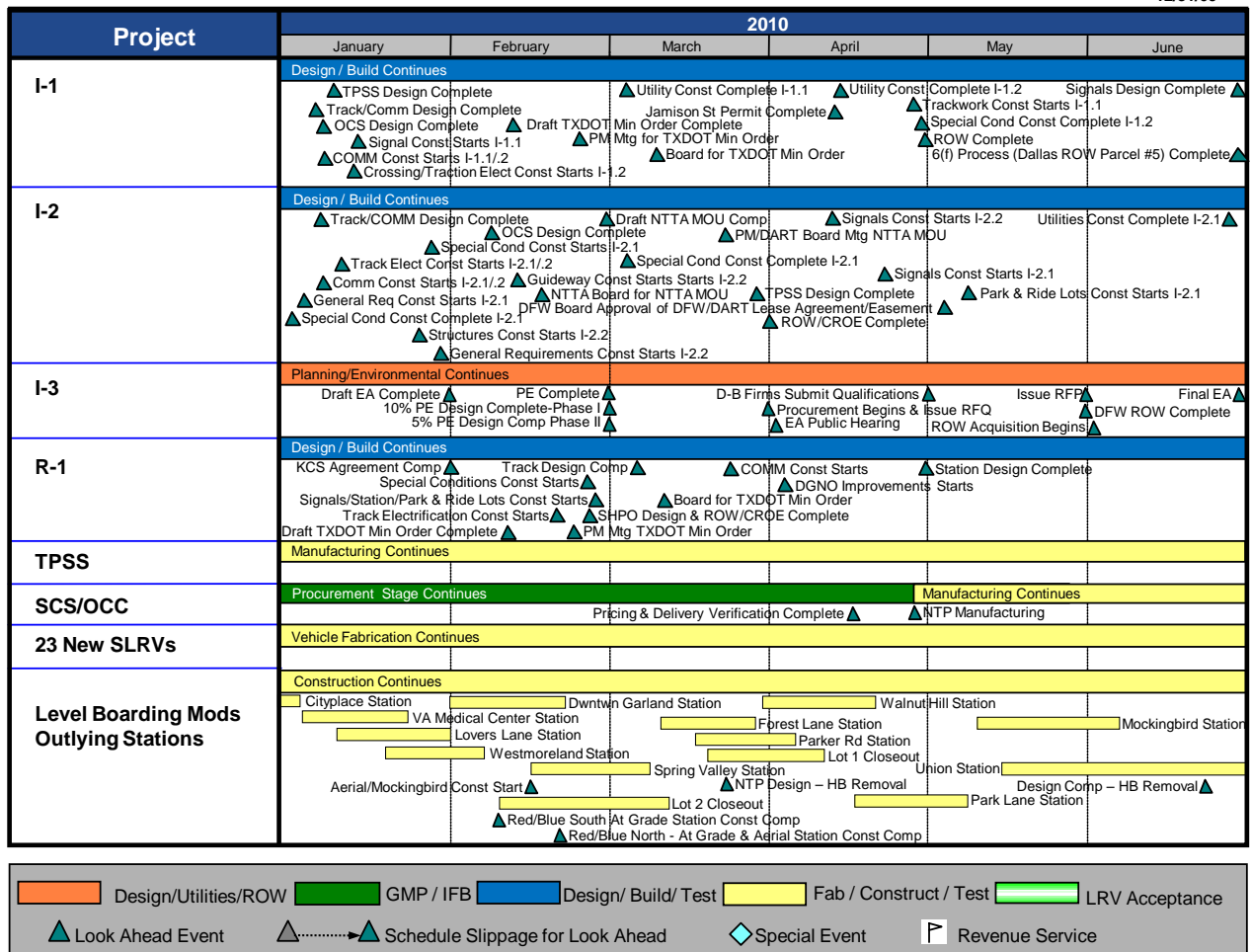
Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth
Description	This project will modify Starter System and Buildout Phase I LRT station platforms to accommodate the level boarding mode of operation.
Status	NTP was issued March 20, 2009. Construction at White Rock, LBJ/Skillman, LBJ/Central, Bush Turnpike, Arapaho Center, Downtown Plano, 8th & Corinth, Tyler/Vernon, Hampton, Cedars, Dallas Zoo, Convention Center, Illinois, Kiest, Forest/Jupiter, Ledbetter, Galatyn Park stations is complete. Cityplace Station is scheduled for completion the weekend of January 2-3, 2010. VA Medical Center Station is scheduled for the weekend of January 9-10, 2010, and Lovers Lane Station is scheduled for the weekend of January 16-17, 2010. The contractor is completing one station per weekend.
Issues	None

Facilities - Six-Month Look Ahead

LRT Buildout Phase IIB

LRT Buildout Phase IIB Six Month Look Ahead

12/31/09



Change Control Summary

LRT Buildout Phase IIB

Light Rail Transit Buildout Phase IIB - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2009)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
Design/CM	Track 3 C-1013219-01	Track 3 Joint Venture Various + I1&2+Rowlett	\$27,664,439	\$386,377	\$28,050,816	\$0	\$27,664,439	\$386,377	0	0	Note b
Irving 1 & 2	Irving 1-2 DB C-1014614-01	KSVFP JV Irving 1 & 2	\$430,164,910	\$17,207,000	\$447,371,910	\$177,233	\$430,342,143	\$17,029,767	1%	12%	Design-Build
Rowlett	Rowlett DB C-1014614-02	Austin Road & Bridge Rowlett	\$193,019,007	\$7,514,000	\$200,533,007	\$0	\$193,019,007	\$7,514,000	0%	3%	Design-Build BR-090008 Pink Sheeted
Track Material Procurement CWR	Irving Rail Procurement C-1014938-02	L.B. Foster Irving 1, 2 & 3	\$8,920,527	\$89,205	\$9,009,732	\$22,133	\$8,942,660	\$67,073	25%	100%	
	Rowlett Rail Procurement C-1014938-01	Progeessive Rail Services Rowlett	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
Systems	TPSS DFI C-1012105-01	Siemens Transportation Systems, Inc.	\$17,096,095	\$170,961	\$17,267,056	\$0	\$17,096,095	\$170,961	0%	0%	
Systems	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$1,542,448	\$0	\$1,542,448	\$0	\$1,542,448	\$0	0%	0%	
Systems	SCS/OCC C-1009337-01	GE Advanced Comm. Systems See PH IIA	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Vehicle	SLRV Procurement (23) C-1013706-01	Kinkisharyo International	\$126,730,327	\$2,843,881	\$129,574,208	\$0	\$126,730,327	\$2,843,881	0%	0%	
Level Boarding Outlying	LBOLS C-1016053-01	Phillips May Corporation	\$4,043,333	\$323,467	\$4,366,800	\$0	\$4,043,333	\$323,467	0%	0%	
TOTALS:			\$812,575,386	\$28,568,834	\$841,144,220	\$199,366	\$812,774,752	\$28,369,468			

Legend: % Contingency >= 70%

Notes: a) Percent contract complete based on invoices paid divided by contract value.
b) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed

LRT BUILDOUT
PHASE III

Dallas Central Business District (CBD) D2 Alignment

LRT Buildout Phase III

Strategic Plan Consideration

C2 Manage System Growth

Description

This project establishes a second light rail transit (LRT) line through Downtown Dallas by connecting two points: Victory Station and the Green Line (Good Latimer/Elm St. intersection). It will double the LRT capacity through Downtown Dallas starting in 2016, serving LRT lines constructed after this time and relieving congestion on the existing Bryan/Pacific Transit Mall.

Status

Technical Analysis of the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) has been completed. The preliminary draft Environmental Impact Statement (EIS) submitted to the Federal Transit Administration (FTA) has been reviewed by them, and DART is revising based on their comments. The document will be finalized and distributed in January/February 2010. The final Public Hearings/Meetings are expected to occur in March 2010, which will be followed by the DART Board selection of a Locally Preferred Alternative (LPA), anticipated in April 2010.

Issues

FTA-approved travel demand model for final forecasts and SUMMIT results has been unavailable.

Historic resource assessment needs to be completed.

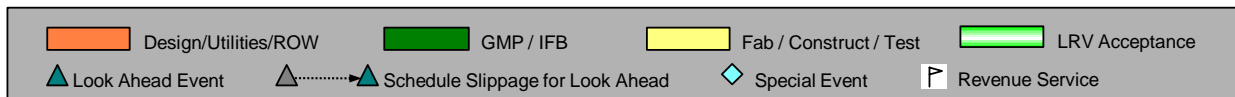
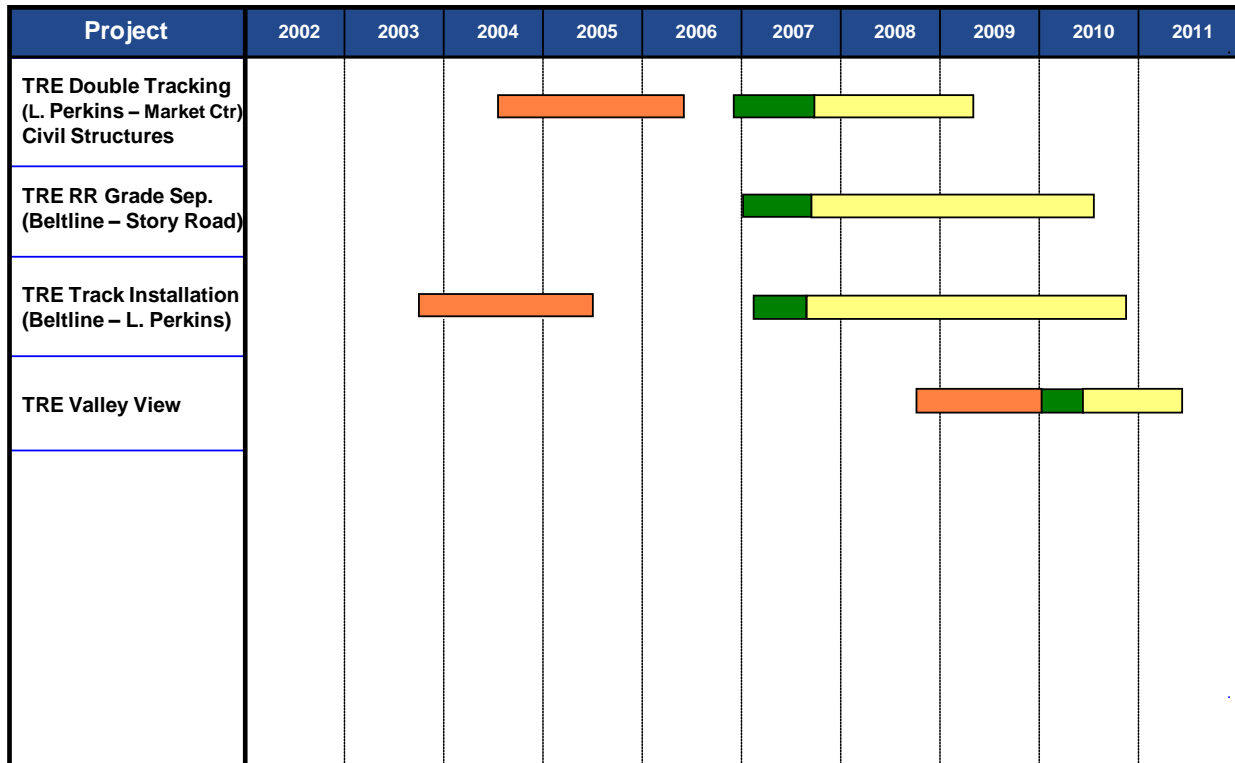
**COMMUTER
RAIL**

Summary Working Schedule

Commuter Rail

Commuter Rail Summary Working Schedule

12/31/09



Cost Summary

Commuter Rail

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Belt Line Road Grade Separation	\$ 70.5	\$ 68.2	\$ 61.2
Lisa-Perkins Double Tracking	6.4	6.6	6.5
Valley View ⁽³⁾	14.4	3.0	0.8

1) Expended to date values reflect activity through 11/30/09 as reported on DART's General Ledger.

2) Control Budget and Current Commitment reflect activity through 12/31/09.

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

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 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW was acquired by the City of Irving. Total estimated cost, including ROW, engineering and construction, is approximately \$70 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.

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

Status

Lime work at the east approach on the north side of the tracks is complete. Final grading of subballast material and preparation for material depth checks at Abutment 123 are complete. The contractor is paving southbound lanes of Belt Line Road and has completed Briery Road and Story Road.

Issues

None

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 This double tracking project 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 has been 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 Closeout is complete.

Issues None

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

**Commuter
Rail**

**Strategic Plan
Consideration**

C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency

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

Work is in progress for the Belt Line Road project.

Issues

None

Valley View to West Irving Double Tracking

**Commuter
Rail**

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

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

Status Final design of the civil and structural elements was submitted in December 2009. The Senior Management Review (SMR) was held and final adjustments are being made to the design. IFB is on target for mid-February 2010. The systems/signal design work is on schedule for a mid-January 2010 50% submittal. Baseline budget and schedule has been approved.

Issues None

Track Materials Procurement for TRE Valley View Project

**Commuter
Rail**

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

Description The track materials procurement includes fabricating, delivering, and unloading into DART/TRE's storage facility approximately 8,161 track feet of 136-lb. rail, special trackwork, and concrete ties for use by the construction contractor for the Valley View project.

Status NTP was issued to the contractor in August 2009. Materials are on schedule for delivery between mid-February and mid-April 2010.

Issues None

Six-Month Look Ahead

**Commuter
Rail**

Commuter Rail Six Month Look Ahead

12/31/09

Project	2010					
	January	February	March	April	May	June
TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures	All Construction Completed 4/9/09					
TRE RR Grade Sep. (Beltline – Story Road)	Construction Continues					
			◆ Const MS F Complete		◆ Const MS G Complete	
					Const MS A Complete ◆	
TRE Track Installation (Beltline – L. Perkins)	Installation Continues					
TRE Valley View	Design Procurement – Civil Continues Construction Continues					
	◆ CD Submittal – Civil Construction Package	◆ IFB Released	Award Recommendation ◆	◆ Bids Received	◆ PM Committee Meeting	◆ DART Board Meeting
	Systems Package Design Continues		Procurement – Systems Continues			Construction Continues
	◆ 50% Systems Submittal Complete	◆ 100% Systems Submittal Complete	◆ CD Submittal – Systems Package			
	Procurement – Rail Continues					
			Rail Manufacturing/Delivery Complete ◆			

Design/Utilities/ROW	GMP / IFB	Fab / Construct / Test	LRV Acceptance
▲ 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/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note a	Summary of Activity This Period & Comments (December 2009)
TRE	Belt Line-Story Grade Separation C-1012696-01	McCarthy Building Companies	\$43,006,362	\$3,685,753	\$46,692,115	\$3,285,091	\$46,291,453	\$400,662	89%	92%	
TRE	TRE Lisa-Perkins Construction C-1012966-01	Austin Road and Bridge	\$2,910,060	\$87,302	\$2,997,362	\$40,769	\$2,950,829	\$46,533	47%	96%	
TRE	TRE LPBL-S Trk Mt Procure/Install C-1012577-01	Herzog	\$11,494,170	\$344,822	\$11,838,992	-\$237,935	\$11,256,235	\$582,757	-69%	82%	
TRE	TRE Valley View Bridge & Double Tracking Construction Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TRE	TRE Valley View Bridge & Double Tracking Track Material C-1016855-01	Progress Rail Services	\$1,261,356	\$37,841	\$1,299,197	\$0	\$1,261,356	\$37,841	0%	0%	
TOTALS:			\$58,671,948	\$4,155,718	\$62,827,666	\$3,087,924	\$61,759,872	\$1,067,794			

Legend: %Contingency >= 70%

Notes: a) Percent contract complete based on invoices paid divided by contract value.

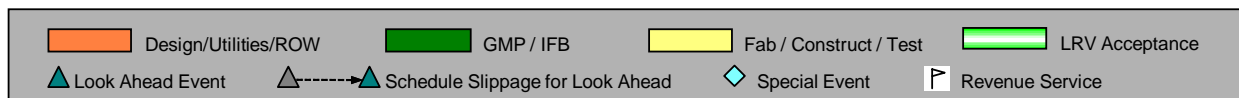
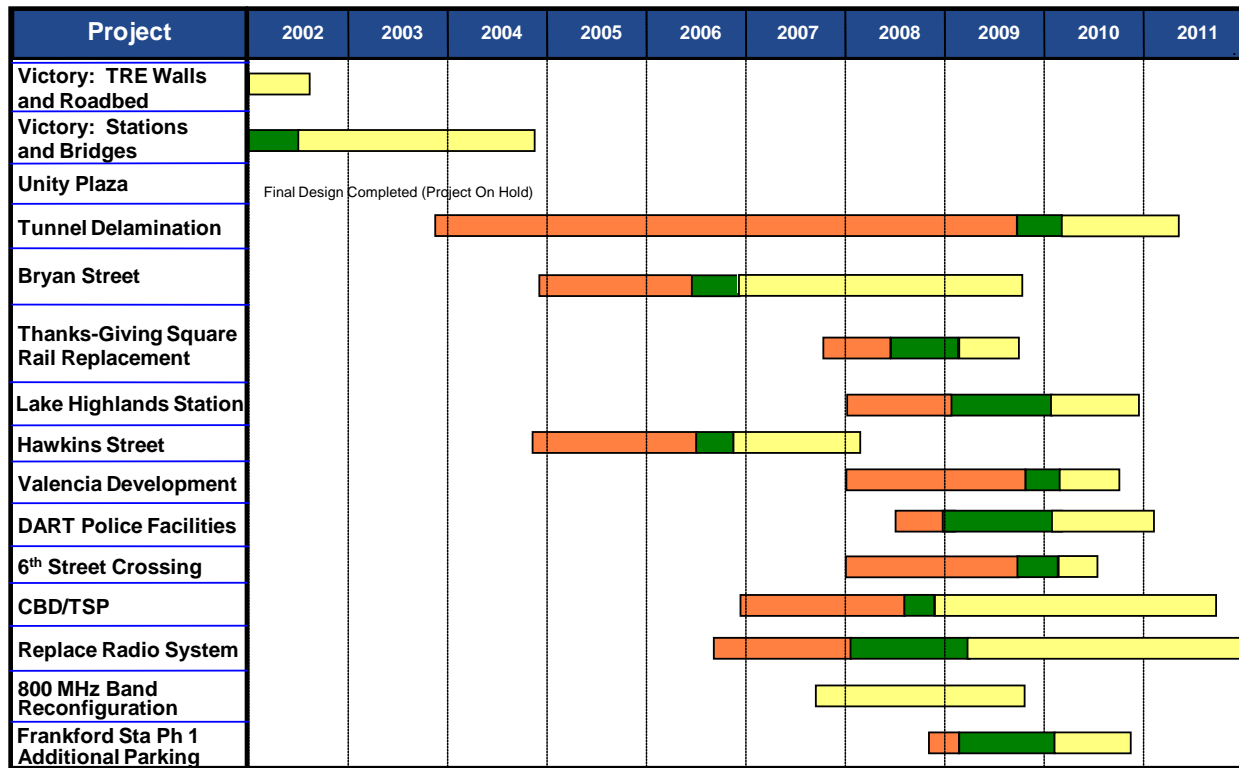
**ADDITIONAL
CAPITAL
DEVELOPMENT**

Summary Working Schedule

Additional Capital Development

Additional Capital Development Summary Working Schedule

12/31/09



Cost Summary

Additional Capital Development

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	0.0	0.9	0.9
Tunnel Delamination	4.2	2.6	2.5
Bryan Street ⁽³⁾	30.8	27.9	22.2
Hawkins Street	23.2	23.7	21.9
Thanks-Giving Square Rail Replacement	1.9	1.7	1.6
Lake Highlands Station	13.4	10.4	2.2
DART Police Facilities ⁽⁵⁾	35.0	21.2	3.5
Monroe Shops – Pre-Development ⁽⁵⁾	1.7	1.7	0.1
Frankford Road Additional Parking	7.1	2.3	2.3
6th Street Crossing ⁽⁶⁾	1.6	0.1	0.0

1) Expended to date values reflect activity through 11/30/09, 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 \$4.6MM from funding partners.

4) Control Budget and Current Commitment values are reflected as of 12/31/09.

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

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

NW-1A/Victory Station Project

Additional Capital
Development

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

- **TRE Walls and Roadbed Construction Contract** – project is complete.
- **Line Section NW-1A Construction Contract** – project is closed via the contracting officer's final decision.
- **Line Section NW-1A Track Material Procurement** – project is complete.
- **Line Section NW-1A Systems Construction Contract** – project is 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). DART and Eby settled all issues.

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. DART is not a party to this litigation. Trial was held in May 2009. Judge issued a Decision after Hearings to clarify liability. Appeals have been filed by both parties.

Strategic Plan Consideration

C2.5 Improve passenger amenities and facilities

Description

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

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

Status

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

Issues

The coordination with the other stakeholders is ongoing.

North Central Tunnel Delamination Repair & Monitoring

Additional Capital
Development

Strategic Plan Consideration

C3.4 Maintain assets and improve asset management

Description

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

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

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

Status

The 100% construction document package was submitted on October 9, 2009. IFB was issued in December 2009, with bid opening anticipated in early February 2010. Construction contract is scheduled for presentation to the Rail Program Committee on February 23, 2010, with Board action in March 2010.

A second site visit is being arranged in an attempt to attract more interested bidders.

Long-term monitoring plan is scheduled for submittal in December 2010.

Issues

Bus Planning and Rail Operation do not allow for single tracking or shutdown during weekends. Therefore, bus bridging is disallowed.

Bryan/Hawkins Junction (CM/GC-I)

**Additional Capital
Development**

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

Description The Bryan/Hawkins project consists of two separate projects: the Hawkins track re-alignment project and the Bryan Street project. The Hawkins track re-alignment project, as designed, re-aligned the existing three sharp curves from Pearl Station to North Central Portal with a straight alignment and converted the existing single crossover to a double crossover at Leonard Street. The Bryan Street project, as designed, removed the US 75 bridge over Bryan Street and constructed a split boulevard at-grade crossing at this location to provide an improved roadway network into and out of downtown Dallas and to accommodate light rail construction for the DART Southeast Corridor light rail extension. The Bryan/Hawkins project is being performed under the CM/GC-I contract.

Status Routh Street crossing is open to traffic.

Punch list work for civil construction is nearing completion.

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

Track Materials Procurement - Bryan/Hawkins Junction

**Additional Capital
Development**

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

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

Status Contract closeout is nearing completion.

Issues None

Thanks-Giving Square Rail Replacement

**Additional Capital
Development**

Strategic Plan Consideration

C3.4 Maintain assets and improve asset management

Description

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

Status

Contractor has finished minor touch-up work. Closeout is nearing completion.

Issues

None

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

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

Status IFB was issued on October 8, 2009. Bids were received on November 13, 2009. Contract was awarded in December 2009. NTP is anticipated on January 11, 2010.

The west side parking agreement with Prescott was executed in December 2009.

Walnut Hill Lane access will be designed and bid as a stand-alone construction package, to be in operation at the same time as the Station. Design is complete and the contract document package is scheduled to be submitted in mid-January 2010.

Issues The procurement process for the Walnut Hill Lane Access needs to begin.

**Strategic Plan
Consideration**

S1 Build and Maintain Relationships with Stakeholders

Description

The Valencia Development project will provide a new at-grade crossing on North Central Corridor 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. Comment disposition has been completed.

Final contract packaging discussions are continuing with the developer and designers. Procurement requisition for construction has been submitted.

Issues

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

Strategic Plan Consideration

- C1 Improve Customer Satisfaction
- C2 Manage System Growth
- C3 Improve Efficiency

Description

The DART Police Facilities project will provide for the renovation and conservation of the historic Monroe Shops to house a new modern headquarters for the DART Police. This project will also include the Northeast Substation and the Northwest Substation.

Status

Monroe Shops

The DART Police Headquarters at Monroe Shops will be designed and constructed in three parts.

Contract 1 – Demolition and Major Structures

NTP for construction was issued to Phillips May, Inc., on July 10, 2009. Demolition and excavation of first floor earth material is complete. Shoring of exterior building and pier drilling operations are complete. Building foundation work is proceeding and is 95% complete. The third floor has been poured in the northwest wing adjacent to the high bay area. The mechanic pit and columns up to the second floor have been poured in the high bay area.

Contract 2 – General Construction

The SMR was completed and amendments were issued to address changes in Contract 1 and other structural and design refinements. Bids were received on November 11, 2009. DART Board approved the contract on December 8, 2009, and the contract was awarded to Phillips/May Corporation. NTP is anticipated in early January 2010.

Contract 3 – Finish-Out

The 95% design submittal was received November 16, 2009. SMR was completed on December 18, 2009. Contract documents are scheduled for mid-January 2010

Northeast Police Substation and K-9 Facility

The 95% design submittal was received on September 28, 2009. SMR was completed on November 6, 2009. The IFB is scheduled for issue in mid-January 2010. Presentation to the Rail Program Committee is scheduled for February 23, 2010, with presentation for Board approval scheduled for March 9, 2010.

Northwest Police Substation

Modifications to the 95% design submittal are in the process of determination to reflect new Walnut Hill/Denton Station parking conditions. The 100% design submittal is anticipated in February 2010.

Issues Several structural conditions have been encountered. Change orders have been issued to reinforce the permanent structure.



Poured Second Floor Area B

Frankford Station Additional Parking

Additional Capital Development

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth C3 Improve Efficiency S1 Build and Maintain Relationships with Stakeholders
Description	<p>Frankford Station additional parking is located adjacent to the North Carrollton/Frankford DART LRT station at the northeast corner of Trade Center Drive and Frankford Road in Carrollton, Texas.</p> <p>The additional parking is a requirement placed on the transit-oriented development (TOD) site approval for the Northwest Corridor Line Section NW-4 during the permitting process by the City of Carrollton. The additional parking requirement is set for 900 parking spaces. However, it is only required that 450 spaces be available on opening day for the North Carrollton/Frankford Station in December 2010. The remainder of the spaces will be developed on an as-needed basis in accordance with the established ordinance.</p>
Status	The IFB package was released by DART in October 2009. Bids were received on November 6, 2009. On December 8, 2009, the Board approved the contract award to construct 920 parking spaces contingent upon NCTCOG concurrence.
Issues	The ILA with TxDOT/NCTCOG has been signed. DART is presently seeking an administrative change with NCTCOG modifying the language to include up to 920 parking spaces. A meeting has been scheduled for January 28, 2010, to discuss this matter.

Strategic Plan Consideration

S1 Build and Maintain Relationships with Stakeholders

Description

The 6th Street Crossing project will provide a new at-grade crossing on Northeast Corridor Line Section G-3, south of Downtown Garland Station. The City of Garland intends to extend 6th Street, which crosses DART and DGNO alignments at grade. The City will fully fund the project including both the design and construction phases. The City will design the LRT crossing, and DART will solicit and administer the construction contract for the LRT crossing. DGNO will design and construct the DGNO crossing for the City.

Status

A crossing license agreement was prepared by DART and submitted to the City of Garland in July 2008 for execution.

LRT Crossing

The 100% design and SMR package was submitted on April 29, 2009. The SMR was completed and the City is currently preparing IFB plans for submittal to DART. The City provided sealed drawings on November 10, 2009. (See Issues.) The City is directly working with the Rowlett Extension design-build contractor on pricing the project.

DGNO Crossing

The City has drafted an Agreement for 6th Street Crossing construction, between DGNO and City (March 30, 2009). The City attorney's approval is needed before sending to DGNO/RailAmerica (DGNO/RA). DGNO has provided an estimate of the cost of construction, including signals, but DGNO has not designed their portion of the 6th Street Crossing, pending this Agreement approval. A meeting was held on May 5, 2009, with the City, DART, and DGNO/RA in Garland. City attorney is reviewing the Agreement, which will subsequently be reviewed by City staff and then sent to DART. DGNO move out of downtown Garland is also associated with the 6th Street Crossing, and that move is pending review of plans by DGNO/RA.

Issues

The City has not executed the crossing license agreement yet.

The project is currently 15 months behind the proposed baseline schedule.

DART is awaiting the City's approval of the proposed budget.

A baseline budget and schedule is under review for approval.

The City needs to decide who will do the procurement and how the construction package will be procured.

Delay by the City is delaying DART's electronic procurement request (EPR); hence, issuance of a contract number to be included in the IFB package.

CBD/ Traffic Signal Priority (TSP) System

Additional Capital Development

Strategic Plan Consideration

C1.3 Provide a safe/secure service
C2.2 Develop a seamless, fully accessible, multimodal system
C2.3 Integrate new transit services

Description

The CBD/TSP System project provides traffic signaling priority to trains in the central business district, to ensure schedule achievement. It has been developed jointly with the City of Dallas (COD) and comprises communication between trains, detection equipment, and traffic signals. As a train is ready to leave a station, the traffic signals are changed to clear the way, as well as the signals for any following trains in stations.

- **Prior to September 2009** – Maximum throughput capacity was 24 trains per hour each direction in CBD, but only 18 were running.
- **Until December 2010** – Current service includes the addition of Green Line (Northwest and Southeast corridors), using three-car LRVs and two-car SLRVs. Maximum throughput increased to 42trains per hour in CBD Train detection uses magnetometers, infrared (IR) detectors, and train-to-wayside communication (TWC) loops, depending on location on track. Trains can be stored mid block.
- **December 2010 – May 2011** –Maximum throughput will be 48 trains per hour in CBD, using existing COD traffic signal controllers.
- **May 2011 and beyond** – Same service but COD traffic signal controllers will be upgraded to new, more capable model.

Status

Draft Memorandum of Understanding (MOU) for DART Operations is being updated to reflect specific operations at Pearl Street Station.

COD agreed to have single Uninterruptible Power Supply (UPS), which backs up traffic signals, wireless network, and the peer-to-peer (P2P) communications between traffic signals. COD is evaluating a couple of UPS options for DART purchase and installation. UPS package is in Procurement and they are seeking qualified vendor and contractor to provide complete UPS system.

TSP Phase I system was delivered on time and turned over to DART Operations on August 3, 2009, as planned. TSP system is functioning as planned and designed to allow for reduction of service to 2.5 minutes headway inside the CBD area.

Issues

DART has requested the City of Dallas revisit the concept for 2010 operation. A meeting with the COD and DART Rail Program Development was held in mid-April 2009 to discuss. It was agreed that a

Issues (Continued) Southeast Junction change will incorporate the junction lock position for northbound movement for 2009 Operation and adjustment to the platform stop for 2010 to avoid conflict with the pedestrian crossing at Crockett, and additional signals are needed between COD and the Junction (such as 30-second warning of train arriving at the Junction to clear pedestrian signal at Crockett and a confirmation from the City that the signal at Crockett is locked for DART use). Issue resolved

Other TWC adjustments were requested by DART Operations. Issues discussed include: TWC adjustment of locations and the data exchange between Southeast Junction and Crockett pedestrian signal and the junction lock for the northbound track. Issue resolved

DART team marked the final location of the TWC for 2010 operation for the contractor (Mass Electric – MEC) to install at St. Paul, Akard, and West End stations. MEC continues the installation of TWC loops at St. Paul Station. Successful testing of the first set of TWC loops at St. Paul Station has been completed. All TWC loops have been installed by MEC and tested by DART staff for 2010 phase II use. DART is awaiting COD interface to the traffic signal controller. DART Rail Program Development (RPD) will work with Maintenance to adjust Pearl Station TWC locations for 2010 operations.

Changes were implemented to assist in the improvement of Pearl Station dwell time. The first change included the increase of green band time for Pearl southbound movement by 13 seconds. This will result in some of the trains having to stop at Harwood Street. This was necessary to improve the efficiency of the junction operation. The second change was requested by DART RPD to reduce the pre-emption time for Deep Ellum trains. As a result, the TSP system is sending the Southeast Junction 75 seconds of advance warning for the start of the green band at Pearl southbound. The TSP group is investigating the possibility of increasing green phase from the present 21 seconds for Pearl southbound movement. The TSP group was able to increase Pearl southbound green band to 33 seconds. This temporary change will only help while DART is running two-car SLRV trains. This change resulted in major reduction to train delay in the junction.

Two joint meetings took place with DART Information Technology/Information Technology Systems (IT/ITS) group, RPD and Operations to create scope of work and functional requirements to integrate Northwest Junction and TSP system together to improve system efficiency. IT/TSP group made proposals to improve the Southeast Junction geometric operation and provide seamless integrations of both TSP and junctions.

Agency-Wide Radio & Related Communications Systems Replacement

Additional Capital
Development

Strategic Plan Consideration C3.4 Maintain assets and improve asset management

Description The Radio Replacement Project (RRP) will: 1) replace both DART-owned aging radio communication systems with a fully integrated, digital, state-of-the-art, radio communication system; 2) replace the DART Bus Operations CAD/AVL (Computer-Aided Dispatch/Automatic Vehicle Location) system with a state-of-the-art modular CAD/AVL system; 3) increase communication and CAD/AVL systems' reliability and effectiveness; 4) address issues concerning current radio system capacity constraints; 5) allow for the integration of DART Paratransit Services communications needs onto a DART-owned system upon expiration of the current contract; and 6) provide systems that meet expanded service requirements for all modes through 2022 based upon expected service life of these new systems.

Status RRP Final Design Review (FDR) was completed in October 2009.

DART has taken delivery of 140 portable radio units and associated programming equipment. These units will be issued to various departments throughout the Agency for testing and familiarization.

Issues None

800 MHz Band Reconfiguration

**Additional Capital
Development**

Strategic Plan Consideration

C3.4 Maintain assets and improve asset management

Description

The 800MHz band reconfiguration project will bring DART into compliance with Federal Communications Commission's ordered reconfiguration of the 800 MHz band. This reconfiguration was designed to migrate incompatible technologies to separate segments of the 800 MHz band.

Status

Final Project Report was delivered October 21, 2009. This project is complete.

Issues

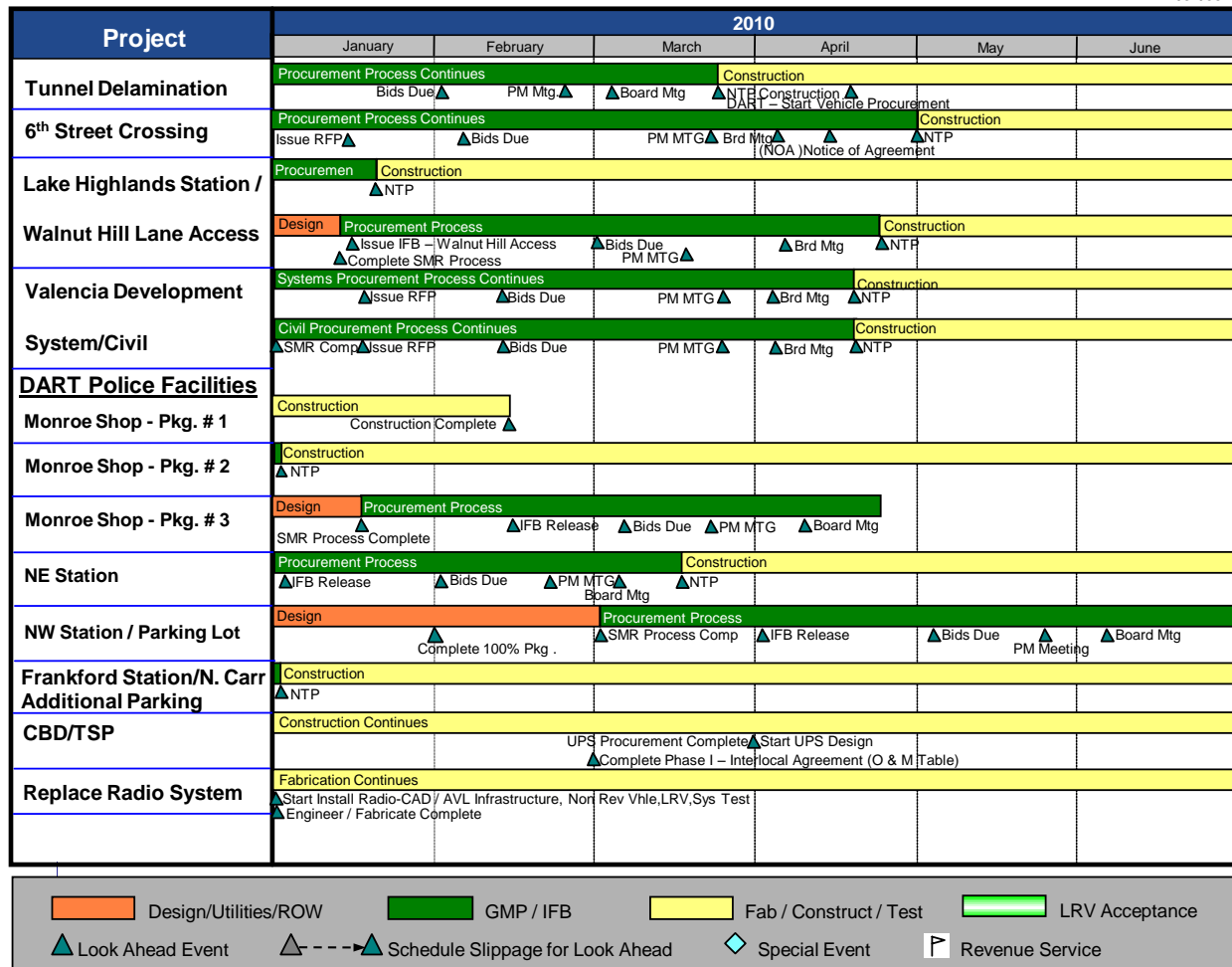
None

Six-Month Look Ahead

Additional Capital Development

Additional Capital Development Six Month Look Ahead

12/31/09



Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note b	Summary of Activity This Period & Comments (December 2009)
NW-1A Facilities	Construction C-1003853-01	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,307,615	\$27,294,599	\$191,083	92%	100%	Includes Unilateral Mode Closeout Pending Litigation Settled
Misc Facilities	NC-1 Tunnel Delamination	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Unity Plaza	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	Construction TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%		IFB deferred
Thanksgiving Square Rail Mtl.	Rail Procurement C-1015411-01	Progress Rail Services	\$289,254	\$14,463	\$303,717	\$0	\$289,254	\$14,463	0%	0%	
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$0	\$1,074,882	\$85,991	0%	0%	
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,210,554	\$37,104,050	\$613,196	66%	Note a	
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	-\$79,289	\$2,682,191	\$189,749	0%	97%	
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$206,514	\$4,003,847	\$287,139	5%	65%	added 07/09
DART Police Facilities Package 2	Construction Pending	Phillips/May Corporation Pending	\$13,074,333	\$1,699,663	\$14,773,996	\$0	\$13,074,333	\$1,699,663	0%	0%	
DART Police Facilities Package 3	TBD	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Lake Highlands Station	Construction Pending	Journeyman	\$6,926,292	\$554,103	\$7,480,395	\$0	\$6,926,292	\$554,103	0%	0%	
Frankford Sta Addl Parking	TBD	Omega Contracting Base plus Option	\$2,884,703	\$128,948	\$3,013,651	\$0	\$2,884,703	\$128,948	0%	0%	
TOTALS:			\$92,742,522	\$7,515,106	\$100,257,628	\$3,645,393	\$96,387,916	\$3,869,712			

Legend: % Contingency >= 70%

Notes: a) Included in CMGC-1 contract.
b) Percent contract complete based on invoices paid divided by contract value.



DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

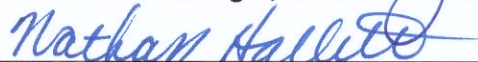
As Of

December 31, 2009

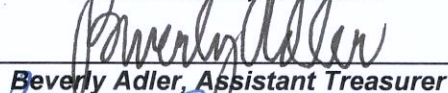
***Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act***



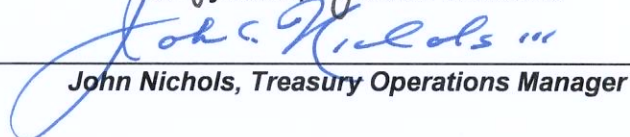
David Leininger, Chief Financial Officer



Nathan Hallett, Treasurer



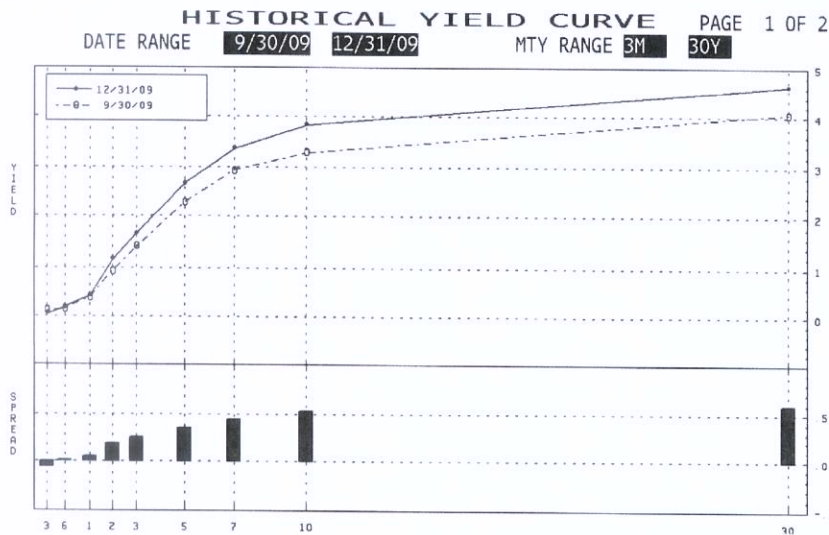
Beverly Adler, Assistant Treasurer



John Nichols, Treasury Operations Manager

*Prepared by Treasury Reporting
January 27, 2010*

Prepared by Treasury Reporting



Rate Tracker

Short-Term	↑ 1 bp
Intermediate	↑ 31 bp
Long-Term	↑ 56 bp

Portfolio Performance

Aggregate Yield	↓ 0.08% to 0.85%
Benchmark	↑ 0.04% to 0.65%

DART Commercial Paper

Change During Quarter	\$0 M
Current Outstanding	\$150 M
Rate Change During Qtr	↓ 0.17 %
Average Rate	0.48 %
Avg. Issue Days to Mat.	108

Market Overview

The Federal Reserve made no changes to rates during the quarter. However, mid-term and long-term rates began to move upward in December to provide the first real, albeit small increase in the slope of the yield curve. All economic indicators point to a very slow recovery for at least the next couple of years which will hold down yields temporarily.

The current interest rate environment does not reward extending maturities in the Operating Fund, and therefore new investments will be kept short until such time as economics warrant a change.

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 November 2010, supplemented by money-market funds

DART Commercial Paper & Bond Programs

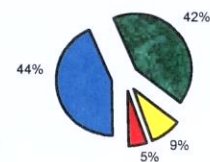
Current forecasting does not project a need for additional commercial paper issuance until January 2011.

Investment Portfolios

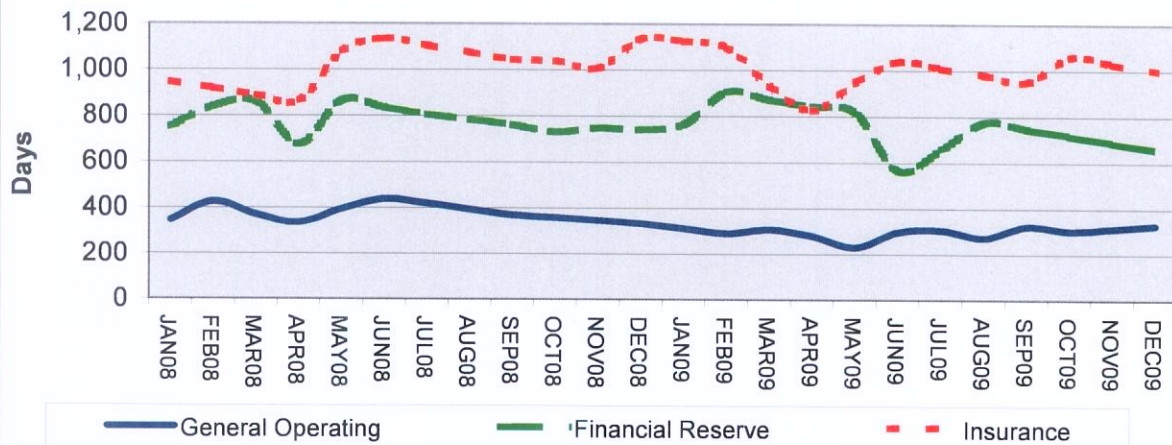
			(compliance)
General Operating	\$ 346,774,468	28%	Yes
Financial Reserve	\$ 22,368,698	2%	Yes
Master Insurance	\$ 13,734,970	1%	Yes
Debt Service	\$ 13,668,639	1%	Yes
CP SEAF	\$ -	0%	Yes
09 Bond Fund	\$ 827,100,317	68%	Yes
TOTAL	\$ 1,223,647,092	100%	

Investments by Sector

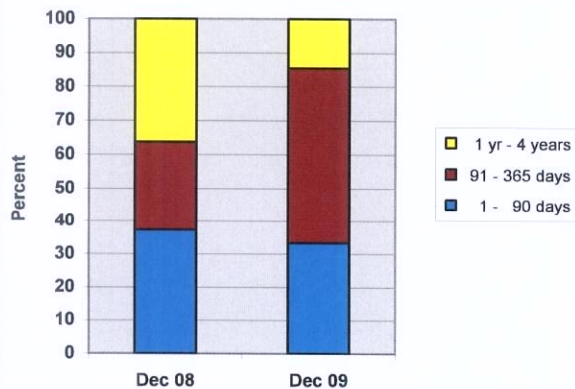
BA's & CD's	\$65,263,770
Agencies	\$531,883,177
Comm. Paper	\$513,697,839
Money Market	\$112,802,306
TOTAL	\$1,223,647,092



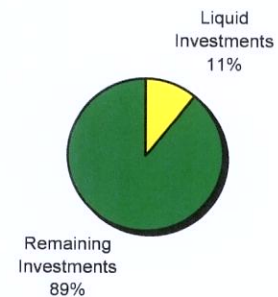
Weighted Average Maturities



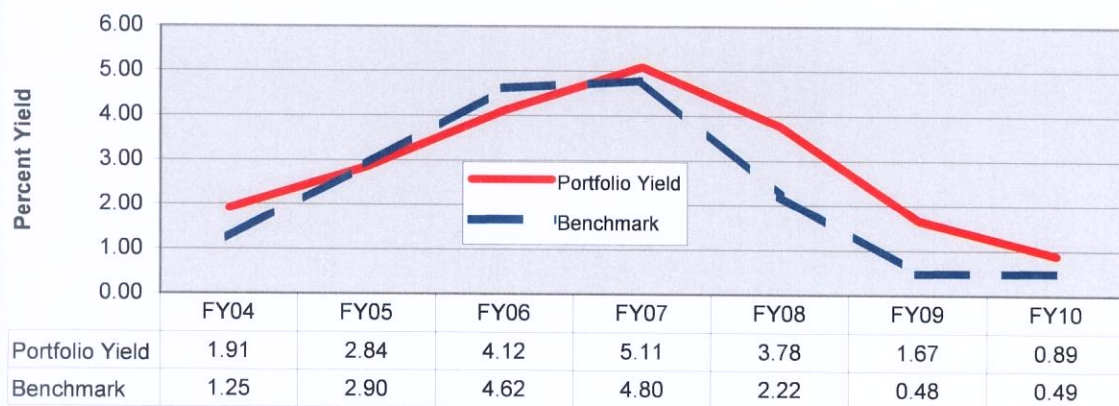
Distribution by Maturity Sector



Operating Fund



Historical Portfolio Performance



Security Transactions - Purchases by Fund

1st Qtr FY10

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

11/30/2009	06422TDG5	Bankers Acceptance (n/a) 0.00 04/16/1	\$ 321,000	04/16/10	---	0.2936	\$ 320,646	10-0018
11/30/2009	06422TDM2	Bankers Acceptance (n/a) 0.00 04/21/1	\$ 464,000	04/21/10	---	0.2936	\$ 463,469	10-0017
11/16/2009	06422TDT7	Bankers Acceptance (n/a) 0.00 04/27/1	\$ 853,000	04/27/10	---	0.3342	\$ 851,733	10-0007
11/16/2009	06422TDU4	Bankers Acceptance (n/a) 0.00 04/28/1	\$ 646,000	04/28/10	---	0.3342	\$ 645,035	10-0009
11/16/2009	06422TDV2	Bankers Acceptance (n/a) 0.00 04/29/1	\$ 901,000	04/29/10	---	0.3342	\$ 899,646	10-0008
11/30/2009	06422TE58	Bankers Acceptance (n/a) 0.00 05/05/1	\$ 333,000	05/05/10	---	0.3122	\$ 332,553	10-0016
11/17/2009	06422TEC3	Bankers Acceptance (n/a) 0.00 05/12/1	\$ 1,915,000	05/12/10	---	0.3526	\$ 1,911,723	10-0010
11/30/2009	06422TEE9	Bankers Acceptance (n/a) 0.00 05/14/1	\$ 567,000	05/14/10	---	0.3122	\$ 566,194	10-0015
11/17/2009	06422TEH2	Bankers Acceptance (n/a) 0.00 05/17/1	\$ 834,000	05/17/10	---	0.3828	\$ 832,407	10-0011
12/7/2009	06422TEQ2	Bankers Acceptance (n/a) 0.00 05/24/1	\$ 475,000	05/24/10	---	0.3324	\$ 474,269	10-0027
11/10/2009	3134A4VB7	FHLMC (n/a) 4.125 07/12/10	\$ 4,644,000	07/12/10	---	0.2729	\$ 4,764,047	10-0002
11/10/2009	3137EAX7	FHLMC (n/a) 5.125 08/23/10	\$ 1,070,000	08/23/10	---	0.3237	\$ 1,110,296	10-0003
12/30/2009	3133XW3R8	FHLB Callable (qtrly-5) 0.45 12/30/10	\$ 5,000,000	12/30/10	03/30/10	0.4500	\$ 5,000,000	10-0041
12/9/2009	31359MHK2	FNMA (n/a) 5.50 03/15/11	\$ 5,000,000	03/15/11	---	0.4345	\$ 5,319,550	10-0031
12/4/2009	31398AVQ2	FNMA (n/a) 1.75 03/23/11	\$ 5,000,000	03/23/11	---	0.5548	\$ 5,077,450	10-0024
11/10/2009	3133XVGS4	FHLB Step Callable (5/10/10-5) 0.50 05/10/11	\$ 5,000,000	05/10/11	05/10/10	0.5000	\$ 5,000,000	10-0004
11/12/2009	31331G3B3	FFCB Callable (any>2/11/10-7) 0.82 02/12/11	\$ 5,000,000	05/12/11	02/12/10	0.8200	\$ 5,000,000	10-0005
11/25/2009	3133XVRT0	FHLB Step Callable (qtrly-5) 0.50 05/25/11	\$ 5,000,000	05/25/11	02/25/10	0.5000	\$ 5,000,000	10-0014
12/8/2009	31331G4F3	FFCB Callable (any>02/28/10-7) 0.73 06/01/11	\$ 5,000,000	06/01/11	03/01/10	0.7300	\$ 5,000,000	10-0029
12/9/2009	31331G5N5	FFCB Callable (any>3/8/10-7) 0.60 06/09/11	\$ 5,000,000	06/09/11	03/09/10	0.6626	\$ 4,999,219	10-0030
11/16/2009	31331YZ86	FFCB (n/a) 3.875 08/25/11	\$ 10,000,000	08/25/11	---	0.8461	\$ 10,532,400	10-0006
12/8/2009	3133XVTE1	FHLB Callable (qtrly-5) 1.00 09/08/11	\$ 5,000,000	09/08/11	03/08/10	1.0000	\$ 5,000,000	10-0028
11/24/2009	31398AZN5	FNMA (n/a) 1.00 11/23/11	\$ 5,000,000	11/23/11	---	0.8714	\$ 5,012,700	10-0013
12/2/2009	3133XVS93	FHLB Step Callable (6/2/10-5) 0.50 12/02/11	\$ 5,000,000	12/02/11	06/02/10	0.5000	\$ 5,000,000	10-0022
12/2/2009	3133XTQ82	FHLB Callable (qtrly-5) 1.25 12/09/11	\$ 5,000,000	12/09/11	06/09/10	1.2500	\$ 5,000,000	10-0023
11/18/2009	3136FHZJ7	FNMA Step Callable (6/16/10-10) 1.10 12/16/11	\$ 5,000,000	12/16/11	06/16/10	0.4510	\$ 5,018,700	10-0012
TOTAL			\$ 88,023,000			0.6314	\$ 89,132,036	

PLUS: Accrued Interest Purchased:

\$ 297,236

\$ 89,429,272

FINANCIAL RESERVE FUND

12/30/2009	3128X9PW4	FHLMC Callable (qtrly-5) 1.125 12/30/11	\$ 1,500,000	12/30/11	03/30/10	1.1877	\$ 1,499,766	10-0040
12/17/2009	31331G5Q8	FFCB Callable (any>3/14/10-7) 1.20 03/15/12	\$ 475,000	03/15/12	03/15/10	1.8420	\$ 474,258	10-0036
TOTAL			\$ 1,975,000			1.7214	\$ 1,974,023	

PLUS: Accrued Interest Purchased:

\$ 199,105

\$ 2,173,128

Security Transactions - Purchases by Fund

1st Qtr FY10

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

12/11/2009	17307SBR2	Citicorp CP 0.00 02/25/10	\$ 25,000,000	02/25/10	---	0.2232	\$ 24,988,389	10-0032
12/16/2009	36959JHH9	Philip Morris Intl CP 0.00 08/17/10	\$ 10,000,000	08/17/10	---	0.2843	\$ 9,981,022	10-0037
12/1/2009	90262DHL2	UBS CP 0.00 08/20/10	\$ 25,000,000	08/20/10	---	0.6615	\$ 24,881,736	10-0020
12/2/2009	90262DHQ1	UBS CP 0.00 08/24/10	\$ 25,000,000	08/24/10	---	0.6513	\$ 24,882,222	10-0021
12/1/2009	90262DHT5	UBS CP 0.00 08/27/10	\$ 25,000,000	08/27/10	---	0.6615	\$ 24,878,576	10-0019
12/15/2009	71838MHT0	Philip Morris Intl CP 0.00 08/27/10	\$ 10,000,000	08/27/10	---	0.3047	\$ 9,978,750	10-0035
12/29/2009	3134A35H5	FHLMC (n/a) 6.875 09/15/10	\$ 10,000,000	09/15/10	---	0.3357	\$ 10,464,000	10-0038
12/30/2009	7443M3JQ8	Prudential CP (n/a) 0.00 09/24/10	\$ 50,000,000	09/24/10	---	0.5594	\$ 49,795,278	10-0042
12/15/2009	31398ATZ5	FNMA (n/a) 2.875 10/12/10	\$ 16,966,000	10/12/10	---	0.3035	\$ 17,325,170	10-0033
12/15/2009	3134A4VE1	FHLMC (n/a) 4.125 10/18/10	\$ 2,582,000	10/18/10	---	0.3157	\$ 2,664,598	10-0034
12/29/2009	3134A4VE1	FHLMC (n/a) 4.125 10/18/10	\$ 10,000,000	10/18/10	---	0.3551	\$ 10,301,900	10-0039
12/7/2009	7443M3LF9	Prudential CP 0.00 11/15/10	\$ 25,000,000	11/15/10	---	0.8363	\$ 24,804,681	10-0025
12/7/2009	7443M3LN2	Prudential CP 0.00 11/22/10	\$ 25,000,000	11/22/10	---	0.8364	\$ 24,800,694	10-0026

TOTAL \$ 259,548,000 0.6039 \$ 259,747,017

**PLUS: Accrued Interest Purchased: \$ 444,744
\$ 260,191,761**

INSURANCE FUND

10/15/2009	3133XV5K3	FHLB Step Callable (10/15/10-5) 1.25	\$ 3,000,000	10/15/12	10/15/10	1.2500	\$ 3,000,000	10-0001
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TOTAL \$ 3,000,000 1.2500 \$ 3,000,000

**PLUS: Accrued Interest Purchased: \$ -
\$ 3,000,000**

GRAND TOTAL \$ 349,546,000 0.6335 \$ 354,794,162

Security Transactions - Maturities & Calls

1st Qtr FY10

Sale Date	Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
OPERATING FUND							
10/23/09	MAT	10/23/09 Abbey National CP 0.00 10/23/09	\$ 10,000,000	0.4572	0.4572	\$ 9,979,750	09-0068-01
10/29/09	MAT	10/29/09 Abbey National CP 0.00 10/29/09	\$ 5,000,000	0.3961	0.3961	\$ 4,991,550	09-0075-01
11/12/09	MAT	11/12/09 GE Capital CP 0.00 11/12/09	\$ 10,000,000	0.7020	0.7020	\$ 9,964,925	09-0065-01
12/04/09	MAT	12/04/09 GE Capital Service CP 0.00 12/04/09	\$ 10,000,000	0.5286	0.5286	\$ 9,972,267	09-0073-01
11/05/09	CAL	05/05/10 FHLMC Step Callable (qtrly-5) 0.50 05	\$ 10,000,000	1.0058	0.8382	\$ 10,000,000	09-0064-01
11/20/09	CAL	05/20/10 FHLB Step Callable (11/20/09-5) 0.50	\$ 5,000,000	1.0297	1.0297	\$ 5,000,000	09-0084-01
12/04/09	CAL	06/04/10 FHLB Callable (12/4/09-5) 0.625 06/04	\$ 5,000,000	0.6250	0.6250	\$ 5,000,000	09-0079-01
11/25/09	CAL	08/25/10 FHLB Callable (qtrly-5) 0.68 08/25/10	\$ 5,000,000	0.5924	0.5005	\$ 5,004,250	09-0150-01
11/18/09	CAL	11/18/10 FHLB Step Callable (11/18/09-5) 0.50	\$ 5,000,000	1.6663	1.0030	\$ 5,000,000	09-0071-01
12/04/09	CAL	12/01/10 FFCB Callable (any>11/30/09-7) 0.70	\$ 15,000,000	0.7000	0.7000	\$ 15,000,000	09-0147-01
12/03/09	CAL	12/03/10 FHLB Step Callable (12/3/09-5) 0.50 1	\$ 5,000,000	0.9146	0.8101	\$ 5,000,000	09-0077-01
12/03/09	CAL	12/03/10 FHLB Step Callable (12/3/09-5) 0.50 1	\$ 5,000,000	0.9266	0.8277	\$ 4,999,219	09-0081-01
12/24/09	CAL	06/24/11 FHLB Step Callable (semi-5) 0.50 06/2	\$ 5,000,000	2.4955	2.4955	\$ 5,000,000	09-0149-01
10/27/09	CAL	07/21/11 FHLB Callable (qtrly-5) 1.25 07/21/11	\$ 5,580,000	1.3431	1.6552	\$ 5,570,179	09-0131-01
11/17/09	CAL	08/17/11 FHLMC Callable (qtrly-5) 1.50 08/17/1	\$ 10,000,000	1.5005	1.5018	\$ 9,999,900	09-0137-01
12/08/09	CAL	09/08/11 FHLB Step Callable (qtrly-5) 1.00 09/0	\$ 5,000,000	1.7435	1.0000	\$ 5,000,000	09-0152-01
11/18/09	CAL	11/18/11 FHLMC Callable (11/18/09-5) 1.75 11/	\$ 10,000,000	1.7500	1.7500	\$ 10,000,000	09-0069-01
12/09/09	PCL	12/09/11 FHLB Step Callable (qtrly-5) 1.00 12/0	\$ 3,333,333	1.8254	1.0000	\$ 3,333,333	09-0153-01
TOTAL			\$ 128,913,333	1.1031	0.9958	\$ 128,815,373	
FINANCIAL RESERVE FUND							
12/28/09	CAL	09/28/12 FHLMC Callable (qtrly-5) 2.00 09/28/1	\$ 1,500,000	2.0540	2.3161	\$ 1,497,656	09-0168-01
TOTAL			\$ 1,500,000	2.0540	2.3161	\$ 1,497,656	
INSURANCE FUND							
10/07/09	CAL	01/07/11 FHLMC Step Callable (qtrly-5) 1.15 01	\$ 3,000,000	1.4070	1.2176	\$ 3,000,000	09-0062-01
TOTAL			\$ 3,000,000	1.4070	1.2176	\$ 3,000,000	

Security Transactions - Maturities & Calls

1st Qtr FY10

Sale Date	Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
BOND FUND							
10/27/09	MAT	10/27/09	ING America CP 0.00 10/27/09	\$ 25,000,000	1.2204	1.2204	\$ 24,923,333 09-0124-01
11/24/09	MAT	11/24/09	Bankers Acceptance 0.00 11/24/09	\$ 8,910,000	0.8414	0.8414	\$ 8,879,355 09-0095-01
11/27/09	MAT	11/27/09	Bankers Acceptance 0.00 11/27/09	\$ 10,129,000	0.8415	0.8415	\$ 10,093,470 09-0094-01
12/09/09	MAT	12/09/09	Bankers Acceptance 0.00 12/09/09	\$ 8,444,000	0.9190	0.9190	\$ 8,408,957 09-0093-01
12/11/09	MAT	12/11/09	Bankers Acceptance 0.00 12/11/09	\$ 9,024,000	0.8985	0.8985	\$ 8,987,824 09-0103-01
12/14/09	MAT	12/14/09	Bankers Acceptance 0.00 12/14/09	\$ 17,566,000	0.9191	0.9191	\$ 17,490,905 09-0096-01
12/15/09	MAT	12/15/09	Bankers Acceptance 0.00 12/15/09	\$ 7,180,000	0.8985	0.8985	\$ 7,150,514 09-0104-01
12/16/09	MAT	12/16/09	Bankers Acceptance 0.00 12/16/09	\$ 6,857,000	0.9191	0.9191	\$ 6,827,343 09-0092-01
12/18/09	MAT	12/18/09	Met Life CP 0.00 12/18/09	\$ 25,000,000	1.3262	1.3262	\$ 24,845,625 09-0102-01
12/22/09	CAL	12/22/09	Bankers Acceptance 0.00 12/22/09	\$ 3,669,000	0.9499	0.9499	\$ 3,652,034 09-0091-01
12/29/09	MAT	12/29/09	Bankers Acceptance 0.00 12/29/09	\$ 20,000,000	0.9499	0.9499	\$ 19,909,067 09-0116-01
12/30/09	MAT	12/30/09	Bankers Acceptance 0.00 12/30/09	\$ 10,000,000	0.9499	0.9499	\$ 9,954,533 09-0117-01
12/31/09	MAT	12/31/09	Met Life CP 0.00 12/31/09	\$ 25,000,000	1.2549	1.2549	\$ 24,844,542 09-0112-01
12/02/09	FSL	01/08/10	UBS Financial CP 0.00 01/08/10	\$ 25,000,000	1.1933	1.1933	\$ 24,844,813 09-0105-01
12/07/09	FSL	01/15/10	Prudential CP 0.00 01/15/10	\$ 25,000,000	1.0908	1.0908	\$ 24,862,535 09-0121-01
12/07/09	FSL	01/29/10	Prudential CP 0.00 01/29/10	\$ 25,000,000	1.0703	1.0703	\$ 24,865,104 09-0125-01
12/01/09	FSL	03/26/10	UBS Finance CP 0.00 03/26/10	\$ 25,000,000	1.4724	1.4724	\$ 24,730,000 09-0098-01
12/01/09	FSL	03/29/10	UBS Finance CP 0.00 03/29/10	\$ 25,000,000	1.3796	1.3796	\$ 24,750,625 09-0114-01
11/17/09	CAL	08/17/10	FHLB Callable (11/17/09-5) 0.625 08/1	\$ 10,000,000	0.5644	0.3500	\$ 10,005,800 09-0145-01
12/17/09	CAL	09/17/10	FHLB Callable (12/17/09-5) 0.50 09/17	\$ 10,000,000	0.5000	0.5000	\$ 10,000,000 09-0164-01
12/30/09	FSL	11/15/10	Prudential CP 0.00 11/15/10	\$ 25,000,000	0.8363	0.8363	\$ 24,804,681 10-0025-01
12/30/09	FSL	11/22/10	Prudential CP 0.00 11/22/10	\$ 25,000,000	0.8364	0.8364	\$ 24,800,694 10-0026-01
TOTAL				\$ 371,779,000	1.0806	1.0762	\$ 369,631,754
GRAND TOTAL				\$ 505,192,333	1.0901	1.0641	\$ 502,944,783

Current Portfolio - Total

1st Qtr FY10

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
ING America Ins CP 0.00 01/05/	44977SA54	\$25,000,000	0.000	01/05/10	1.2241	---	1.2241	\$24,996,667	\$24,998,264	06/30/09	09-0101
Dexia Delaware CP 0.00 01/08/1	2521E1A88	\$25,000,000	0.000	01/08/10	1.1215	---	1.1215	\$24,994,653	\$24,999,223	07/01/09	09-0107
FHLB (n/a) 1.12 01/15/10	3133XSQN1	\$10,000,000	1.120	01/15/10	1.0132	---	1.0132	\$10,000,412	\$10,002,600	02/05/09	09-0044
ING CP 0.00 01/15/10	44977SAF2	\$25,000,000	0.000	01/15/10	1.2236	---	1.2236	\$24,988,333	\$24,993,750	07/30/09	09-0128
ABN Amro CP 0.00 01/19/10	00077FAK0	\$20,000,000	0.000	01/19/10	0.9576	---	0.9576	\$19,990,600	\$19,997,361	07/17/09	09-0122
HSBC CP 0.00 01/22/10	4042F1AN9	\$25,000,000	0.000	01/22/10	1.1421	---	1.1421	\$24,983,667	\$24,997,403	07/02/09	09-0111
Met Life CP 0.00 01/22/10	59157UAN0	\$25,000,000	0.000	01/22/10	1.3063	---	1.3063	\$24,981,333	\$24,998,168	07/07/09	09-0119
Bankers Acceptance (n/a) 0.00 02	06422TB85	\$505,000	0.000	02/08/10	0.4096	---	0.4096	\$504,788	\$504,899	09/18/09	09-0165
HSBC CP 0.00 02/19/10	4042F1BK4	\$25,000,000	0.000	02/19/10	1.1219	---	1.1219	\$24,962,569	\$24,989,583	07/02/09	09-0109
Bankers Acceptance (n/a) 0.00 02	06422TBN2	\$767,000	0.000	02/22/10	0.4405	---	0.4405	\$766,524	\$766,770	09/17/09	09-0166
Citicorp CP 0.00 02/25/10	17307SBR2	\$25,000,000	0.000	02/25/10	0.2232	---	0.2232	\$24,991,597	\$24,992,610	12/11/09	10-0032
ABN AMRO CP 0.00 03/01/10	00077FC10	\$25,000,000	0.000	03/01/10	1.2042	---	1.2042	\$24,951,653	\$24,985,417	07/02/09	09-0110
Bankers Acceptance (n/a) 0.00 03	06422TC35	\$446,000	0.000	03/03/10	0.4838	---	0.4838	\$445,629	\$445,866	09/14/09	09-0160
FNMA (n/a) 3.05 03/05/10	31398APK2	\$4,000,000	3.050	03/05/10	3.0500	---	3.0500	\$4,000,000	\$4,018,040	03/10/08	08-0077
FNMA (n/a) 3.05 03/05/10	31398APK2	\$2,700,000	3.050	03/05/10	3.0500	---	3.0500	\$2,700,000	\$2,712,177	04/09/08	08-0087
Bankers Acceptance 0.00 03/08/1	06422TC84	\$718,000	0.000	03/08/10	0.4535	---	0.4535	\$717,395	\$717,713	09/16/09	09-0163
Bankers Acceptance 0.00 03/08/1	06422TC84	\$774,000	0.000	03/08/10	0.5040	---	0.5040	\$773,276	\$773,690	09/10/09	09-0157
Bankers Acceptance (n/a) 0.00 03	06422TC92	\$1,983,000	0.000	03/09/10	0.4838	---	0.4838	\$1,981,192	\$1,982,207	09/11/09	09-0158
Bankers Acceptance (n/a) 0.00 03	06422TCA9	\$337,000	0.000	03/10/10	0.4535	---	0.4535	\$336,708	\$336,865	09/16/09	09-0162
Bankers Acceptance (n/a) 0.00 03	06422TCF8	\$2,440,000	0.000	03/15/10	0.4333	---	0.4333	\$2,437,831	\$2,439,024	09/21/09	09-0167
Fortis Funding CP 0.00 03/26/10	3495P3CS2	\$25,000,000	0.000	03/26/10	1.2252	---	1.2252	\$24,930,000	\$24,982,293	07/01/09	09-0108
ABN Finance CP 0.00 03/26/10	00077FCS1	\$25,000,000	0.000	03/26/10	1.3591	---	1.3591	\$24,922,417	\$24,979,330	06/29/09	09-0100
Barclays USA CP 0.00 04/01/10	06737JD10	\$25,000,000	0.000	04/01/10	1.1636	---	1.1636	\$24,928,750	\$24,981,043	07/06/09	09-0115
HSBC CP 0.00 04/01/10	4042F1D14	\$25,000,000	0.000	04/01/10	1.2252	---	1.2252	\$24,925,000	\$24,977,872	07/07/09	09-0118
Bankers Acceptance (n/a) 0.00 04	06422TDG5	\$321,000	0.000	04/16/10	0.2936	---	0.2936	\$320,726	\$320,775	11/30/09	10-0018
Bankers Acceptance (n/a) 0.00 04	06422TDM2	\$464,000	0.000	04/21/10	0.2936	---	0.2936	\$463,586	\$463,675	11/30/09	10-0017
Barclay's CP 0.00 04/23/10	06737JDP7	\$25,000,000	0.000	04/23/10	1.0096	---	1.0096	\$24,923,000	\$24,972,500	07/29/09	09-0127
Bankers Acceptance (n/a) 0.00 04	06422TDT7	\$853,000	0.000	04/27/10	0.3342	---	0.3342	\$852,087	\$852,318	11/16/09	10-0007
Bankers Acceptance (n/a) 0.00 04	06422TDU4	\$646,000	0.000	04/28/10	0.3342	---	0.3342	\$645,303	\$645,483	11/16/09	10-0009
Bankers Acceptance (n/a) 0.00 04	06422TDV2	\$901,000	0.000	04/29/10	0.3342	---	0.3342	\$900,019	\$900,279	11/16/09	10-0008
Bankers Acceptance (n/a) 0.00 05	06422TE58	\$333,000	0.000	05/05/10	0.3122	---	0.3122	\$332,642	\$332,700	11/30/09	10-0016
Certificate of Deposit 0.73 05/10/1	BACDP2	\$25,000,000	0.730	05/10/10	0.7300	---	0.7300	\$25,000,000	\$25,000,000	08/11/09	09-0129
Bankers Acceptance (n/a) 0.00 05	06422TEC3	\$1,915,000	0.000	05/12/10	0.3526	---	0.3526	\$1,912,547	\$1,913,085	11/17/09	10-0010
Bankers Acceptance (n/a) 0.00 05	06422TEE9	\$567,000	0.000	05/14/10	0.3122	---	0.3122	\$566,347	\$566,433	11/30/09	10-0015
Bankers Acceptance (n/a) 0.00 05	06422TEH2	\$834,000	0.000	05/17/10	0.3828	---	0.3828	\$832,796	\$833,083	11/17/09	10-0011
Bankers Acceptance (n/a) 0.00 05	06422TEQ2	\$475,000	0.000	05/24/10	0.3324	---	0.3324	\$474,374	\$474,478	12/07/09	10-0027
FHLB (n/a) 4.25 06/11/10	3133XBTH8	\$5,000,000	4.250	06/11/10	0.4059	---	0.4059	\$5,085,185	\$5,086,800	08/24/09	09-0140
FHLB (n/a) 2.75 06/18/10	3133XQU26	\$10,000,000	2.750	06/18/10	0.3935	---	0.3935	\$10,109,017	\$10,108,700	09/02/09	09-0148
FHLB (n/a) 2.75 06/18/10	3133XQU26	\$15,000,000	2.750	06/18/10	0.4488	---	0.4488	\$15,159,629	\$15,163,050	08/28/09	09-0143
FHLB (n/a) 1.12 06/30/10	3133XSYB8	\$10,000,000	1.120	06/30/10	0.3333	---	0.3333	\$10,039,023	\$10,040,700	09/14/09	09-0159
FHLB (n/a) 1.12 06/30/10	3133XSYB8	\$20,000,000	1.120	06/30/10	0.3846	---	0.3846	\$20,072,930	\$20,081,400	09/04/09	09-0151
FHLB (n/a) 1.12 06/30/10	3133XSYB8	\$10,000,000	1.120	06/30/10	0.4409	---	0.4409	\$10,033,657	\$10,040,700	08/21/09	09-0138
FHLB (n/a) 1.12 06/30/10	3133XSYB8	\$10,000,000	1.120	06/30/10	1.1200	---	1.1200	\$10,000,000	\$10,040,700	01/29/09	09-0038
Certificate of Deposit 1.00 07/01/1	BACDPF1	\$25,000,000	1.000	07/01/10	1.0000	---	1.0000	\$25,000,000	\$25,000,000	07/01/09	09-0106
FAMCA Callable (1/8/10 only-5)	0.31315PJX8	\$5,000,000	0.710	07/08/10	0.7100	01/08/10	0.7100	\$5,000,000	\$5,000,150	07/08/09	09-0120
FHLMC (n/a) 4.125 07/12/10	3134A4VB7	\$4,644,000	4.125	07/12/10	0.2729	---	0.2729	\$4,738,748	\$4,737,112	11/10/09	10-0002
Prudential CP 0.00 07/16/10	7443M3GG3	\$10,000,000	0.000	07/16/10	1.5902	---	1.5902	\$9,915,611	\$9,975,922	07/17/09	09-0123
Prudential CP 0.00 07/23/10	7443M3GP3	\$15,000,000	0.000	07/23/10	1.5900	---	1.5900	\$14,868,896	\$14,962,601	07/28/09	09-0126
FHLB (n/a) 0.60 07/26/10	3133XU2V4	\$25,000,000	0.600	07/26/10	0.6562	---	0.6562	\$24,992,054	\$25,034,750	06/29/09	09-0099

Current Portfolio - Total

1st Qtr FY10

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
Philip Morris Intl CP 0.00 08/1	36959JHH9	\$10,000,000	0.000	08/17/10	0.2843	---	0.2843	\$9,982,267	\$9,975,828	12/16/09	10-0037
UBS CP 0.00 08/20/10	90262DHL2	\$25,000,000	0.000	08/20/10	0.6615	---	0.6615	\$24,895,729	\$24,911,389	12/01/09	10-0020
FHLMC (n/a) 5.125 08/23/10	3137EAAX7	\$1,070,000	5.125	08/23/10	0.3237	---	0.3237	\$1,103,034	\$1,102,731	11/10/09	10-0003
FHLMC (n/a) 5.125 08/23/10	3137EAAX7	\$5,000,000	5.125	08/23/10	0.4047	---	0.4047	\$5,151,645	\$5,152,950	09/10/09	09-0155
UBS CP 0.00 08/24/10	90262DHQ1	\$25,000,000	0.000	08/24/10	0.6513	---	0.6513	\$24,895,556	\$24,909,861	12/02/09	10-0021
Philip Morris Intl CP 0.00 08/27/	71838MHT0	\$10,000,000	0.000	08/27/10	0.3047	---	0.3047	\$9,980,167	\$9,974,722	12/15/09	10-0035
UBS CP 0.00 08/27/10	90262DHT5	\$25,000,000	0.000	08/27/10	0.6615	---	0.6615	\$24,892,569	\$24,908,715	12/01/09	10-0019
FHLB (n/a) 1.40 09/02/10	3133XTA71	\$7,800,000	1.400	09/02/10	1.4000	---	1.4000	\$7,800,000	\$7,850,232	03/02/09	09-0059
FHLB (n/a) 0.70 09/08/10	3133XTTQ9	\$10,000,000	0.700	09/08/10	0.5069	---	0.5069	\$10,013,199	\$10,018,000	08/20/09	09-0132
FHLB (n/a) 0.70 09/08/10	3133XTTQ9	\$5,000,000	0.700	09/08/10	0.7000	---	0.7000	\$5,000,000	\$5,009,000	06/08/09	09-0082
FHLMC (n/a) 1.45 09/10/10	3128X8QT2	\$5,000,000	1.450	09/10/10	0.7109	---	0.7109	\$5,025,391	\$5,035,500	06/04/09	09-0078
FFCB (n/a) 5.25 09/13/10	31331XE40	\$3,955,000	5.250	09/13/10	1.3071	---	1.3071	\$4,062,693	\$4,086,820	02/23/09	09-0054
FHLMC (n/a) 6.875 09/15/10	3134A35H5	\$10,000,000	6.875	09/15/10	0.3357	---	0.3357	\$10,460,375	\$10,451,500	12/29/09	10-0038
FFCB Callable (any>3/14/10-7) 0.5	31331GN39	\$5,000,000	0.540	09/15/10	0.5400	03/15/10	0.5400	\$5,000,000	\$5,001,350	09/15/09	09-0161
FHLB Step Callable (3/22/10-5) 0.5	3133XTZ25	\$25,000,000	0.500	09/22/10	0.9023	03/22/10	0.5001	\$25,000,000	\$25,014,500	06/26/09	09-0089
FHLB Step Callable (3/22/10-5) 0.5	3133XTZ25	\$25,000,000	0.500	09/22/10	0.9023	03/22/10	0.5001	\$25,000,000	\$25,014,500	06/26/09	09-0090
FHLB Step Callable (3/22/10-5) 0.5	3133XTZ25	\$5,000,000	0.500	09/22/10	0.9086	03/22/10	0.5136	\$4,999,849	\$5,002,900	06/24/09	09-0088
Prudential CP (n/a) 0.00 09/24/	7443M3JQ8	\$50,000,000	0.000	09/24/10	0.5594	---	0.5594	\$49,796,806	\$49,740,417	12/30/09	10-0042
FHLB (n/a) 0.75 09/30/10	3133XU3C5	\$10,000,000	0.750	09/30/10	0.5367	---	0.5367	\$10,015,870	\$10,022,200	08/21/09	09-0134
FNMA (n/a) 2.875 10/12/10	31398ATZ5	\$16,966,000	2.875	10/12/10	0.3035	---	0.3035	\$17,305,821	\$17,286,827	12/15/09	10-0033
FHLMC (n/a) 4.125 10/18/10	3134A4VE1	\$2,582,000	4.125	10/18/10	0.3157	---	0.3157	\$2,660,237	\$2,657,059	12/15/09	10-0034
FHLMC (n/a) 4.125 10/18/10	3134A4VE1	\$10,000,000	4.125	10/18/10	0.3551	---	0.3551	\$10,299,811	\$10,290,700	12/29/09	10-0039
FHLMC (n/a) 5.00 10/18/10	3128X4QK0	\$5,000,000	5.000	10/18/10	0.5264	---	0.5264	\$5,177,529	\$5,181,300	08/26/09	09-0141
FHLB (n/a) 3.375 10/20/10	3133XSCT3	\$5,000,000	3.375	10/20/10	0.5055	---	0.5055	\$5,114,697	\$5,116,500	09/10/09	09-0156
FHLB (n/a) 4.375 10/22/10	3133XMES6	\$6,390,000	4.375	10/22/10	0.6095	---	0.6095	\$6,583,480	\$6,591,093	08/21/09	09-0136
FHLB (n/a) 0.50 10/29/10	3133XUXL2	\$15,320,000	0.500	10/29/10	0.5371	---	0.5371	\$15,315,318	\$15,320,766	09/29/09	09-0169
FNMA (n/a) 6.625 11/15/10	31359MGJ6	\$10,000,000	6.625	11/15/10	0.6121	---	0.6121	\$10,521,645	\$10,530,700	08/31/09	09-0144
FHLB (n/a) 1.05 11/15/10	3133XTM37	\$5,000,000	1.050	11/15/10	1.0517	---	1.0517	\$4,999,922	\$5,020,500	06/19/09	09-0087
FHLMC (n/a) 2.875 11/23/10	3137EABV0	\$10,000,000	2.875	11/23/10	0.6090	---	0.6090	\$10,201,563	\$10,212,300	08/21/09	09-0133
FFCB (n/a) 3.75 12/06/10	31331YGP9	\$10,000,000	3.750	12/06/10	0.6743	---	0.6743	\$10,284,440	\$10,298,100	08/21/09	09-0135
FHLB Callable (qtrly-5) 0.45 12/30/	3133XW3R8	\$5,000,000	0.450	12/30/10	0.4500	03/30/10	0.4500	\$5,000,000	\$4,993,850	12/30/09	10-0041
FHLB Step Callable (qtrly-5) 0.65	3133XTYC4	\$3,500,000	0.650	01/06/11	1.7100	01/06/10	0.6500	\$3,500,000	\$3,511,025	07/06/09	09-0113
FHLB Callable (1/26/10-5) 1.15 01/	3133XSW95	\$10,000,000	1.150	01/26/11	1.1659	01/26/10	1.1815	\$9,999,783	\$10,005,700	01/26/09	09-0035
FNMA Step Callable (1/28/10-10) 1.25	3136F96C2	\$5,000,000	1.250	01/28/11	1.2500	01/28/10	1.2500	\$5,000,000	\$5,003,400	01/28/09	09-0037
FHLMC Callable (2/9/10-5) 1.75 02/	3128X8GS5	\$10,000,000	1.750	02/09/11	1.7500	02/09/10	1.7500	\$10,000,000	\$10,014,400	02/09/09	09-0048
FHLMC Callable (2/17/10-5) 1.875	3128X8JD5	\$4,000,000	1.875	02/17/11	1.9006	02/17/10	1.9257	\$3,999,744	\$4,007,640	02/17/09	09-0051
FHLMC Callable (2/18/10-5) 2.00	3128X8JU7	\$10,000,000	2.000	02/18/11	2.0000	02/18/10	2.0000	\$10,000,000	\$10,021,300	02/18/09	09-0052
FHLB Step Callable (2/24/10-5) 0.5	3133XUL50	\$10,000,000	0.500	02/24/11	1.4963	02/24/10	0.5000	\$10,000,000	\$10,003,600	08/24/09	09-0139
FHLB (n/a) 4.875 03/11/11	3133XENX3	\$3,000,000	4.875	03/11/11	2.8842	---	2.8842	\$3,067,702	\$3,138,390	01/23/08	08-0055
FNMA (n/a) 5.50 03/15/11	31359MHK2	\$5,000,000	5.500	03/15/11	0.4345	---	0.4345	\$5,304,133	\$5,283,850	12/09/09	10-0031
FNMA (n/a) 1.75 03/23/11	31398AVQ2	\$5,000,000	1.750	03/23/11	0.5548	---	0.5548	\$5,072,991	\$5,061,150	12/04/09	10-0024
FHLB Callable (4/8/10-5) 0.75 04/	3133XU2P7	\$3,000,000	0.750	04/08/11	0.7156	04/08/10	0.6597	\$3,000,728	\$3,003,690	08/28/09	09-0142
FNMA Callable (4/8/10-10) 1.875	31398AWJ7	\$5,000,000	1.875	04/08/11	1.4996	04/08/10	1.0908	\$5,010,478	\$5,022,800	05/14/09	09-0066
FHLMC (n/a) 3.25 04/14/11	3128X7JK1	\$5,000,000	3.250	04/14/11	3.4523	---	3.4523	\$5,000,000	\$5,145,600	05/22/08	08-0130
FHLB Step Callable (5/10/10-5) 0.5	3133XVGS4	\$5,000,000	0.500	05/10/11	1.1647	05/10/10	0.5000	\$5,000,000	\$5,000,900	11/10/09	10-0004
FFCB Callable (any>2/11/10-7) 0.8	31331G3B3	\$5,000,000	0.820	05/12/11	0.8200	02/12/10	0.8200	\$5,000,000	\$4,990,400	11/12/09	10-0005
FFCB Callable (any>5/17/10-7) 1.3	31331GVN6	\$5,000,000	1.375	05/18/11	1.2988	05/18/10	1.2236	\$5,002,854	\$5,013,750	05/18/09	09-0070
FHLB Step Callable (qtrly-5) 0.50	3133XVRT0	\$5,000,000	0.500	05/25/11	0.5000	02/25/10	0.5000	\$5,000,000	\$4,985,350	11/25/09	10-0014
FFCB Callable (any>02/28/10-7) 0.3	31331G4F3	\$5,000,000	0.730	06/01/11	0.7300	03/01/10	0.7300	\$5,000,000	\$4,984,200	12/08/09	10-0029
FFCB Callable (any>3/8/10-7) 0.6	31331G5N5	\$5,000,000	0.600	06/09/11	0.6105	03/09/10	0.6626	\$4,999,410	\$4,976,100	12/09/09	10-0030
FHLB Step Callable (6/15/10-5) 0.5	3133XTTH9	\$5,000,000	0.875	06/15/11	1.3041	06/15/10	0.8085	\$5,001,501	\$5,008,800	09/01/09	09-0146

Current Portfolio - Total

1st Qtr FY10

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
FFCB (n/a) 3.875 08/25/11	31331YZ86	\$10,000,000	3.875	08/25/11	0.8461	---	0.8461	\$10,494,907	\$10,452,400	11/16/09	10-0006
FHLB Callable (qtrly-5) 1.00 09/08/11	3133XVTE1	\$5,000,000	1.000	09/08/11	1.0000	03/08/10	1.0000	\$5,000,000	\$4,985,650	12/08/09	10-0028
FFCB Callable (any>9/8/10-5) 1.25 09/09/11	3133XUPJ6	\$5,000,000	1.250	09/09/11	1.2500	09/09/10	1.2500	\$5,000,000	\$5,003,250	09/09/09	09-0154
FNMA (n/a) 1.00 11/23/11	31398AZN5	\$5,000,000	1.000	11/23/11	0.8714	---	0.8714	\$5,012,046	\$4,983,850	11/24/09	10-0013
FHLB Step Callable (6/2/10-5) 0.50 12/02/11	3133XVS93	\$5,000,000	0.500	12/02/11	1.5273	06/02/10	0.5000	\$5,000,000	\$4,995,800	12/02/09	10-0022
FHLB Step Callable (qtrly-5) 1.00 12/09/11	3133XUP72	\$1,666,667	1.000	12/09/11	1.8254	---	1.0000	\$1,666,667	\$1,667,283	09/09/09	09-0153
FHLB Callable (qtrly-5) 1.25 12/09/11	3133XTQ82	\$5,000,000	1.250	12/09/11	1.2500	06/09/10	1.2500	\$5,000,000	\$4,988,300	12/02/09	10-0023
FNMA Callable (6/16/10-10) 1.00 12/16/11	3136FHZJ7	\$5,000,000	1.100	12/16/11	1.5630	06/16/10	0.4510	\$5,014,834	\$5,009,650	11/18/09	10-0012
FHLMC Callable (6/29/10-5) 2.03 12/29/11	3128X8R61	\$3,500,000	2.030	12/29/11	2.0300	06/29/10	2.0300	\$3,500,000	\$3,521,735	06/29/09	09-0097
FHLMC Callable (qtrly-5) 1.125 12/30/11	3128X9PW4	\$1,500,000	1.125	12/30/11	1.1329	03/30/10	1.1877	\$1,499,768	\$1,498,320	12/30/09	10-0040
FHLB Step Callable (1/12/10-5) 1.00 01/12/12	3133XSUF3	\$330,000	1.375	01/12/12	2.1199	01/12/10	1.3749	\$330,000	\$330,086	01/16/09	09-0032
FHLB Step Callable (1/12/10-5) 1.00 01/12/12	3133XSUF3	\$1,005,000	1.375	01/12/12	2.1627	01/12/10	1.4745	\$1,004,970	\$1,005,261	01/30/09	09-0041
FNMA (n/a) 3.625 02/14/12	3136F84J1	\$1,000,000	3.625	02/14/12	3.6250	---	3.6250	\$1,000,000	\$1,043,350	02/14/08	08-0066
FFCB Callable (any>3/14/10-7) 1.25 03/15/12	31331G5Q8	\$475,000	1.200	03/15/12	1.2710	03/15/10	1.8420	\$474,376	\$472,141	12/17/09	10-0036
FHLB Step Callable (10/15/10-5) 1.00 10/15/12	3133XV5K3	\$3,000,000	1.250	10/15/12	2.1568	10/15/10	1.2500	\$3,000,000	\$3,000,960	10/15/09	10-0001
FFCB Callable (any>5/19/10-7) 2.50 05/20/13	31331GWL9	\$5,900,000	2.500	05/20/13	2.5000	05/20/10	2.5000	\$5,900,000	\$5,896,224	05/22/09	09-0072
FHLMC (n/a) 2.50 01/07/14	3137EABX6	\$200,000	2.500	01/07/14	2.5850	---	2.5850	\$199,359	\$200,458	03/06/09	09-0060
FNMA Callable (semi-10) 3.50 08/18/14	3136FH3P8	\$4,800,000	3.500	08/18/14	3.5044	02/18/10	3.5407	\$4,799,749	\$4,807,344	08/18/09	09-0130
Deutsche MMF - 2100	MMF	\$13,668,639	0.043	---	0.0426	---	0.0426	\$13,668,639	\$13,668,639	09/30/01	AR-0002
Provident Fin. Op Fund-1000	MMF	\$1,450,871	0.139	---	0.1390	---	0.1390	\$1,450,871	\$1,450,871	10/31/01	AR-0001
Provident Fin Res. Fund-2000	MMF	\$27,358	0.139	---	0.1390	---	0.1390	\$27,358	\$27,358	09/30/01	AR-0006
AIM/ LAP Opt. Fund- 1900	MMF	\$1,812,985	0.148	---	0.1478	---	0.1478	\$1,812,985	\$1,812,985	04/16/03	AR-0008
Bond SEAF - Fidelity	MMF	\$8,792,665	0.177	---	0.1767	---	0.1767	\$8,792,665	\$8,792,665	07/31/08	AR-0014
Bond SEAF - Wells Fargo	MMF	\$10,346,897	0.182	---	0.1821	---	0.1821	\$10,346,897	\$10,346,897	06/30/08	AR-0013
Bond SEAF - Citi	MMF	\$10,181,125	0.186	---	0.1859	---	0.1859	\$10,181,125	\$10,181,125	08/31/08	AR-0015
Premium Op - B of A	MMF	\$24,473,676	0.600	---	0.6000	---	0.6000	\$24,473,676	\$24,473,676	08/31/09	AR-0016
Premium Bond - B of A	MMF	\$42,048,092	0.600	---	0.6000	---	0.6000	\$42,048,092	\$42,048,092	08/26/09	AR-0018

GRAND TOTALS

\$1,220,384,973 0.9220 0.8985 0.8504 \$1,223,647,092 \$1,224,648,784

Portfolio Analysis by Fund

1st Qtr FY10

(\$ = 000's)	Gen Oper	Fin Res	Insurance	CP SEAF	Debt Srv	09 Bond	TOTAL
Par Value	\$343,937	\$22,302	\$13,735	\$0	\$13,669	\$826,742	\$1,220,385
Market Value	\$347,043	\$22,524	\$13,754	\$0	\$13,669	\$827,659	\$1,224,649
Unrealized Gain (Loss)	<u>\$269</u>	<u>\$155</u>	<u>\$19</u>	<u>\$0</u>	<u>\$0</u>	<u>\$559</u>	<u>\$1,002</u>
Book Value	\$346,774	\$22,369	\$13,735	\$0	\$13,669	\$827,100	\$1,223,647
Accrued Interest	<u>\$1,150</u>	<u>\$199</u>	<u>\$34</u>	<u>\$0</u>	<u>\$0</u>	<u>\$445</u>	<u>\$1,828</u>
Total Book Value	\$347,925	\$22,568	\$13,769	\$0	\$13,669	\$827,545	\$1,225,475
Cash Balance	<u>\$343</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$343</u>
TOTAL FUND VALUE	<u>\$348,267</u>	<u>\$22,568</u>	<u>\$13,769</u>	<u>\$0</u>	<u>\$13,669</u>	<u>\$827,545</u>	<u>\$1,225,818</u>
Liquid Securities (Mkt. value)	\$37,740						\$37,740
Yield to Call	0.84%	2.43%	2.01%		0.04%	0.81%	0.85%
Wgt. Average Maturity (days)	328	658	998	1	1	135	207
KEY COMPLIANCE TARGETS							
Minimum Requirement ¹	\$66,659	\$22,000	\$12,839				
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	30 Months	
Is Fund in Compliance ?	Yes	Yes	Yes				
INVESTMENT COMPARISON							
6-Month T-Bill	0.17%	0.17%	0.17%		0.17%	0.17%	0.17%
Wgt Average Fund Variance	0.67%	2.26%	1.84%		-0.13%	0.64%	0.68%

Notes:

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

Change in Market Value of Investments

1st Qtr FY10

Fund	Security Type	Rate	Maturity	Call Date	Par Value	\$ 40,086 Market Value	\$ 40,178 Market Value	Change from Prior Quarter
Bond	ING America Ins CP 0.00 01/05/10	0.000	01/05/10	---	\$ 25,000,000	\$ 24,915,799	\$ 24,998,264	\$ 82,466
Bond	Dexia Delaware CP 0.00 01/08/10	0.000	01/08/10	---	\$ 25,000,000	\$ 24,977,075	\$ 24,999,223	\$ 22,148
Operating	FHLB (n/a) 1.12 01/15/10	1.120	01/15/10	---	\$ 10,000,000	\$ 10,023,700	\$ 10,002,600	\$ (21,100)
Bond	ING CP 0.00 01/15/10	0.000	01/15/10	---	\$ 25,000,000	\$ 24,907,118	\$ 24,993,750	\$ 86,633
Bond	ABN Amro CP 0.00 01/19/10	0.000	01/19/10	---	\$ 20,000,000	\$ 19,969,166	\$ 19,997,361	\$ 28,195
Bond	HSBC CP 0.00 01/22/10	0.000	01/22/10	---	\$ 25,000,000	\$ 24,967,550	\$ 24,997,403	\$ 29,853
Bond	Met Life CP 0.00 01/22/10	0.000	01/22/10	---	\$ 25,000,000	\$ 24,967,550	\$ 24,998,168	\$ 30,618
Bond	Bankers Acceptance (n/a) 0.00 02/08	0.000	02/08/10	---	\$ 505,000	\$ 504,293	\$ 504,899	\$ 606
Bond	HSBC CP 0.00 02/19/10	0.000	02/19/10	---	\$ 25,000,000	\$ 24,926,042	\$ 24,989,583	\$ 63,542
Operating	Bankers Acceptance (n/a) 0.00 02/22	0.000	02/22/10	---	\$ 767,000	\$ 765,696	\$ 766,770	\$ 1,074
Bond	ABN AMRO CP 0.00 03/01/10	0.000	03/01/10	---	\$ 25,000,000	\$ 24,920,833	\$ 24,985,417	\$ 64,584
Operating	Bankers Acceptance (n/a) 0.00 03/03	0.000	03/03/10	---	\$ 446,000	\$ 445,153	\$ 445,866	\$ 714
Fin Reserve	FNMA (n/a) 3.05 03/05/10	3.050	03/05/10	---	\$ 4,000,000	\$ 4,045,520	\$ 4,018,040	\$ (27,480)
Operating	FNMA (n/a) 3.05 03/05/10	3.050	03/05/10	---	\$ 2,700,000	\$ 2,730,726	\$ 2,712,177	\$ (18,549)
Operating	Bankers Acceptance 0.00 03/08/10	0.000	03/08/10	---	\$ 774,000	\$ 772,452	\$ 773,690	\$ 1,238
Operating	Bankers Acceptance 0.00 03/08/10	0.000	03/08/10	---	\$ 718,000	\$ 716,564	\$ 717,713	\$ 1,149
Operating	Bankers Acceptance (n/a) 0.00 03/09	0.000	03/09/10	---	\$ 1,983,000	\$ 1,979,034	\$ 1,982,207	\$ 3,173
Operating	Bankers Acceptance (n/a) 0.00 03/10	0.000	03/10/10	---	\$ 337,000	\$ 336,326	\$ 336,865	\$ 539
Operating	Bankers Acceptance (n/a) 0.00 03/15	0.000	03/15/10	---	\$ 2,440,000	\$ 2,434,876	\$ 2,439,024	\$ 4,148
Bond	ABN Finance CP 0.00 03/26/10	0.000	03/26/10	---	\$ 25,000,000	\$ 24,895,496	\$ 24,979,330	\$ 83,834
Bond	Fortis Funding CP 0.00 03/26/10	0.000	03/26/10	---	\$ 25,000,000	\$ 24,928,700	\$ 24,982,293	\$ 53,593
Bond	Barclays USA CP 0.00 04/01/10	0.000	04/01/10	---	\$ 25,000,000	\$ 24,926,300	\$ 24,981,043	\$ 54,743
Bond	HSBC CP 0.00 04/01/10	0.000	04/01/10	---	\$ 25,000,000	\$ 24,891,955	\$ 24,977,872	\$ 85,917
Bond	Barclay's CP 0.00 04/23/10	0.000	04/23/10	---	\$ 25,000,000	\$ 24,893,208	\$ 24,972,500	\$ 79,293
Bond	Certificate of Deposit 0.73 05/10/10	0.730	05/10/10	---	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ -
Operating	FHLB (n/a) 4.25 06/11/10	4.250	06/11/10	---	\$ 5,000,000	\$ 5,131,450	\$ 5,086,800	\$ (44,650)
Bond	FHLB (n/a) 2.75 06/18/10	2.750	06/18/10	---	\$ 15,000,000	\$ 15,255,300	\$ 15,163,050	\$ (92,250)
Bond	FHLB (n/a) 2.75 06/18/10	2.750	06/18/10	---	\$ 10,000,000	\$ 10,170,200	\$ 10,108,700	\$ (61,500)
Operating	FHLB (n/a) 1.12 06/30/10	1.120	06/30/10	---	\$ 10,000,000	\$ 10,053,600	\$ 10,040,700	\$ (12,900)
Operating	FHLB (n/a) 1.12 06/30/10	1.120	06/30/10	---	\$ 10,000,000	\$ 10,053,600	\$ 10,040,700	\$ (12,900)
Bond	FHLB (n/a) 1.12 06/30/10	1.120	06/30/10	---	\$ 20,000,000	\$ 20,107,200	\$ 20,081,400	\$ (25,800)
Bond	FHLB (n/a) 1.12 06/30/10	1.120	06/30/10	---	\$ 10,000,000	\$ 10,053,600	\$ 10,040,700	\$ (12,900)
Bond	Certificate of Deposit 1.00 07/01/10	1.000	07/01/10	---	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ -
Operating	FAMCA Callable (1/8/10 only-5) 0.71	0.710	07/08/10	01/08/10	\$ 5,000,000	\$ 5,004,800	\$ 5,000,150	\$ (4,650)
Bond	Prudential CP 0.00 07/16/10	0.000	07/16/10	---	\$ 10,000,000	\$ 9,987,810	\$ 9,975,922	\$ (11,888)
Bond	Prudential CP 0.00 07/23/10	0.000	07/23/10	---	\$ 15,000,000	\$ 14,912,430	\$ 14,962,601	\$ 50,171
Bond	FHLB (n/a) 0.60 07/26/10	0.600	07/26/10	---	\$ 25,000,000	\$ 25,034,250	\$ 25,034,750	\$ 500
Operating	FHLMC (n/a) 5.125 08/23/10	5.125	08/23/10	---	\$ 5,000,000	\$ 5,210,450	\$ 5,152,950	\$ (57,500)
Operating	FHLB (n/a) 1.40 09/02/10	1.400	09/02/10	---	\$ 7,800,000	\$ 7,865,130	\$ 7,850,232	\$ (14,898)
Operating	FHLB (n/a) 0.70 09/08/10	0.700	09/08/10	---	\$ 5,000,000	\$ 5,009,500	\$ 5,009,000	\$ (500)
Operating	FHLB (n/a) 0.70 09/08/10	0.700	09/08/10	---	\$ 10,000,000	\$ 10,019,000	\$ 10,018,000	\$ (1,000)
Operating	FHLMC (n/a) 1.45 09/10/10	1.450	09/10/10	---	\$ 5,000,000	\$ 5,044,500	\$ 5,035,500	\$ (9,000)
Operating	FFCB (n/a) 5.25 09/13/10	5.250	09/13/10	---	\$ 3,955,000	\$ 4,134,399	\$ 4,086,820	\$ (47,579)
Operating	FFCB Callable (any>3/14/10-7) 0.54	0.540	09/15/10	03/15/10	\$ 5,000,000	\$ 5,001,200	\$ 5,001,350	\$ 150
Operating	FHLB Step Callable (3/22/10-5) 0.50	0.500	09/22/10	03/22/10	\$ 5,000,000	\$ 5,005,750	\$ 5,002,900	\$ (2,850)
Bond	FHLB Step Callable (3/22/10-5) 0.50	0.500	09/22/10	03/22/10	\$ 25,000,000	\$ 25,028,750	\$ 25,014,500	\$ (14,250)
Bond	FHLB Step Callable (3/22/10-5) 0.50	0.500	09/22/10	03/22/10	\$ 25,000,000	\$ 25,028,750	\$ 25,014,500	\$ (14,250)
Operating	FHLB (n/a) 0.75 09/30/10	0.750	09/30/10	---	\$ 10,000,000	\$ 10,024,900	\$ 10,022,200	\$ (2,700)

Change in Market Value of Investments

1st Qtr FY10

Fund	Security Type	Rate	Maturity	Call Date	Par Value	\$ 40,086 Market Value	\$ 40,178 Market Value	Change from Prior Quarter
Operating	FHLMC (n/a) 5.00 10/18/10	5.000	10/18/10	---	\$ 5,000,000	\$ 5,223,250	\$ 5,181,300	\$ (41,950)
Bond	FHLB (n/a) 3.375 10/20/10	3.375	10/20/10	---	\$ 5,000,000	\$ 5,151,250	\$ 5,116,500	\$ (34,750)
Operating	FHLB (n/a) 4.375 10/22/10	4.375	10/22/10	---	\$ 6,390,000	\$ 6,651,159	\$ 6,591,093	\$ (60,066)
Bond	FHLB (n/a) 0.50 10/29/10	0.500	10/29/10	---	\$ 15,320,000	\$ 15,314,025	\$ 15,320,766	\$ 6,741
Operating	FHLB (n/a) 1.05 11/15/10	1.050	11/15/10	---	\$ 5,000,000	\$ 5,025,200	\$ 5,020,500	\$ (4,700)
Operating	FNMA (n/a) 6.625 11/15/10	6.625	11/15/10	---	\$ 10,000,000	\$ 10,681,800	\$ 10,530,700	\$ (151,100)
Operating	FHLMC (n/a) 2.875 11/23/10	2.875	11/23/10	---	\$ 10,000,000	\$ 10,264,200	\$ 10,212,300	\$ (51,900)
Operating	FFCB (n/a) 3.75 12/06/10	3.750	12/06/10	---	\$ 10,000,000	\$ 10,374,800	\$ 10,298,100	\$ (76,700)
Fin Reserve	FHLB Step Callable (qtrly-5) 0.65 01/06/11	0.650	01/06/11	01/06/10	\$ 3,500,000	\$ 3,503,780	\$ 3,511,025	\$ 7,245
Operating	FHLB Callable (1/26/10-5) 1.15 01/26/11	1.150	01/26/11	01/26/10	\$ 10,000,000	\$ 10,028,500	\$ 10,005,700	\$ (22,800)
Operating	FNMA Step Callable (1/28/10-10) 1.25 01/28/11	1.250	01/28/11	01/28/10	\$ 5,000,000	\$ 5,016,350	\$ 5,003,400	\$ (12,950)
Operating	FHLMC Callable (2/9/10-5) 1.75 02/09/11	1.750	02/09/11	02/09/10	\$ 10,000,000	\$ 10,047,700	\$ 10,014,400	\$ (33,300)
Fin Reserve	FHLMC Callable (2/17/10-5) 1.875 02/17/11	1.875	02/17/11	02/17/10	\$ 4,000,000	\$ 4,023,840	\$ 4,007,640	\$ (16,200)
Operating	FHLMC Callable (2/18/10-5) 2.00 02/18/11	2.000	02/18/11	02/18/10	\$ 10,000,000	\$ 10,066,000	\$ 10,021,300	\$ (44,700)
Operating	FHLB Step Callable (2/24/10-5) 0.50 02/24/11	0.500	02/24/11	02/24/10	\$ 10,000,000	\$ 10,007,400	\$ 10,003,600	\$ (3,800)
Fin Reserve	FHLB (n/a) 4.875 03/11/11	4.875	03/11/11	---	\$ 3,000,000	\$ 3,174,990	\$ 3,138,390	\$ (36,600)
Operating	FNMA Callable (4/8/10-10) 1.875 04/08/11	1.875	04/08/11	04/08/10	\$ 5,000,000	\$ 5,037,550	\$ 5,022,800	\$ (14,750)
Operating	FHLB Callable (4/8/10-5) 0.75 04/08/11	0.750	04/08/11	04/08/10	\$ 3,000,000	\$ 3,004,290	\$ 3,003,690	\$ (600)
Operating	FHLMC (n/a) 3.25 04/14/11	3.250	04/14/11	---	\$ 5,000,000	\$ 5,176,900	\$ 5,145,600	\$ (31,300)
Operating	FFCB Callable (any>5/17/10-7) 1.375 05/18/11	1.375	05/18/11	05/18/10	\$ 5,000,000	\$ 5,017,750	\$ 5,013,750	\$ (4,000)
Operating	FHLB Step Callable (6/15/10-5) 0.875 06/15/11	0.875	06/15/11	06/15/10	\$ 5,000,000	\$ 5,007,350	\$ 5,008,800	\$ 1,450
Operating	FFCB Callable (any>9/8/10-5) 1.25 09/09/11	1.250	09/09/11	09/09/10	\$ 5,000,000	\$ 4,998,050	\$ 5,003,250	\$ 5,200
Operating	FHLB Step Callable (qtrly-5) 1.00 12/09/11	1.000	12/09/11	---	\$ 5,000,000	\$ 4,996,150	\$ 1,667,283	\$ (3,328,867)
Insurance	FHLMC Callable (6/29/10-5) 2.03 12/06/11	2.030	12/29/11	06/29/10	\$ 3,500,000	\$ 3,527,580	\$ 3,521,735	\$ (5,845)
Insurance	FHLB Step Callable (1/12/10-5) 1.375 01/12/12	1.375	01/12/12	01/12/10	\$ 330,000	\$ 330,983	\$ 330,086	\$ (898)
Insurance	FHLB Step Callable (1/12/10-5) 1.375 01/12/12	1.375	01/12/12	01/12/10	\$ 1,005,000	\$ 1,007,995	\$ 1,005,261	\$ (2,734)
Fin Reserve	FNMA (n/a) 3.625 02/14/12	3.625	02/14/12	---	\$ 1,000,000	\$ 1,049,560	\$ 1,043,350	\$ (6,210)
Insurance	FFCB Callable (any>5/19/10-7) 2.50 05/20/13	2.500	05/20/13	05/20/10	\$ 5,900,000	\$ 5,902,891	\$ 5,896,224	\$ (6,667)
Operating	FHLMC (n/a) 2.50 01/07/14	2.500	01/07/14	---	\$ 200,000	\$ 201,442	\$ 200,458	\$ (984)
Fin Reserve	FNMA Callable (semi-10) 3.50 08/18/14	3.500	08/18/14	02/18/10	\$ 4,800,000	\$ 4,813,200	\$ 4,807,344	\$ (5,856)
Sub-total for Securities held at the end of both periods						\$ 811,603,635	\$ 807,941,826	\$ (3,661,808)
% Change as a result of market movement								-0.45%
Holdings at 9/30/09 maturing during Q1, FY10						\$ 208,009,474		\$ (208,009,474)
Holdings at 9/30/09 called during Q1, FY10						\$ 118,931,160		\$ (118,931,160)
Holdings at 9/30/09 sold during Q1, FY10						\$ 124,726,167		\$ (124,726,167)
Values of Money Market Mutual Funds (All)						\$ 224,789,683	\$ 112,802,307	\$ (111,987,376)
Holdings at 12/31/09 purchased during Q1, FY10							\$ 303,904,651	\$ 303,904,651
TOTAL PORTFOLIO VALUE						\$ 1,488,060,119	\$ 1,224,648,784	\$ (263,411,334)

Callable Securities Analysis

DEC FY10

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
09-0120	Operating	07/08/10	FAMCA Callable (1/8/10 only-5) 0.71 07/08/ 31315PJX8		01/08/10	5	5,000,000.00	0.710	0.200	High
09-0161	Operating	09/15/10	FFCB Callable (any>3/14/10-7) 0.54 09/15/131331GN39		03/15/10	7	5,000,000.00	0.540	0.300	Moderate
09-0088	Operating	09/22/10	FHLB Step Callable (3/22/10-5) 0.50 09/22/ 3133XTZ25		03/22/10	5	5,000,000.00	0.500	0.300	High
09-0089	Bond	09/22/10	FHLB Step Callable (3/22/10-5) 0.50 09/22/ 3133XTZ25		03/22/10	5	25,000,000.00	0.500	0.300	High
09-0090	Bond	09/22/10	FHLB Step Callable (3/22/10-5) 0.50 09/22/ 3133XTZ25		03/22/10	5	25,000,000.00	0.500	0.300	High
10-0041	Operating	12/30/10	FHLB Callable (qtrly-5) 0.45 12/30/10 3133XW3R8		03/30/10	5	5,000,000.00	0.450	0.450	Low
09-0113	Fin Reserve	01/06/11	FHLB Step Callable (qtrly-5) 0.65 01/06/11 3133XTYC4		01/06/10	5	3,500,000.00	0.650	0.450	High
09-0035	Operating	01/26/11	FHLB Callable (1/26/10-5) 1.15 01/26/11 3133XSW95		01/26/10	5	10,000,000.00	1.150	0.450	High
09-0037	Operating	01/28/11	FNMA Step Callable (1/28/10-10) 1.25 01/28/13136F96C2		01/28/10	10	5,000,000.00	1.250	0.450	High
09-0048	Operating	02/09/11	FHLMC Callable (2/9/10-5) 1.75 02/09/11 3128X8GS5		02/09/10	5	10,000,000.00	1.750	0.450	High
09-0051	Fin Reserve	02/17/11	FHLMC Callable (2/17/10-5) 1.875 02/17/11 3128X8JD5		02/17/10	5	4,000,000.00	1.875	0.500	High
09-0052	Operating	02/18/11	FHLMC Callable (2/18/10-5) 2.00 02/18/11 3128X8JU7		02/18/10	5	10,000,000.00	2.000	0.500	High
09-0139	Operating	02/24/11	FHLB Step Callable (2/24/10-5) 0.50 02/24/ 3133XUL50		02/24/10	5	10,000,000.00	0.500	0.500	High
09-0142	Operating	04/08/11	FHLB Callable (4/8/10-5) 0.75 04/08/11 3133XU2P7		04/08/10	5	3,000,000.00	0.750	0.650	Low
09-0066	Operating	04/08/11	FNMA Callable (4/8/10-10) 1.875 04/08/11 31398AWJ7		04/08/10	10	5,000,000.00	1.875	0.650	High
10-0004	Operating	05/10/11	FHLB Step Callable (5/10/10-5) 0.50 05/10/ 3133XVGS4		05/10/10	5	5,000,000.00	0.500	0.750	High
10-0005	Operating	05/12/11	FFCB Callable (any>2/11/10-7) 0.82 05/12/131331G3B3		02/12/10	7	5,000,000.00	0.820	0.750	Low
09-0070	Operating	05/18/11	FFCB Callable (any>5/17/10-7) 1.375 05/18/131331GVN6		05/18/10	7	5,000,000.00	1.375	0.750	High
10-0014	Operating	05/25/11	FHLB Step Callable (qtrly-5) 0.50 05/25/11 3133XVRT0		02/25/10	5	5,000,000.00	0.500	0.800	Low
10-0029	Operating	06/01/11	FFCB Callable (any>02/28/10-7) 0.73 06/01/31331G4F3		03/01/10	7	5,000,000.00	0.730	0.800	Low
10-0030	Operating	06/09/11	FFCB Callable (any>3/8/10-7) 0.60 06/09/1131331G5N5		03/09/10	7	5,000,000.00	0.600	0.850	Low
09-0146	Operating	06/15/11	FHLB Step Callable (6/15/10-5) 0.875 06/15/3133XTTH9		06/15/10	5	5,000,000.00	0.875	0.850	High
10-0028	Operating	09/08/11	FHLB Callable (qtrly-5) 1.00 09/08/11 3133XVTE1		03/08/10	5	5,000,000.00	1.000	1.000	Low
09-0154	Operating	09/09/11	FFCB Callable (any>9/8/10-5) 1.25 09/09/113133XUPJ6		09/09/10	5	5,000,000.00	1.250	1.000	Moderate
10-0022	Operating	12/02/11	FHLB Step Callable (6/2/10-5) 0.50 12/02/1 3133XVS93		06/02/10	5	5,000,000.00	0.500	1.150	High
09-0153	Operating	12/09/11	FHLB Step Callable (qtrly-5) 1.00 12/09/11 3133XUP72		03/09/10	5	1,666,666.67	1.000	1.150	Moderate
10-0023	Operating	12/09/11	FHLB Callable (qtrly-5) 1.25 12/09/11 3133XTQ82		06/09/10	5	5,000,000.00	1.250	1.150	Low
10-0012	Operating	12/16/11	FNMA Step Callable (6/16/10-10) 1.10 12/16/3136FHZJ7		06/16/10	10	5,000,000.00	1.100	1.150	High
09-0097	Insurance	12/29/11	FHLMC Callable (6/29/10-5) 2.03 12/29/11 3128X8R61		06/29/10	5	3,500,000.00	2.030	1.150	High
10-0040	Fin Reserve	12/30/11	FHLMC Callable (qtrly-5) 1.125 12/30/11 3128X9PW4		03/30/10	5	1,500,000.00	1.125	1.150	Low
09-0032	Insurance	01/12/12	FHLB Step Callable (1/12/10-5) 1.375 01/12/3133XSUF3		01/12/10	5	330,000.00	1.375	1.150	High
09-0041	Insurance	01/12/12	FHLB Step Callable (1/12/10-5) 1.375 01/12/3133XSUF3		01/12/10	5	1,005,000.00	1.375	1.150	High
10-0036	Fin Reserve	03/15/12	FFCB Callable (any>3/14/10-7) 1.20 03/15/131331G5Q8		03/15/10	7	475,000.00	1.200	1.200	Low
10-0001	Insurance	10/15/12	FHLB Step Callable (10/15/10-5) 1.25 10/15/3133XV5K3		10/15/10	5	3,000,000.00	1.250	1.500	Low
09-0072	Insurance	05/20/13	FFCB Callable (any>5/19/10-7) 2.50 05/20/131331GWL9		05/20/10	7	5,900,000.00	2.500	1.760	High
09-0130	Fin Reserve	08/18/14	FNMA Callable (semi-10) 3.50 08/18/14 3136FH3P8		02/18/10	10	4,800,000.00	3.500	2.700	High

Defined Benefit Plan Summary

1st Qtr FY10

	Market Value		Benefit		Realized Gain/ (loss)	Unrealized Gain/ (loss)	Contributions			Market Value
	30-Sep-09	Income	Payments	Transfers			Employer	Employee	Other	31-Dec-09
Equity Managers										
Large Cap:										
Washington Mutual	6,193,346	46,960	0	0	0	418,960	0	0	0	\$6,659,266
Goldman	9,326,567	10,192	0	(2,000,000)	147,664	473,574	0	0	0	\$7,957,997
SSGA Wilshire 5000	12,565,244	0	0	0	0	733,451	0	0	0	\$13,298,695
Small Cap:										
Friess	6,722,842	0	0	0	0	320,294	0	0	0	\$7,043,136
Earnest Partners	8,271,729	5,228	0	0	(7,708)	466,443	0	0	0	\$8,735,692
International:										
Dodge & Cox	8,271,717	114,057	0	0	0	62,283	0	0	0	\$8,448,057
Capital Resources	9,980,341	191,903	0	0	0	153,144	0	0	(1)	\$10,325,387
SSGA Internat. Index	8,526,047	0	0	0	0	187,640	0	0	0	\$8,713,687
Fixed Income Managers										
Primco	19,825,543	419,098	0	0	0	(211,225)	0	0	0	\$20,033,416
SSGA Index	10,380,747	0	0	0	0	(140,936)	0	0	0	\$10,239,811
PIMCO IG Corp	6,014,781	291,668	0	0	0	21,834	0	0	0	\$6,328,283
Real Estate										
UBS	10,821,840	91,431	0	(91,431)	0	0	0	0	0	\$10,821,840
Cash										
	1,179,172	(44,955)	(2,347,487)	2,091,431	(1,761)	0	0	471	(1)	\$876,870
Total	\$118,079,916	\$1,125,582	(\$2,347,487)	\$0	\$138,195	\$2,485,462	\$0	\$471	(\$2)	\$119,482,137
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====


Commercial Paper

Maturity Date	Issue Date	Par Value	Coupon %	Issue Term (Days)	Dealer
1/21/2010	9/23/2009	\$ 15,000,000	0.55%	120	Loop
2/10/2010	10/18/2009	\$ 30,000,000	0.55%	125	Loop
2/24/2010	11/4/2009	\$ 20,000,000	0.48%	112	JPMorgan
2/25/2010	11/2/2009	\$ 40,000,000	0.55%	115	Loop
3/3/2010	12/9/2009	\$ 30,000,000	0.37%	84	JPMorgan
3/10/2010	12/17/2009	\$ 15,000,000	0.35%	83	Loop
		Total:	\$ 150,000,000	0.48%	108

Bonds

Series	All-In Interest Rate	Remaining Principal
2001	5.180%	\$ 82,315,000
2002	4.902%	\$ 28,410,000
2007	4.492%	\$ 756,210,000
2008	4.973%	\$ 728,435,000
2009	4.017%	\$ 1,000,000,000
		\$ 2,595,370,000

Major Contracts Funded by CP / Debt**1st Qtr FY10**

<u>Contract#</u>	<u>Vendor Name</u>	<u>Projects</u>
01014604	Abacus	Mobile Data Computers
01007732	ACT21	NW SE LRT Build-Out
01012000	Advanced Track	NW SE LRT Build-out
01010950	3I Construction	WSA Yard Paving
01011780	American Intl	OCIP, GL WC Insurance
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01012392	Archerwestern	NW SE LRT Build-out
N/A	AT&T	LRT Build-Out Utility Relocation
01012966	Austin Bridge	Lisa/Perkins Double Track
01015482	Austin Ribbon & Computer	Police MDC's
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
01016425	Caldwell County Chevrolet	Non-Revenue Vehicles
01016547	Calence Physical Security	Security
01011527	Carcon	Walnut Hill Parking exp.
N/A	Chicago Title	Rowlett Extension
01016829	Compucom Systems	Police MDC's
01017370	Compucom Systems	Police MDC's
01017669	Compucon Systems	Disaster Recovery
01017671	Compucon Systems	Disaster Recovery
01017707	Compucon Systems	Disaster Recovery
01008633	CONNEX/ATC	Paratransit Service
01015311	Dallas Harley-Davidson	HOV Vehicles
01012758	DGNO	Freight Track Relocation
01014811	DMI Corp / Decker Mech	S&I HVAC Replacement
01004187	DMJM+Harris / AECOM	NW SE LRT Build-out
01006471	F Hall Mowing	NW SE LRT Build-out
01009337	GE Transportation	NW SE LRT Build-out
01010224	GE Security	Bus Surveillance System Pilot
01008612	Gilbert May 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-Variou
01012813	Gilbert May Inc.	CBD Level Boarding
01016053	Gilbert May Inc.	CBD Level Boarding
01016434	Gilbert May Inc.	Glenn Heights Parking Expansion
01011028	Greyhawk Tech.	Paratransit VBS Equipment
01006552	Greyhawk Tech.	VBS
01006362	Half Associates	NW SE LRT Build-out
01012080	Half 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

Major Contracts Funded by CP / Debt

1st Qtr FY10

98000071	Itochu International	LRV's
01012392	Journeyman Construction	NWROF
01014614	Kiewit, Stacy, Witback	Irving 1 & 2 LRT Build-out
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01013706	Kinkisharyo	SLRV's
01012000	LB Foster	NRV's
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
01014813	M/A-COM Inc.	Integrated Radio System
01012392	MACTON	NWROF
01003569	Malcolm Pirnie	NW SE LRT Build-out
01012392	Mass Electric	NWROF
01003568	Maxim Technologies	NW SE LRT Build-out
01012696	McCarthy	Beltline Grade Separation
01012448	McKinney Dodge	NRV's
01015378	McKinney Dodge	NRV's
01011418	Messaging Architects	Email Archive/Retrieve
01011941	Mitchell	Misc. Construction
N/A	National Union Fire Insurance	Build Out Projects
01004832	Neon Electric	Bus Passenger Amenities
01013062	Nextel Communications	NW SE LRT Build-out
01008230	Northstar Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
01015627	Omega Contracting	LRT Parking Expansion
01015568	Omega Contracting	LRT Parking Expansion
N/A	Oncor Electric	LRT Build-Out
01002803	Parsons Transport Group	LRT Build-Out
00937775	Parsons Transport. Group	NW SE LRT Build-out
01009306	Parsons/Brinckerhoff	CBD AA/EIS
01009306	PB America's	CBD Study
01011831	Penaco	Tunnel Delamination
01008681	Philpott Motors	Purchase NRV's
01010787	Philpott Motors	Non-Revenue Vehicles
01012444	Philpott Motors	NRV's
01013147	Philpott Motors	NRV's
01014490	Philpott Motors	NRV's
01017277	Philpott Motors	NRV's
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
01011114	RAK Main Place	NW SE LRT Build-out
01015530	RAK Main Place	Irving/Rowlett LRT Build-Out
01011044	RAM COMM Inc	Build-Out
01007671	Reliant / Texas Gen Land	LRT Utility Relocation
01009684	ROCLA	NW SE LRT Build-out
01016425	Sam Packs Five Star Ford	NRV's

Major Contracts Funded by CP / Debt**1st Qtr FY10**

01016696	Sam Packs Five Star Ford	NRV's
01017015	Sam Packs Five Star Ford	NRV's
01010224	SECURENET INC	Facility Surveillance Pilot
01012105	Siemens	NW SE LRT Build-out
01014066	Solid IT Network	Agency WAN/LAN Upgrade
01012440	Southwest Intl Trucks	High Rail Equipment
01014833	Stromberg's	Passenger Amenities
01002450	Sunland/ACT 21	NW SE LRT Build-out
01014197	Telco Solutions	Telephone System Upgrade
01004732	Telvent Farradyne	TSP LRT Project
01013585	Texas Transportation Institute	LRT Signal Prioritization
01012819	Tolar Manufacturing	Bus Shelters
01013219	Track 3	LRT Build-Out
01015617	Trapeze Software	Paratransit CERT module
01016551	Trapeze Software	
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