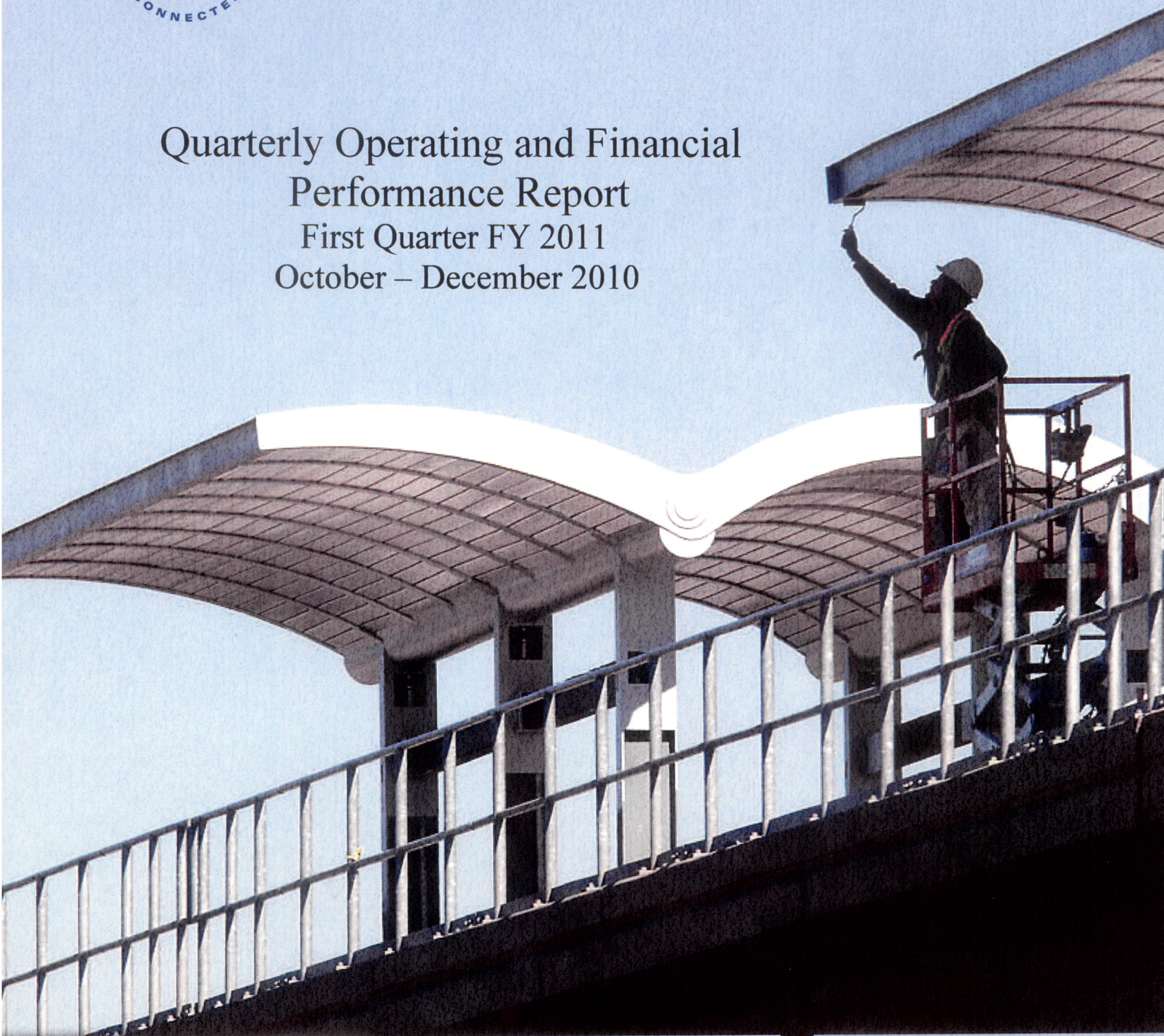




# Dallas Area Rapid Transit

## Quarterly Operating and Financial Performance Report First Quarter FY 2011 October – December 2010

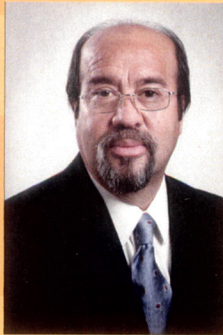




## DART Board of Directors



**Scott Carlson**  
Secretary  
City of Dallas



**Richard Carrizales**  
City of Dallas



**Randall D. Chrisman**  
Cities of Carrollton and Irving



**Jerry Christian**  
City of Dallas



**John Carter Danish**  
Vice Chairman  
City of Irving



**Loretta L. Ellerbe**  
Assistant Secretary  
City of Plano



**Mark C. Enoch**  
Cities of Farmers Branch,  
Garland and Rowlett



**Pamela Dunlop Gates**  
City of Dallas



**Raymond Noah**  
Cities of Addison, Highland Park,  
Richardson and University Park



**Robert W. Strauss**  
City of Dallas



**William Tsao**  
City of Dallas



**William Velasco, II**  
Chairman  
City of Dallas



**Claude R. Williams, Jr.**  
City of Dallas



**Faye Wilkins**  
Cities of Dallas, Plano,  
Glenn Heights and Cockrell Hill



**Tracey M. Whitaker**  
City of Garland



## Table of Contents

### Section 1 – Operations & Financial

O&F1	Executive Summary
O&F2	General Information
O&F3	Agency Scorecard – Key Performance Indicators (KPIs)
O&F3	Ridership Scorecard – Key Performance Indicators (KPIs)
O&F4	Subsidy Per Passenger Scorecard
O&F4	Bus and Innovative Service Modal Update
O&F5	Bus Scorecard – Key Performance Indicators (KPIs)
O&F6	Light Rail Transit (LRT) Services
O&F6	LRT Scorecard – Key Performance Indicators (KPIs)
O&F8	Trinity Railway Express (TRE) Scorecard – Key Performance Indicators (KPIs)
O&F9	Paratransit Scorecard – Key Performance Indicators (KPIs)
O&F10	HOV Transitway Services and Scorecard – Key Performance Indicators (KPIs)
O&F11	General Mobility Programs
O&F11	Vanpool Scorecard – Key Performance Indicators (KPIs)
O&F12	Capital and Non Operating Budget Summary – Actuals vs. Budget
O&F13	Appendix
O&F14	Revenues and Operating Expenses
O&F15	Statement of Revenues, Expenses and Changes In Net Assets
O&F17	Statements of Net Assets (Balance Sheet)
O&F18	Glossary

### Section 2 – Ridership

R1	Introduction
R2	System Total Ridership
R3	Average Daily Ridership (Bus, LRT, TRE)
R6	Monthly Trending Report
R7	Weekday Trending Report
R8	Passenger Boardings by Member City
R9	Service Standards Monitoring Report
R13	Crosstown and Express Routes Performance
R14	Rail Feeder Route Performance

R15	Transit Center Feeder Route Performance
R16	Local Route Performance
R17	Site-Specific Shuttles and DART-on-Call Performance
R18	Flex Routes
Following	Route Performance Index Charts

### **Section 3 – Planning Progress**

P&D1	Highlights
P&D2	<b>Mobility Programs Development</b>
P&D2	I-30 West (Tom Landry Highway) 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	<b>Service Planning and Scheduling</b>
P&D6	Employer Service Program Development
P&D7	Green Line Bus Feeder Plan
P&D8	Construction and Installation of Standard Shelters
P&D9	Paid Parking Demonstration Program
P&D10	Vanpool Program
P&D11	Bus Corridor Concept Development
P&D12	Five-Year Action Plan Score Card

### **Section 4 – Project Development Progress**

rp-d-i	Acronyms
RPD1	Scope of Projects
<b>LRT Buildout Phase 1</b>	
RPD5	Map
RPD6	Summary Control Schedule
RPD7	Cost/Schedule Summary
RPD10	Northeast Corridor Facilities – Line Section G-2
RPD11	North Central Corridor Facilities – Line Section NC-3
RPD12	Vehicles
RPD13	Facilities – Six-Month Look Ahead
RPD14	Change Control Summary

### **LRT Buildout Phase II & III**

RPD15	Map
-------	-----



***LRT Buildout Phase IIA***

RPD16	Summary Control Schedule
RPD17	Cost/Schedule Summary
RPD19	Real Estate
RPD20	Construction Manager/General Contractor – I (CM/GC – I)
RPD25	Track Materials Procurement for CM/GC – I Construction
RPD26	Construction Manager/General Contractor – III (CM/GC – III)
RPD31	Northwest Rail Operating Facility
RPD32	Track Materials Procurement for Northwest Corridor & NWROF
RPD33	Systems – Traction Power Substations
RPD34	Systems – SCS/OCC Modifications
RPD35	Systems – Fare Collection Equipment
RPD36	Systems – Passenger Emergency Calls (PECs)
RPD37	Vehicles – SLRV Retrofit
RPD38	Vehicles – New SLRV Procurement
RPD39	Systems Integration
RPD40	Closed-Circuit Television (CCTV) System
RPD42	NW-2 Additional Betterments & Love Field West Area Improvement
RPD43	Facilities – Six –Month Look Ahead
RPD44	Change Control Summary

***LRT Buildout Phase IIB***

RPD45	Summary Control Schedule
RPD46	Cost/Schedule Summary
RPD47	Irving Corridor Facilities
RPD50	Track Materials Procurement for Irving Corridor
RPD51	DFW Corridor Facilities
RPD52	Rowlett Extension Facilities
RPD55	Track Materials Procurement for Rowlett Extension
RPD56	Systems – Traction Power Substations
RPD57	Systems – SCS/OCC Modifications
RPD58	Systems – Fare Collection Equipment
RPD59	Systems – Passenger Emergency Calls (PECs)
RPD60	Vehicles – 23 Option Vehicles (New SLRV Procurement)
RPD61	Systems Integration



- RPD62 Level Boarding Modifications For Outlying Stations
- RPD63 Facilities – Six-Month Look Ahead
- RPD64 Change Control Summary

### **LRT Buildout Phase III**

- RPD65 Dallas Central Business District (CBD) D2 Alignment

### **Commuter Rail**

- RPD66 Summary Working Schedule
- RPD67 Cost Summary
- RPD68 Belt Line Road Grade Separation
- RPD69 Double Tracking at Market Center Blvd. (Lisa – Perkins)
- RPD70 Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects
- RPD71 Valley View to West Irving Double Tracking
- RPD72 Track Materials Procurement for TRE Valley View Project
- RPD73 Six-Month Look Ahead
- RPD74 Change Control Summary

### **Additional Capital Development**

- RPD75 Summary Working Schedule
- RPD76 Cost Summary
- RPD77 Unity Plaza
- RPD78 North Central Tunnel Delamination Repair & Monitoring
- RPD79 Bryan/Hawkins Junction (CM/GC-I)
- RPD80 Track Materials Procurement-Bryan/Hawkins Junction (CM/GC-I)
- RPD81 Thanks-Giving Square Rail Replacement
- RPD82 Lake Highlands Station
- RPD84 Valencia Development (Midtown Blvd. Crossing)
- RPD85 DART Police Facilities
- RPD87 Frankford Station Additional Parking
- RPD88 CBD/Traffic Signal Priority (TSP) System
- RPD90 Agency-Wide Radio & Related Communications Systems Replacement
- RPD92 Cotton Belt Corridor Facilities
- RPD93 Six-Month Look Ahead
- RPD94 Change Control Summary

## **Section 5 – Quarterly Investment Report – December 2010**





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

**FIRST QUARTER FY 2011**  
**OCTOBER – DECEMBER 2010**



## FY 2011

### First Quarter Highlights

This report is for the quarter ending December 31, 2010, the first quarter of fiscal year 2011. Data is represented using a four-quarter rolling total (or averages, in some cases) to allow comparability to prior years, as well as the current quarter values. The following summary highlights key results in comparison to the previous fiscal year and our targets:

**Sales tax revenues** for the quarter ending December 2010 were \$101.8 million, \$980,000 (1.0%) less than the budgeted \$102.8 million. Sales taxes are received on a monthly basis approximately six weeks after the end of the month. Therefore, the first quarter sales taxes in this report represent October actuals and accruals for November and December.

**Total agency passenger trips** for the rolling four quarters ending December 2010 were 111.4 million, 2.9 million less than the corresponding period last year; first quarter results were approximately 1.3 million (4.3%) over the budget target. **Fixed route ridership** for the rolling four quarters was 58.4 million, which is (4.3 million) lower than same period last year; first quarter results were approximately 300,000 (1.9%) over target. Ridership is more fully discussed in the modal sections.

**Fixed route on-time performance** was 95.5% for the rolling four quarters, above (better than) the target of 95.2% for FY 2011 however the first quarter itself was below target at 94.9%.

**Total system subsidy per passenger** for the rolling four quarters period was \$2.99, \$0.42 (12.3%) below (better than) target. However, **fixed route subsidy per passenger** was \$4.94, \$0.22 (4.6%) over (worse than) target primarily a result of less than budgeted ridership levels.

**Administrative ratio** for the period was 8.2%, (0.4%) better than the target of 8.6%.

The period ended with a **sales taxes for operating expense** ratio of 86.7%, 0.7% over (worse than) target of 86.0%. The ratio for October 2010 through December 2010 was 83.9% which is better than budget; therefore if the trend holds we should be on target by year-end.

**Operating expenses** (after Capital P&D and Start-up allocations) were \$102.8 million, \$1.5 million (1.4%) under budget



## General Information

**Reporting Period** – DART's fiscal year begins on October 1. The first quarter of the current fiscal year just ended was October through December 2010.

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

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

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

Green – It is probable that the FY 2011 target will be met. Indicative of performance within established parameters.

Yellow – It is possible the annual target will not be met or this measure is trending in the wrong direction. Close monitoring of performance is needed.

Red – Based on fiscal year performance to date, it is probable the FY 2011 target will not be achieved.

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

**Revenues, Operating Expenses, and Net Financing Costs** – Page 13 (Appendix) summarizes actual revenues and expenditures against budget, by object classification.

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

## Agency-Wide Operating Performance

Exhibit 1 is the Agency Scorecard for Key Performance Indicators.

Exhibit 1					
Agency Scorecard - Key Performance Indicators					
Indicators	Q 1/10	Q 1/11	Qtrly	FY11 Target	Status
<b>Customer/Quality Indicators</b>					
Total Agency Ridership (M)	114.3	111.4	29.2	102.7	Green
Fixed Route Ridership (M)	62.7	58.4	15.4	65.0	Yellow
Total System Subsidy Per Passenger	\$2.70	\$2.99	\$2.92	\$3.41	Green
Fixed Route Subsidy Per Passenger	\$4.14	\$4.93	\$4.80	\$4.72	Yellow
On-Time Performance (Fixed Route)	95.4%	95.5%	94.9%	95.2%	Green
Fixed Route Complaints Per 100,000 Passengers	51.6	54.9	54.9	48.8	Yellow
Fixed Route Accidents Per 100,000 Miles	1.47	1.26	1.50	1.80	Green
Sales Taxes for Operating Expense	80.6%	86.7%	83.6%	86.0%	Green
Fixed Route Farebox Recovery Ratio	13.3%	14.9%	14.1%	15.3%	Yellow
Administrative Ratio	7.9%	8.2%	7.6%	8.6%	Green

\* New KPI; data from prior periods not available

## Ridership

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

Exhibit 2		Q 1/10	Q 1/11	Qtrly	FY11 Target	Status
	<b>RIDERSHIP</b>					
	Total Agency (M)	114.3	111.4	29.2	102.7	Green
	Fixed Route (M)	62.7	58.4	15.4	65.0	Yellow
	Bus (M)	41.1	38.0	9.6	38.7	Green
	LRT (M)	18.8	18.0	5.1	23.9	Yellow
	Commuter Rail (M)	2.7	2.4	0.6	2.4	Green
	Paratransit (000s)	756.5	779.0	194.4	795.8	Green
	HOV (M)	50.0	51.2	13.4	35.9	Green
	Vanpool (000s)	911.5	933.9	244.1	1,024.5	Yellow



## Subsidy Per Passenger

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

Exhibit 3		Q 1/10	Q 1/11	Qtrly	FY11 Target	Status
	Efficiency Indicator - Subsidy Per Passenger					
	Total System	\$2.70	\$2.99	\$2.92	\$3.41	Green
	Fixed Route	\$4.14	\$4.93	\$4.80	\$4.72	Yellow
	Bus	\$4.39	\$5.01	\$4.64	\$4.99	Green
	LRT	\$3.61	\$4.61	\$5.04	\$4.21	Yellow
	Commuter Rail	\$6.60	\$6.03	\$5.04	\$5.42	Yellow
	Paratransit	\$42.62	\$42.83	\$43.97	\$42.77	Green
	HOV	\$0.19	\$0.21	\$0.21	\$0.27	Green
	Vanpool	\$0.70	\$0.53	\$0.57	\$0.28	Yellow

## Modal Update

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

### Bus



DART's fixed-route bus service operates from three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. DART operates a total of 657 buses and maintains extensive passenger amenity and facility infrastructure including approximately: 12,500 bus stops, 765 bus shelters, 1,500 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 100 information pylons, and all operating divisions and corporate offices, for a total of approximately 65 million square feet.

DART Innovative Services, which includes On-Call and Flex Services, is provided in areas that do not meet ridership and efficiency standards for traditional fixed-route service. DART currently has eight On-Call zones operating in the Service Area with 23 vehicles. DART also operates Flex Service, which combines the

characteristics of On-Call and fixed-route service. Flex service has six zones, which are available in Dallas, Garland, Irving, Richardson, Rowlett, and Plano.

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

Exhibit 4	Bus Scorecard - Key Performance Indicators					
	Indicators	Q 1/10	Q 1/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Bus Ridership (including Charter) (M)	41.1	38.0	9.6	38.7	Green
	On-Time Performance	92.3%	93.3%	93.0%	92.0%	Green
	Complaints Per 100k Passengers	68.5	74.0	77.0	70.0	Yellow
	Mean Distance Between Service Calls	7,619	6,092	6,100	7,213	Yellow
	Vehicle Accidents Per 100k Miles	1.72	2.04	1.84	2.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$4.39	\$5.01	\$4.64	\$4.99	Green

The Bus mode experienced higher than budgeted **Complaints per 100K** Passengers due to the major service changes implemented as part of the Green Line Implementation on December 6, 2010. Complaints typically spike when a major service change is implemented, due to both customers and operators having to adjust to new routes and schedules. The December 6 service change was the largest single-day service change in DART's history. Despite the service changes going very smoothly, customers still had concerns. Additionally, an increase in complaint activity is generally observed around the time of the State Fair of Texas, due to delays and detours associated with the State Fair traffic.



## Light Rail Transit (LRT)

DART currently operates 72 miles of light rail. The Agency is in various stages of planning, design, and construction for the Phase II and Phase III Build-out, which include 21 additional miles of LRT.

The Agency currently is operating and maintaining 55 rail stations and a fleet of 135 vehicles. DART's Service & Inspection Facility has been expanded to support and operate the additional fleet required for the new line sections. A new rail operating facility, located along the Northwest alignment, was completed in 2010 and has begun revenue service operations along with the Green Line.

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

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

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

Exhibit 5	Light Rail Scorecard - Key Performance Indicators					
	Indicators	Q 1/10	Q 1/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	LRT Ridership (M)	18.8	18.0	5.1	23.9	Yellow
	On-Time Performance	95.0%	95.4%	93.7%	95.5%	Green
	Complaints Per 100k Passengers	21.3	20.5	19.6	19.0	Yellow
	Mean Distance Between Service Calls (000s)	19.3	19.8	19.5	20.7	Green
	Accidents per 100k Miles	0.30	0.14	0.19	0.25	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$3.61	\$4.61	\$5.04	\$4.21	Yellow
	Subsidy Per Passenger Mile	\$0.47	\$0.62	\$0.65	\$0.52	Yellow

Several factors have contributed to the decline in **LRT ridership**, which includes continued high unemployment, and less discretionary travel due to the economic downturn. Reduced service frequencies, which was implemented on December 6<sup>th</sup> has also contributed to the decline. Lower ridership increases **subsidy per passenger**.

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

1. A root cause analysis on the service calls was completed during 4th quarter FY10;
2. A propulsion system baselining of our inspection and repair procedures to ensure current practices are consistent with the manufacturers' recommended maintenance practices has been completed;
3. The conversion to level boarding completed during the 1<sup>st</sup> quarter of FY11 will eliminate the need for the use of the mobility impaired ramp bridge on board the vehicle, which is one of the major contributors to service calls;
4. Continuing to work with the door system sub-assembly manufacturer to baseline our inspection and repair procedures to ensure current practices are consistent with the manufacturers' recommended maintenance practices;
5. Continuing to evaluate the newer design of door systems installed on the newest fleet of cars for consideration of future retrofits;
6. Maintenance is finalizing the retrofit to update the obsolete propulsion systems with the technology installed on the newest fleet of cars and
7. Reconciliation of the maintenance program gaps identified by Internal Audit during their requested comparison of OEM recommendations to DART inspection procedures has been completed.



## Trinity Railway Express (TRE)

Commuter Rail (CR) service, known as the Trinity Railway Express or TRE, is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and the T, doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. to maintain and operate the commuter rail vehicles and the corridor. The TRE corridor is 34 miles long and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART and 5 by the T. The vehicle fleet is composed of 13 rail diesel cars, 6 locomotives, 15 bi-level coaches, and 10 bi-level cab cars.

TRE currently operates Monday through Saturday from Fort Worth's Texas & Pacific (T&P) Station to Dallas' Union Station with eight intermediate stops. 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.

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

Exhibit 6	Commuter Rail - TRE Scorecard - Key Performance Indicators					
	Indicators	Q 1/10	Q 1/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	TRE Ridership (M)	2.7	2.4	0.6	2.4	Green
	On-Time Performance	98.9%	97.9%	97.9%	98.0%	Green
	Complaints Per 100k Passengers	6.69	8.32	9.56	7.01	Yellow
	Accidents Per 100k Miles	0.10	0.26	0.42	0.25	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$6.60	\$6.28	\$5.04	\$5.42	Green
	Subsidy Per Passenger Mile	\$0.38	\$0.35	\$0.27	\$0.31	Green

## Paratransit Services

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

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

Exhibit 7	Paratransit Scorecard - Key Performance Indicators					
	Indicators	Q 1/10	Q 1/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Paratransit Ridership (000s)	756.5	779.0	194.4	795.8	Green
	Revenue Hours (000s)	454.4	458.3	114.7	462.0	Green
	Paratransit Passengers per Hour	1.66	1.70	1.69	1.72	Green
	On-Time Performance	88.1%	88.8%	87.7%	87.0%	Green
	Accidents per 100K miles	1.81	0.26	0.28	2.66	Green
	Complaints per 1k Passengers	3.19	2.81	2.62	4.50	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$42.62	\$42.83	\$43.97	\$42.77	Green



## High Occupancy Vehicle Transitways

DART currently operates 84 miles of HOV and Managed HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates on weekdays. I-30 Managed HOV lanes (Tom Landry Highway) are a combination of concurrent flow, buffer-separated and reversible facilities and are operational on weekdays and for Special Events. The HOV lanes on I-35E, I-635, US 75 and US 67 are concurrent flow facilities. The HOV lanes on I-35E/US 67 are a combination of concurrent flow, buffer-separated and reversible facilities. The Direct-Connect ramp between I-635 HOV and US 75 HOV and the Interchange Bypass (S-Ramp) on the I-35E HOV are both reversible. The following are operating hours for HOV lanes:

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

Exhibit 8 is DART's HOV Scorecard and provides the FY 2011 KPI targets and historical quarterly KPIs. The low ridership target relative to past performance is due to the expected removal of the IH635 LBJ HOV lane from service early in 2011 related to TxDOT reconstruction.

Exhibit 8	HOV Scorecard - Key Performance Indicators					
	Indicators	Q 1/10	Q 1/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Ridership (M)	50.0	51.2	13.4	35.9	Green
	Avg. Weekday Ridership (000s)	150.7	153.3	154.1	107.2	Green
	Operating Speed Ratio (Qtrly)*	1.51	1.58	1.58	1.53	Green
	Lane Availability	100.0%	100.0%	100.0%	99.0%	Green
	Complaints per 100K Passengers	0.26	0.19	0.18	0.30	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.19	\$0.21	\$0.21	\$0.27	Green

\*Number stated is a quarterly number

## General Mobility Programs

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

**Vanpool Program** – DART currently offers 8- to 15-person vans through a contract with Enterprise Rent-A-Car. This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. DART and the NCTCOG reached 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 5% of total program costs primarily through in-kind staff services.

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

Exhibit 9	General Mobility (Vanpool) - Key Performance Indicators					
	Indicators	Q 1/10	Q 1/11	Qtrly	FY11 Target	Status
	<b>Customer/Quality Indicators</b>					
	Ridership (000s)	911.5	933.9	244.1	1,024.5	Yellow
	Number Of Vanpools (current)	172	184	184	198	Green
	<b>Financial/Efficiency Indicators</b>					
	Subsidy Per Passenger	\$0.70	\$0.53	\$0.57	\$0.28	Yellow

**Ridership** is lower than expected due to Vanpool recruitment and expansion being slower during winter and holiday months, it picks up around February. The increase in fuel price is projected to increase ridership to target levels. Below target ridership has a negative impact on **subsidy per passenger**. The Vanpool Program has introduced a 10% price increase beginning the 2nd quarter of 2011. This is predicted to bring the subsidy per passenger at or below the FY11 target.

## Capital and Non-Operating Budget Summary

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

<b>Actuals vs. Budget</b> <b>Capital and Non-Operating Costs</b> <b>Through the First Quarter, FY 2011</b> <b>(in thousands)</b>				
<b>Ref #</b>	<b>Mode</b>	<b>FY11 Annual Budget</b>	<b>Quarter 1 Actuals</b>	<b>Unspent Balance</b>
1	Agency-Wide	\$55,388	\$3,918	\$51,469
2	Bus	24,918	1,628	23,290
3	LRT	519,954	47,954	472,000
4	Commuter Rail	38,618	3,359	35,259
5	Paratransit	359	(13.5)	373
6	HOV	23,123	8	23,115
	<b>Total Projects</b>	<b>\$662,359</b>	<b>\$56,853</b>	<b>\$605,506</b>
7	P&D/Startup/Non-Ops	\$28,747	\$6,796	\$21,951
8	Road Improvements/ITS	16,000	\$61	15,939
	<b>Total Capital</b>	<b>\$707,106</b>	<b>\$63,709</b>	<b>\$643,396</b>

Because of the difference between the year-end accrual process and the quarterly accrual process, expenditures are generally significantly lower in the first quarter of each year and higher in the fourth quarter. As such, we expect to 'catch up' as the year goes on.



# APPENDIX

**DALLAS AREA RAPID TRANSIT**  
**FIRST QUARTER, FY 2011 - REVENUES AND OPERATING EXPENSES**  
**ACTUALS VS. BUDGET (DOLLARS IN THOUSANDS)**

Revenues	FY 2011 YTD Actuals	FY 2011 YTD Budget	YTD Better (Worse)	% Better (Worse) Budget
Passenger Revenues (Fixed Route)	\$13,105	\$13,561	(\$455)	(3.4)%
Special Events Passenger Revenue	175	55	120	216.8%
Vanpool Passenger Revenues	156	235	(79)	(33.5)%
Paratransit Passenger Revenues	562	235	327	139.0%
<b>Passenger Revenues</b>	<b><u>\$13,998</u></b>	<b><u>\$14,086</u></b>	<b><u>(\$87)</u></b>	<b><u>(0.6)%</u></b>
Advertising and Other	\$2,586	\$2,055	\$530	25.8%
Grants/ILA Program Revenues	372	386	(14)	(3.6)%
<b>Total Other Revenues</b>	<b><u>\$2,957</u></b>	<b><u>\$2,441</u></b>	<b><u>\$516</u></b>	<b><u>21.1%</u></b>
<b>Total Operating Revenues</b>	<b><u>\$16,956</u></b>	<b><u>\$16,527</u></b>	<b><u>\$429</u></b>	<b><u>2.6%</u></b>
Sales Tax Revenues	\$101,834	\$102,814	(\$980)	(1.0)%
Other Non-Operating Revenues	2,047	2,297	(250)	(10.9)%
Federal & Capital Grant Revenues	11,158	15,057	(3,900)	(25.9)%
<b>Total Revenues</b>	<b><u>\$131,994</u></b>	<b><u>\$136,695</u></b>	<b><u>(\$4,701)</u></b>	<b><u>(3.4)%</u></b>
Operating Expenses:	Actuals	Budget	(Better)/Worse	% Over / (Under) Budget
Salaries & Wages	\$50,314	\$50,506	(\$193)	(0.4)%
Benefits	22,853	23,291	(438)	(1.9)%
Services	5,464	6,904	(1,440)	(26.4)%
Materials & Supplies	11,808	12,355	(547)	(4.6)%
Utilities	3,619	3,752	(133)	(3.7)%
Casualty and liability	949	1,014	(66)	(6.9)%
Purchased Transportation	13,101	13,069	32	0.2%
Taxes, Leases, and Other	1,093	1,351	(258)	(23.6)%
Management Reserves & Fuel/Incentives	(0)	0	(0)	100.0%
<b>Total Operating Expenses</b>	<b><u>\$109,199</u></b>	<b><u>\$112,243</u></b>	<b><u>(\$3,044)</u></b>	<b><u>(2.8)%</u></b>
Capital Allocation and Startup	(\$6,439)	(\$8,006)	\$1,567	(24.3)%
<b>Total Ops Expense after Allocations</b>	<b><u>\$102,760</u></b>	<b><u>\$104,237</u></b>	<b><u>(\$1,476)</u></b>	<b><u>(1.4)%</u></b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS**  
**FOR THE THREE MONTHS ENDED DECEMBER 31, 2010 AND 2009**

	(In thousands) For the year ended	
	12/31/2010	12/31/2009
<b>OPERATING REVENUES:</b>		
Passenger	\$13,998	\$12,790
Advertising, rent and other	<u>2,866</u>	<u>2,923</u>
<b>Total Operating Revenues</b>	<b><u>16,864</u></b>	<b><u>15,713</u></b>
<b>OPERATING EXPENSES:</b>		
Labor	50,537	49,666
Benefits	22,853	20,205
Services	6,483	5,659
Materials and Supplies	12,486	14,043
Purchased Transportation	13,101	12,560
Depreciation and amortization	37,874	31,593
Utilities	3,619	3,100
Taxes, Leases, and Other	1,103	971
Casualty and liability	<u>949</u>	<u>765</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>149,005</u></b>	<b><u>138,562</u></b>
<b>NET OPERATING LOSS</b>	<b><u>(132,141)</u></b>	<b><u>(122,849)</u></b>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	102,040	99,009
Investment Income		1,849
Interest Income from investments held to pay capital lease	5,976	6,269
Interest expense on capital leases	(5,976)	(6,269)
Street improvements for member cities	(61)	(148)
Interest and financing expenses	(22,966)	(19,308)
Other non-operating revenues	9,612	8,772
Other non-operating expenses	<u>(1,179)</u>	<u>(505)</u>
<b>TOTAL NET NON-OPERATING REVENUES</b>	<b><u>87,446</u></b>	<b><u>89,669</u></b>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b><u>(44,695)</u></b>	<b><u>(33,180)</u></b>
<b>CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:</b>		
Federal capital contributions	5,029	11,910
State capital contributions	291	
Local capital contributions	237	539
Federal grants and reimbursements	669	407
<b>TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b><u>6,226</u></b>	<b><u>12,856</u></b>
<b>CHANGE IN NET ASSETS</b>	<b><u>(38,469)</u></b>	<b><u>(20,324)</u></b>
<b>TOTAL NET ASSETS - Beginning of the year</b>	<b><u>2,445,494</u></b>	<b><u>2,418,464</u></b>
<b>TOTAL NET ASSETS - End of the year</b>	<b><u>\$2,407,025</u></b>	<b><u>\$2,398,140</u></b>



**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET ASSETS**  
**AS OF DECEMBER 31, 2010 AND SETPEMBER 30, 2010**

	(In thousands)	
	12/31/2010	9/30/2010
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	\$102,592	\$141,419
Investments	646,380	609,784
Derivative instrument asset	1,607	1,660
Sales tax receivable	72,800	63,995
Transit Revenue Rec., Net	2,522	2,659
Due from Other Governments	11,371	17,092
Materials and supplies inventory	29,203	28,383
Prepaid transit expenses and other	5,545	3,172
Restricted investments held by trustee for debt service	12,817	62,379
Restricted investments held for advance funding agreements	13,619	11,040
Restricted investments held to pay capital lease/leaseback liabilities	<u>20,806</u>	<u>20,806</u>
<b>TOTAL CURRENT ASSETS</b>	<b><u>919,262</u></b>	<b><u>962,389</u></b>
<b>NONCURRENT ASSETS</b>		
Note Receivable	919	913
Investments Restricted for SEA	637,819	97,464
Restricted Investment held as a collateral for capital lease/leaseback liabilities		
Investments in joint venture	20,544	20,821
Capital assets		
Land and rights of way	531,150	397,997
Depreciable capital assets, net of depreciation	3,234,211	1,817,349
Projects in progress	843,696	2,305,270
Restricted investments held to pay capital lease/leaseback liabilities	307,410	301,434
Net pension asset	5,585	5,585
Net other post employment benefit asset		
Unamortized debt issuance costs and other	<u>23,690</u>	<u>19,872</u>
<b>TOTAL NONCURRENT ASSETS</b>	<b><u>5,605,024</u></b>	<b><u>4,966,705</u></b>
<b>TOTAL ASSETS</b>	<b><u>\$6,524,286</u></b>	<b><u>\$5,929,094</u></b>

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

**AS OF DECEMBER 31, 2010 AND SETPEMBER 30, 2010**

	(In thousands)	
	12/31/2010	9/30/2010
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	\$104,273	\$152,195
Commercial paper notes payable	150,000	150,000
Current portion of Capital lease/leaseback liabilities	20,806	20,806
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	13,370	13,370
Retainage Payable	60,756	67,531
Unearned revenue and other liabilities	34,727	29,252
Interest payable	14,523	46,615
Current portion of senior lien sales tax revenue bonds payable	8,370	18,790
Deferred inflows of resources	<u>1,607</u>	<u>1,660</u>
<b>TOTAL CURRENT LIABILITIES</b>	<b><u>409,256</u></b>	<b><u>501,043</u></b>
<b>NON-CURRENT LIABILITIES</b>		
Accrued liabilities	28,416	28,411
Repayment due to State Comptroller	12,489	12,695
Senior lien sales tax revenue bonds payable	3,359,690	2,640,017
Capital lease/leaseback liabilities	<u>307,410</u>	<u>301,434</u>
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b><u>3,708,005</u></b>	<b><u>2,982,557</u></b>
<b>TOTAL LIABILITIES</b>	<b><u>4,117,261</u></b>	<b><u>3,483,600</u></b>
<b>NET ASSETS</b>		
Invested in capital assets, net of related debt	1,668,059	1,741,742
Restricted for debt Service		15,765
Unrestricted	<u>738,966</u>	<u>687,987</u>
<b>TOTAL NET ASSETS</b>	<b><u>\$2,407,025</u></b>	<b><u>\$2,445,494</u></b>

## Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Passenger Trips** - See Ridership.

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

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



## Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

# Ridership Highlights

## Introduction

This section of the Quarterly Report focuses 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

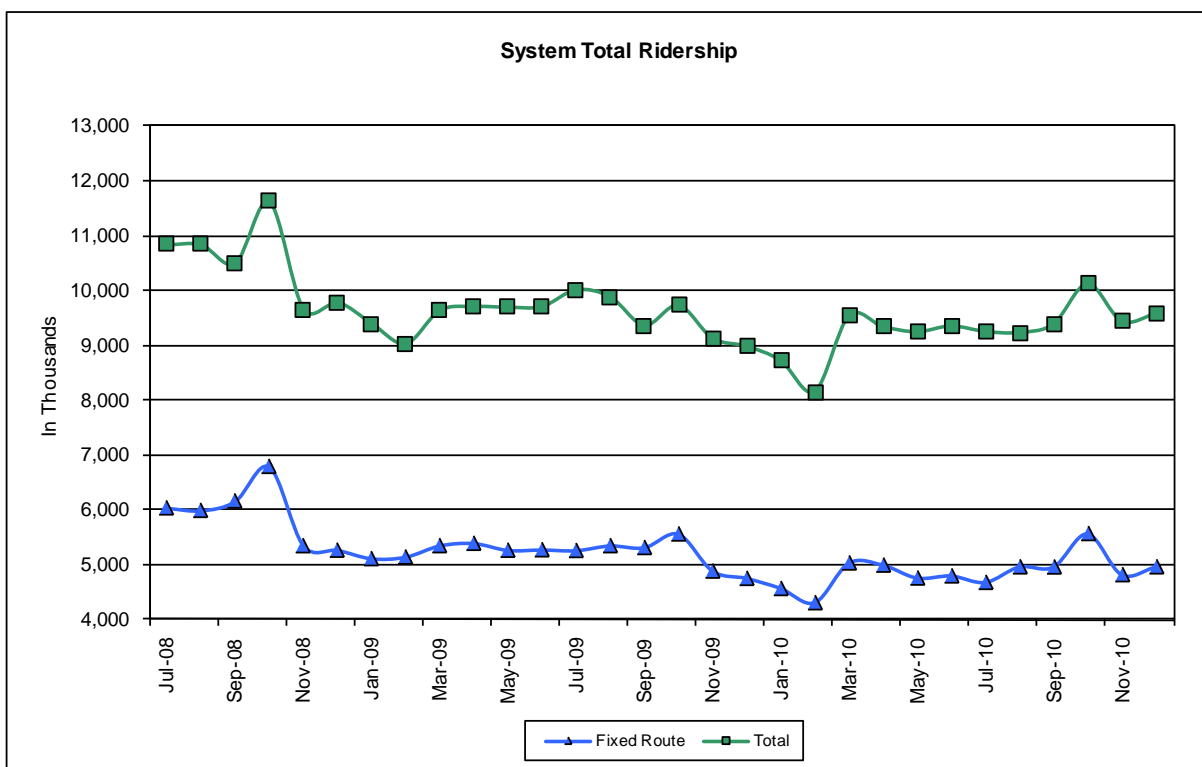
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary 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 Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003 and 2009. The standards employed in this report are those recommended for FY 2011. They have not yet been adopted by the Board, although action is scheduled.

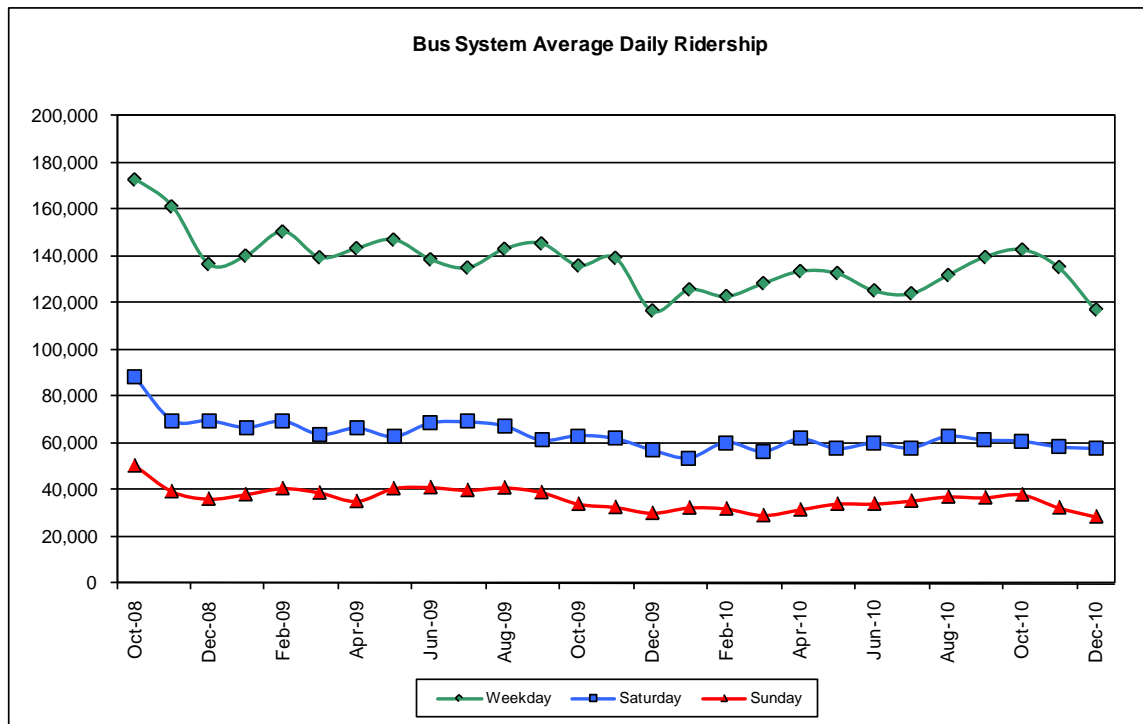
## Total System Ridership



- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV, paratransit and vanpool services. Riders of both scheduled and special event services are reported.
- Total system ridership in the first quarter of FY 2011 was 29.2 million riders, an increase of 4.7 percent from the first quarter of FY 2010.
- Fixed route ridership totaled 15.4 million passengers in the first quarter of FY 2011, an increase of 1.0 percent from the first quarter of FY 2010. The increase is largely due to the extension of the Green Line light rail service.
- Trinity Railway Express ridership was 648,579 passengers in the first quarter, a decrease of 7.7 percent from last year. This decrease is the result of the second round of fare increases. The sluggish economy has contributed to the TRE's ridership remaining lower than in past years.
- Light rail ridership was 5.14 million riders in the first quarter. This 3.7 percent increase is attributable to the opening of the Green Line extensions. Ridership on Blue and Red Lines continues to trend downward as a result of service quality issues, service reductions, and continued high unemployment.
- Paratransit ridership increased to 194,359 trips in the first quarter of FY 2011, an increase of 3.4 percent over the FY 2010 levels.
- Total HOV usage in the first quarter of FY 2011 was 13.36 million persons, up 9.3 percent from the first quarter of FY 2010. Increasing gasoline prices have contributed to this growth.



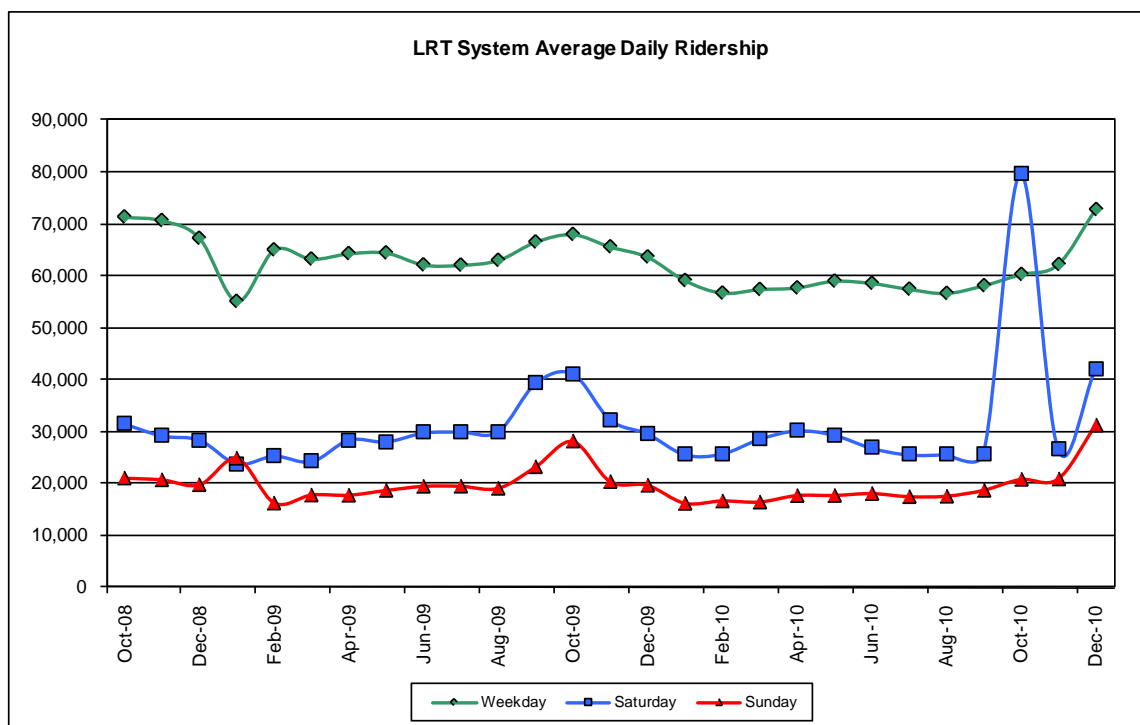
## **Bus System Ridership**



- Total bus ridership (including special events ridership) in the first quarter of FY 2011 was 9.6 million riders, a 0.2 percent increase from the first quarter of FY 2010.
- Average weekday ridership in the first quarter was 131,582 riders, a 0.8 percent increase from last year's average.
- Saturday bus system ridership averaged 58,926 daily riders, a decrease of 2.9 percent from last year.
- Sunday bus system ridership averaged 32,981 daily riders, an increase of 2.4 percent from last year.
- Increasing gasoline prices, substantial restructuring of many bus routes concurrent with the extension of the Green Line and some degree of economic stabilization appear to be the contributing factors in the upturn in bus ridership..
- The most heavily patronized routes in the first quarter, by route classification, were:

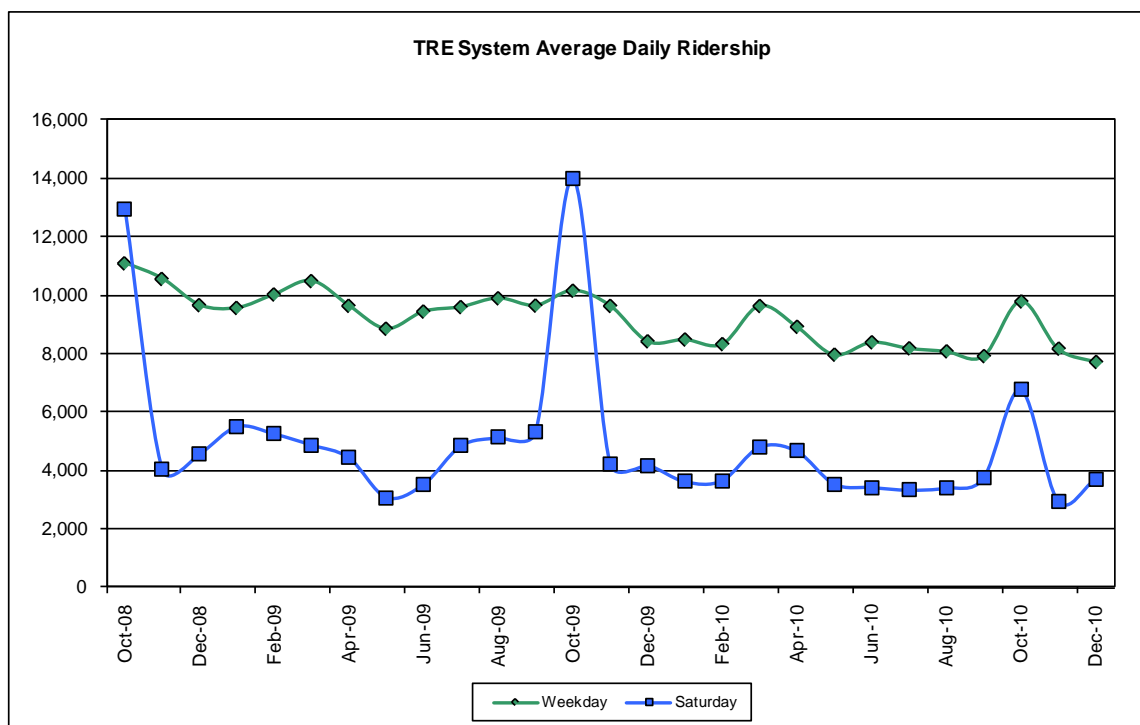
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	466	4,232
Express	204	1,130
Rail Feeder	583	2,745
TC Feeder	301	1,297
Local	44	6,340
Shuttle	UTD	1,771
Flex	870	281

## LRT Ridership



- LRT ridership in the first quarter totaled 5.14 million riders, an increase of 3.7 percent over the first quarter of FY 2010.
- Weekday ridership in the first quarter averaged 65,087 passengers, a decrease of 1.0 percent from the first quarter of FY 2010.
- Saturday ridership in the first quarter averaged 49,478 passengers, an increase of 43.9 percent from the FY 2010 level.
- Sunday ridership in the first quarter averaged 24,209 passengers, an increase of 6.9 percent from the FY 2010 level.
- The Extension of the Green Line to Carrollton and Pleasant Grove is the primary catalyst in the increases in ridership during the first quarter. Both the Blue and Red Line continue to post ridership decreases.
- The extraordinary increase in ridership on Saturdays is attributable to the very high ridership levels experienced on Saturdays during the State Fair of Texas in October. Special service to Fair Park was operated on three consecutive Saturdays. Light rail ridership on those Saturdays averaged over 88,000 daily riders (range 80,707 riders to 95,582 riders).
- Service reductions in December coupled with service reliability issues have resulted in increasing passenger dissatisfaction and will, likely, result in ridership decreases until those issues are resolved positively.

## Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership continued to decrease in the first quarter. The TRE served a total of 648,579 passengers, a decrease of 7.7 percent from the first quarter of FY 2010.
- Weekday ridership on the TRE averaged 8,562 daily riders (a 9.0 percent decrease from last year) in the first quarter.
- Saturday ridership in the first quarter averaged 6,310 daily riders, a decrease of 5.7 percent from the first quarter of FY 2009.
- During the first quarter, the TRE service experienced continuing decreases relative to FY 2010. These decreases were the result of yet another increase in fares implemented in October 2010.
- Ridership is decreasing in greater proportion among one-zone riders in both Dallas and 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.
- TRE ridership in October surged on the basis of travel to and from the State Fair using the Green Line connection. This higher ridership was, however, significantly less than the ridership surge experienced in FY 2010 in response to the State Fair. Saturday ridership in October averaged 12,287 daily riders compared to 11,678 daily riders in October 2009, an increase of 5.2 percent.
- Some modest improvement in ridership levels appeared to occur during December, when the fare zone boundary at Centreport/DFW station was modified to permit riders from that station to pay the System fare rather than the Regional fare for trips destined to Dallas County. While this latter change did not result in a ridership increase at Centreport/DFW compared to last year, it did result in a significantly smaller ridership decrease.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2009	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
	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
2010	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
	January	2,973.0	1,406.0	188.0	4,567.0
	February	2,822.0	1,303.0	181.0	4,306.0
	March	3,291.0	1,499.0	241.0	5,031.0
	April	3,309.0	1,460.0	217.0	4,986.0
	May	3,144.0	1,432.0	177.0	4,753.0
2011	June	3,128.0	1,468.0	198.0	4,794.0
	July	3,067.0	1,421.0	189.0	4,677.0
	August	3,335.0	1,435.0	191.0	4,961.0
	September	3,358.0	1,416.0	185.0	4,959.0
	October	3,491.0	1,768.0	290.0	5,549.0
	November	3,157.0	1,481.0	178.0	4,816.0
	December	2,885.0	1,895.0	181.0	4,961.0

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

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2009	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	66.5	9.7	221.6
2010	October	135.9	68.0	10.2	214.1
	November	139.1	65.6	9.6	214.3
	December	116.4	63.6	8.4	188.4
	January	125.5	59.1	8.5	193.1
	February	122.7	56.7	8.3	187.7
	March	128.2	57.4	9.6	195.2
	April	133.4	57.7	8.9	200.0
	May	132.6	59.0	8.0	199.6
	June	125.1	58.6	8.4	192.1
	July	123.8	57.4	8.2	189.4
	August	131.7	56.6	8.1	196.4
	September	139.5	58.1	7.9	205.5
2011	October	142.7	60.3	9.8	212.8
	November	135.2	62.2	8.2	205.6
	December	116.9	72.8	7.7	197.4

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



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

**Dallas Area Rapid Transit**  
**Estimated Passenger Boardings By Member City**  
**December 31, 2010**  
 In Thousands

Description	Dec 2010	Dec 2009	%/%(2) Change
<b>Bus Ridership (1)</b>			
Addison	43	31	39.7%
Carrollton	28	51	-44.6%
Farmers Branch	27	15	73.5%
Garland	192	168	14.1%
Glenn Heights	19	20	-5.3%
Irving	187	166	12.4%
Plano	71	70	1.2%
Richardson	83	75	11.0%
Rowlett	6	6	3.3%
<b>Suburban Total</b>	656	603	8.8%
<b>Dallas Total (3)</b>	2,229	2,337	-4.6%
<b>Bus Total</b>	2,885	2,940	-1.9%
<b>Light Rail</b>	1,895	1,617	17.2%
<b>Commuter Rail</b>	181	194	-6.7%
<b>Total Passenger Boardings</b>	4,960	4,750	4.4%

YTD 2011	YTD 2010	%/% Change
117	94	24.7%
147	165	-10.9%
62	49	27.2%
582	546	6.6%
58	63	-7.9%
560	533	5.0%
230	226	1.9%
291	254	14.3%
21	20	3.1%
2,069	1,952	6.0%
7,464	7,578	-1.5%
9,533	9,530	0.0%
5,144	4,960	3.7%
649	703	-7.7%
15,325	15,193	0.9%

Type of Day	Dec 2010	Dec 2009	Inc (Dec)
Weekdays	21	22	-1
Saturdays/Holiday	5	4	1
Sundays/Holiday	5	5	0
<b>Total</b>	31	31	0

YTD 2011	YTD 2010	Inc (Dec)
62	63	-1
15	14	1
15	15	0
92	92	0

(1) Effective March 1998, Ridership allocations between member cities are based on an on-board survey, performed during a 4 month period ending January 31, 1998.

(2) % Change includes impact of revision to route allocations. Percentage changes based on unrounded numbers

(3) Includes University Park, Highland Park, and Cockrell Hill.

## **Service Standards Monitoring Report**

### **Purpose and Approach**

DART's Service Standards Policy directs that a quarterly Service Standards Monitoring Report that describes the performance of the DART bus system be provided to the Board of Directors. Bus route performance is measured using a Route Performance Index (RPI). The RPI is calculated for each DART bus route. The RPI is based on comparisons of each individual route's performance against the Board's adopted standard in each of three performance measures. Those measures are passengers per revenue hour, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service and for Flex routes. This latter index measures performance against standards for subsidy per passenger and passengers per revenue hour.

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

Performance standards for FY 2011 have not yet been adopted. Recommendations for those performance standards have been developed and are scheduled for Board consideration in February 2011. The following report has been prepared using the recommended standards pending the adoption of the actual standards. Significant bus system changes accompanied the extensions of the Green Line on December 6, 2010. The new routes will have a 24-month introductory period as their ridership develops to its full potential. This report also includes a number of routes that were discontinued or significantly restructured in December.

### **First Quarter Report**

#### **Crosstown Routes**

- Two crosstown routes, 444 and 452 failed to achieve an RPI value of 0.6.
- Route 444 (Dallas) and route 452 (Plano) performed at the 0.5 level. Route 444 was modified in December 2010. Route 452 is being reviewed for corrective action.
- The remaining crosstown routes performed at or above the 0.6 level during the first quarter.
- Three crosstown routes performed at an RPI level of 1.0 or better.
- Routes 466 (Dallas), 486 (Dallas, Farmers Branch, Garland) and 488 (Addison, Dallas) performed at the 1.2 level.
- Three routes, 409 (Dallas), 463 (Addison, Dallas, Richardson, Garland) and 467 (Dallas, Garland) performed at the 1.0 level. Routes 409 and 467 are connected to the Green Line.
- Eleven crosstown routes had RPI values between 0.6 and 0.9. These routes will be carefully monitored for opportunities to improve performance.
- Several crosstown routes were modified when the remaining segments of the Green Line opened in December 2010.

### **Express Routes**

- Seven of DART's ten Express routes had an RPI value of 0.6 or greater.
- Route 205 (Addison) had the highest RPI value among Express routes with an RPI of 1.1.
- Three routes had an RPI value of less than 0.6.
- Route 210 (Plano) and Route 234 (Dallas/Irving) performed at a 0.5 level while route 247 (Farmers Branch) performed at the 0.3 level. Route 247 was replaced by Green Line service.
- Ridership decreases were experienced on some Express routes as the result of the October 2010 fare increase. Continuing decreases in ridership levels are being sustained by high unemployment.

### **Rail Feeder Routes**

- The reconfiguration of the bus network concurrent with the Green Line opening has resulted in many new Rail Station Feeder routes and the reconfiguration of others. Some routes were discontinued in December 2010 and are being reported for the last time.
- The top performing Rail Feeder route was route 702 (NorthPark Shuttle) with an RPI value of 2.8.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 1.9.
- Route 506 (Park Lane and Walnut Hill stations) was third with an RPI of 1.4.
- Two routes, 548 (Dallas), and 553 (Dallas) had RPI values of 1.2 and 1.1 respectively. Route 528 (Dallas, Irving), a new route posted an RPI of 1.1 as well.
- Eight routes recorded an RPI value of 0.5 during the first quarter, including routes 513, 525, 539, 542, 550, 560, 566 and 594.
- Five routes, four of which are new, posted RPIs of 0.4; one route was at an RPI of 0.3 and two routes had RPI values of 0.2.

### **Transit Center Feeder Routes**

- Five Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 305 (Irving), 307 (Irving), 344 (Addison, Carrollton) and 376 (Cockrell Hill, Dallas) with RPIs of 0.5 and route 311 (Irving) with an RPI of 0.4.
- Route 341 (Addison) was the best performing route with an RPI of 1.5.
- Twenty of the 25 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Five of those routes had RPI values of 1.0 or greater.
- Routes 301 (Irving) and 378 (Garland) posted with RPI values of 1.3.
- Route 344 was among those routes reconfigured when the Green Line extensions opened. It is anticipated that many Irving routes will be modified as the Orange Line opens in 2012.

### **Local Routes**

- Twenty-seven of the 35 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 1.4 RPI and the most heavily patronized route. This route was significantly restructured in December 2010.
- Route 26 (Dallas) placed second with an RPI value of 1.3.
- Route 110 (Dallas) had an RPI value of 1.1 as did route 165 (Dallas), five routes had RPI values of 0.9, six routes posted an RPI value of 0.8 and another six routes had 0.7 RPIs.
- Routes 21, 35, 51, 60, 155 (RPI values of 0.5), 27 (RPI of 0.4), 184 (RPI value of 0.3) and 8 (RPI value of 0.2) were the poorest performers. Routes 8 and 184 were discontinued in December.

### **Site-specific Shuttles**

- Three of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 7.3) and SMU (RPI 1.4), shuttles were the top performers.
- The Medical city, TI Main Campus and UT Southwestern shuttle performed at the 0.5 level.
- The Richardson 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 performed at the 0.4 level as its ridership remains low.

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

- Four of the eight DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.2.
- The Glenn Heights zone performed at a 0.9 level. The Farmers Branch and Rowlett zones had RPI values of 0.7.
- The North Dallas zone, with an SPI value of 0.4, is being examined for opportunities to increase ridership by modifying its service zone.

### **FLEX Routes**

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

## Crosstown Routes

### Crosstown Routes

### Service Standards Monitoring Report Dallas Area Rapid Transit First Quarter 2011

LINE	Avg Weekday Pass 1Q11	Avg Weekday Pass 1Q10	% Change	Sub/ Pass 1Q11	Index	Pass/ Trip 1Q11	Index	Pass/ Rev Hour 1Q11	Index	4Q10 Route Performance Index	1Q11 Route Performance Index	RPI Point Change
				\$3.75		32.00		24.0				
466	4,232	4,889	-13.4%	\$3.26	1.1	47.0	1.5	25.7	1.1	1.1	1.2	0.1
486	2,701	2,416	11.8%	\$3.27	1.1	39.4	1.2	25.8	1.1	1.0	1.2	0.2
488	1,929	1,711	12.7%	\$3.01	1.2	35.4	1.1	28.2	1.2	1.0	1.2	0.2
409	2,341	2,495	-6.2%	\$3.33	1.1	26.3	0.8	22.4	0.9	0.9	1.0	0.1
463	1,678	1,665	0.8%	\$3.49	1.1	27.5	0.9	26.2	1.1	0.9	1.0	0.1
467	2,601	0	All	\$3.78	1.0	28.7	0.9	28.9	1.2	0.0	1.0	1.0
400	2,169	1,958	10.8%	\$5.61	0.7	35.3	1.1	18.7	0.8	0.8	0.9	0.1
428	2,684	2,725	-1.5%	\$4.42	0.8	28.7	0.9	21.5	0.9	0.8	0.9	0.1
453	2,318	1,986	16.7%	\$4.05	0.9	27.6	0.9	21.3	0.9	0.8	0.9	0.1
405	1,886	1,836	2.7%	\$4.80	0.8	25.5	0.8	18.1	0.8	0.7	0.8	0.1
408	1,761	1,654	6.4%	\$4.78	0.8	27.1	0.8	18.8	0.8	0.7	0.8	0.1
451	1,205	1,142	5.5%	\$4.20	0.9	16.2	0.5	23.2	1.0	0.7	0.8	0.1
404	762	635	19.8%	\$4.52	0.8	15.5	0.5	17.0	0.7	0.5	0.7	0.2
415	1,055	1,048	0.6%	\$5.26	0.7	19.9	0.6	18.0	0.8	0.6	0.7	0.1
410	990	870	13.8%	\$5.92	0.6	17.1	0.5	17.6	0.7	0.6	0.6	0.0
445	898	964	-6.9%	\$4.72	0.8	11.5	0.4	17.1	0.7	0.6	0.6	0.0
475	1,286	1,305	-1.4%	\$7.01	0.5	18.8	0.6	14.5	0.6	0.5	0.6	0.1
444	854	895	-4.5%	\$6.75	0.6	12.5	0.4	13.2	0.5	0.5	0.5	0.0
452	867	819	6.0%	\$9.21	0.4	14.9	0.5	11.8	0.5	0.4	0.5	0.1

## Express Routes

### Express Routes

### Service Standards Monitoring Report Dallas Area Rapid Transit First Quarter 2011

LINE	Avg Weekday Pass 1Q11	Avg Weekday Pass 1Q10	% Change	Sub/ Pass 1Q11	Index	Pass/ Trip 1Q11	Index	Pass/ Rev Hour 1Q11	Index	4Q10 Route Performance Index	1Q11 Route Performance Index	RPI Point Change
				\$5.75		18.00		31.0				
205	704	628	12.1%	\$6.22	0.9	24.8	1.4	35.3	1.1	1.1	1.1	0.0
206	894	955	-6.4%	\$7.65	0.8	15.2	0.8	23.6	0.8	0.8	0.8	0.0
202	795	799	-0.5%	\$5.76	1.0	10.7	0.6	20.1	0.6	0.8	0.7	-0.1
207	188	165	13.9%	\$10.40	0.6	14.1	0.8	24.0	0.8	0.9	0.7	-0.2
278	511	628	-18.7%	\$6.78	0.8	10.2	0.6	22.6	0.7	0.7	0.7	0.0
204	1,130	1,060	6.7%	\$9.82	0.6	13.1	0.7	17.7	0.6	0.6	0.6	0.0
283	905	1,045	-13.5%	\$8.92	0.6	11.2	0.6	17.9	0.6	0.6	0.6	0.0
210	511	527	-3.0%	\$12.53	0.5	11.2	0.6	13.5	0.4	0.5	0.5	0.0
234	68	87	-22.3%	\$17.24	0.3	11.3	0.6	14.1	0.5	0.5	0.5	0.0
247	49	49	-1.2%	\$20.63	0.3	6.1	0.3	10.1	0.3	0.3	0.3	0.0



## Rail Feeder Routes

### Rail Station Feeder Routes

### Service Standards Monitoring Report Dallas Area Rapid Transit First Quarter 2011

LINE	Avg Weekday Pass 1Q11	Avg Weekday Pass 1Q10	% Change	Sub/ Pass 1Q11	Index	Pass/ Trip 1Q11	Index	Pass/ Rev Hour 1Q11	Index	4Q10 Route Performance Index	1Q11 Route Performance Index	RPI Point Change
				\$4.25		13.00		22.0				
702	711	877	-18.9%	\$0.79	5.4	8.8	0.7	51.9	2.4	2.5	2.8	0.3
583	2,745	2,672	2.7%	\$2.16	2.0	29.3	2.3	33.6	1.5	1.7	1.9	0.2
506	1,421	1,289	10.3%	\$2.37	1.8	13.8	1.1	28.3	1.3	1.3	1.4	0.1
548	1,377	1,051	31.0%	\$3.90	1.1	16.6	1.3	27.7	1.3	1.1	1.2	0.1
528	794	0	All	\$3.56	1.2	12.0	0.9	24.3	1.1	0.0	1.1	1.1
553	637	699	-8.8%	\$3.85	1.1	14.6	1.1	24.4	1.1	1.1	1.1	0.0
522	1,042	935	11.5%	\$3.58	1.2	12.3	0.9	22.3	1.0	0.8	1.0	0.2
554	1,233	1,207	2.1%	\$3.55	1.2	10.4	0.8	21.9	1.0	0.9	1.0	0.1
592	1,304	0	All	\$3.83	1.1	10.3	0.8	21.4	1.0	0.0	1.0	1.0
502	1,127	1,049	7.4%	\$4.19	1.0	12.0	0.9	19.1	0.9	0.9	0.9	0.0
519	877	865	1.4%	\$5.68	0.7	15.4	1.2	16.3	0.7	0.8	0.9	0.1
534	1,002	0	All	\$6.66	0.6	15.6	1.2	15.9	0.7	0.0	0.9	0.9
593	1,040	0	All	\$4.30	1.0	10.0	0.8	18.4	0.8	0.0	0.9	0.9
541	715	759	-5.8%	\$5.55	0.8	10.4	0.8	15.3	0.7	0.7	0.8	0.1
544	1,104	0	All	\$5.77	0.7	12.3	0.9	15.8	0.7	0.0	0.8	0.8
549	879	832	5.6%	\$6.16	0.7	14.4	1.1	15.6	0.7	0.8	0.8	0.0
582	871	839	3.8%	\$5.32	0.8	11.2	0.9	17.1	0.8	0.7	0.8	0.1
510	805	714	12.7%	\$5.93	0.7	9.1	0.7	15.6	0.7	0.7	0.7	0.0
551	368	323	14.2%	\$6.82	0.6	8.0	0.6	15.9	0.7	0.5	0.7	0.2
571	648	685	-5.3%	\$7.00	0.6	11.2	0.9	15.7	0.7	0.7	0.7	0.0
597	902	0	All	\$7.86	0.5	11.5	0.9	12.8	0.6	0.0	0.7	0.7
507	230	173	32.7%	\$6.82	0.6	5.9	0.5	14.2	0.6	0.5	0.6	0.1
515	748	788	-5.1%	\$7.18	0.6	8.4	0.6	13.0	0.6	0.6	0.6	0.0
526	441	0	All	\$5.55	0.8	5.0	0.4	15.5	0.7	0.0	0.6	0.6
527	493	0	All	\$6.13	0.7	6.3	0.5	16.3	0.7	0.0	0.6	0.6
531	385	0	All	\$9.03	0.5	8.3	0.6	13.2	0.6	0.0	0.6	0.6
535	882	0	All	\$8.08	0.5	9.9	0.8	11.6	0.5	0.0	0.6	0.6
538	879	839	4.7%	\$5.98	0.7	5.0	0.4	15.2	0.7	0.5	0.6	0.1
547	442	493	-10.5%	\$6.47	0.7	6.5	0.5	11.6	0.5	0.6	0.6	0.0
568	761	808	-5.9%	\$7.87	0.5	7.3	0.6	12.4	0.6	0.5	0.6	0.1
574	364	347	4.7%	\$8.37	0.5	7.9	0.6	16.4	0.7	0.6	0.6	0.0
513	259	262	-1.4%	\$7.43	0.6	5.1	0.4	13.7	0.6	0.5	0.5	0.0
525	321	0	All	\$7.78	0.5	5.6	0.4	11.4	0.5	0.0	0.5	0.5
539	362	324	11.6%	\$8.59	0.5	7.5	0.6	12.2	0.6	0.5	0.5	0.0
542	323	300	7.8%	\$8.57	0.5	5.3	0.4	10.7	0.5	0.4	0.5	0.1
550	463	483	-4.1%	\$7.82	0.5	5.9	0.5	12.0	0.5	0.5	0.5	0.0
560	430	344	25.0%	\$10.05	0.4	7.5	0.6	10.4	0.5	0.4	0.5	0.1
566	265	175	51.4%	\$6.87	0.6	5.5	0.4	12.8	0.6	0.5	0.5	0.0
594	609	0	All	\$9.40	0.5	6.3	0.5	10.8	0.5	0.0	0.5	0.5
532	243	0	All	\$10.61	0.4	4.7	0.4	9.5	0.4	0.0	0.4	0.4
536	186	0	All	\$16.95	0.3	5.8	0.4	8.0	0.4	0.0	0.4	0.4
567	183	212	-13.9%	\$9.36	0.5	2.9	0.2	9.8	0.4	0.3	0.4	0.1
591	377	0	All	\$8.66	0.5	3.9	0.3	10.5	0.5	0.0	0.4	0.4
595	484	0	All	\$13.50	0.3	7.3	0.6	7.5	0.3	0.0	0.4	0.4
521	103	0	All	\$10.97	0.4	2.1	0.2	7.8	0.4	0.0	0.3	0.3
512	41	0	All	\$9.30	0.5	0.6	0.0	3.6	0.2	0.0	0.2	0.2
533	70	0	All	\$16.49	0.3	1.8	0.1	7.4	0.3	0.0	0.2	0.2

## Transit Center Feeder Routes

### Transit Center Feeder Routes

### Service Standards Monitoring Report Dallas Area Rapid Transit First Quarter 2011

	Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	4Q10 Route Performance	1Q11 Route Performance	RPI Point Change
LINE	1Q 11	1Q 10								Index	Index	
				\$5.25		12.50		17.5				
341	948	768	23.3%	\$2.83	1.9	14.0	1.1	24.7	1.4	1.3	1.5	0.2
301	1,297	1,257	3.1%	\$5.30	1.0	24.0	1.9	17.9	1.0	1.2	1.3	0.1
378	1,024	972	5.4%	\$4.27	1.2	14.1	1.1	24.8	1.4	1.0	1.3	0.3
361	537	533	0.8%	\$5.31	1.0	9.7	0.8	19.4	1.1	0.9	1.0	0.1
374	770	688	11.8%	\$5.43	1.0	13.9	1.1	16.5	0.9	0.9	1.0	0.1
331	527	461	14.2%	\$6.73	0.8	10.7	0.9	17.1	1.0	0.7	0.9	0.2
350	795	767	3.7%	\$7.17	0.7	14.7	1.2	15.6	0.9	0.9	0.9	0.0
360	923	847	8.9%	\$5.89	0.9	11.2	0.9	17.0	1.0	0.9	0.9	0.0
372	666	560	19.0%	\$6.88	0.8	11.8	0.9	15.0	0.9	0.7	0.9	0.2
377	419	402	4.2%	\$5.38	1.0	9.3	0.7	18.7	1.1	0.8	0.9	0.1
308	484	421	15.0%	\$6.66	0.8	9.0	0.7	16.1	0.9	0.7	0.8	0.1
380	428	384	11.5%	\$5.99	0.9	8.5	0.7	17.0	1.0	0.7	0.8	0.1
385	650	593	9.6%	\$6.91	0.8	10.4	0.8	14.3	0.8	0.7	0.8	0.1
302	398	433	-8.1%	\$8.83	0.6	8.0	0.6	14.1	0.8	0.7	0.7	0.0
303	327	346	-5.5%	\$7.39	0.7	6.8	0.5	13.1	0.7	0.6	0.7	0.1
347	466	368	26.6%	\$8.55	0.6	9.2	0.7	12.6	0.7	0.6	0.7	0.1
362	556	539	3.1%	\$8.34	0.6	9.9	0.8	12.9	0.7	0.6	0.7	0.1
306	285	240	18.7%	\$7.57	0.7	6.0	0.5	10.8	0.6	0.5	0.6	0.1
310	572	550	4.1%	\$11.69	0.4	10.6	0.8	10.0	0.6	0.5	0.6	0.1
333	357	318	12.2%	\$8.10	0.6	7.2	0.6	10.8	0.6	0.6	0.6	0.0
305	276	246	12.2%	\$10.24	0.5	6.1	0.5	10.0	0.6	0.5	0.5	0.0
307	398	404	-1.4%	\$12.26	0.4	8.6	0.7	8.8	0.5	0.5	0.5	0.0
344	215	246	-12.8%	\$16.11	0.3	6.9	0.6	9.6	0.5	0.4	0.5	0.1
376	254	0	All	\$9.55	0.5	3.2	0.3	10.7	0.6	0.0	0.5	0.5
311	115	0	All	\$20.88	0.3	5.8	0.5	7.5	0.4	0.0	0.4	0.4

## Local Routes

### Local Routes

### Service Standards Monitoring Report Dallas Area Rapid Transit First Quarter 2011

	Avg Weekday Pass	Avg Weekday Pass						Pass/ Rev		4Q10 Route Performance	1Q11 Route Performance	RPI
LINE	1Q11	1Q10	% Change	Sub/ Pass	Index	Trip	Index	Hour	Index	Index	Index	Point Change
				\$3.50		24.50		23.5				
44	6,340	6,038	5.0%	\$2.69	1.3	43.5	1.8	29.1	1.2	1.3	1.4	0.1
26	3,366	4,059	-17.1%	\$2.37	1.5	26.6	1.1	29.1	1.2	1.2	1.3	0.1
110	1,675	1,584	5.7%	\$3.22	1.1	22.2	0.9	28.0	1.2	1.0	1.1	0.1
165	3,729	3,634	2.6%	\$3.40	1.0	20.7	0.8	31.5	1.3	0.9	1.1	0.2
19	2,899	2,966	-2.3%	\$3.41	1.0	20.8	0.8	23.0	1.0	0.9	1.0	0.1
2	1,364	1,364	0.1%	\$3.37	1.0	16.6	0.7	22.4	1.0	0.8	0.9	0.1
11	1,906	1,049	81.7%	\$3.71	0.9	19.3	0.8	21.2	0.9	0.7	0.9	0.2
24	1,562	1,612	-3.1%	\$3.01	1.2	13.5	0.5	23.9	1.0	0.8	0.9	0.1
76	1,574	1,849	-14.8%	\$3.91	0.9	23.2	0.9	20.2	0.9	0.9	0.9	0.0
164	3,009	3,069	-2.0%	\$4.14	0.8	20.6	0.8	23.6	1.0	0.8	0.9	0.1
1	2,255	2,134	5.7%	\$3.95	0.9	18.7	0.8	20.2	0.9	0.8	0.8	0.0
29	1,330	1,461	-9.0%	\$3.94	0.9	15.3	0.6	19.2	0.8	0.8	0.8	0.0
36	1,568	1,624	-3.5%	\$4.99	0.7	22.8	0.9	18.2	0.8	0.8	0.8	0.0
49	1,133	1,302	-13.0%	\$4.01	0.9	12.9	0.5	22.6	1.0	0.8	0.8	0.0
52	1,067	982	8.7%	\$3.44	1.0	12.2	0.5	21.1	0.9	0.7	0.8	0.1
63	1,080	891	21.1%	\$4.10	0.9	15.7	0.6	23.9	1.0	0.8	0.8	0.0
12	1,075	885	21.5%	\$4.88	0.7	13.0	0.5	16.8	0.7	0.6	0.7	0.1
39	996	948	5.1%	\$4.33	0.8	10.8	0.4	17.3	0.7	0.7	0.7	0.0
50	1,863	1,774	5.0%	\$5.20	0.7	19.3	0.8	18.2	0.8	0.7	0.7	0.0
59	998	1,061	-5.9%	\$5.45	0.6	15.9	0.6	16.9	0.7	0.6	0.7	0.1
161	1,928	1,940	-0.6%	\$5.58	0.6	13.2	0.5	19.3	0.8	0.6	0.7	0.1
183	1,159	1,201	-3.5%	\$4.29	0.8	13.7	0.6	19.9	0.8	0.6	0.7	0.1
31	1,178	1,271	-7.3%	\$6.86	0.5	17.7	0.7	14.0	0.6	0.6	0.6	0.0
37	1,900	1,726	10.1%	\$6.00	0.6	15.4	0.6	17.0	0.7	0.6	0.6	0.0
42	1,324	1,605	-17.5%	\$6.93	0.5	16.5	0.7	14.8	0.6	0.6	0.6	0.0
111	794	820	-3.2%	\$5.39	0.6	9.6	0.4	15.1	0.6	0.5	0.6	0.1
185	1,259	1,005	25.3%	\$6.30	0.6	14.8	0.6	17.4	0.7	0.6	0.6	0.0
21	1,203	1,238	-2.8%	\$7.78	0.5	15.8	0.6	11.9	0.5	0.5	0.5	0.0
35	857	793	8.0%	\$6.53	0.5	13.3	0.5	13.4	0.6	0.5	0.5	0.0
51	986	1,037	-5.0%	\$7.00	0.5	12.4	0.5	13.3	0.6	0.5	0.5	0.0
60	942	922	2.3%	\$7.92	0.4	12.6	0.5	13.1	0.6	0.5	0.5	0.0
155	206	267	-23.0%	\$8.04	0.4	9.0	0.4	18.0	0.8	0.5	0.5	0.0
27	99	0	All	\$4.28	0.8	2.3	0.1	9.8	0.4	0.0	0.4	0.4
184	82	88	-6.3%	\$25.29	0.1	8.2	0.3	9.2	0.4	0.3	0.3	0.0
8	110	141	-22.3%	\$11.14	0.3	2.0	0.1	6.7	0.3	0.3	0.2	-0.1

## Site-Specific Shuttle Routes

	Avg Weekday	Avg Weekday								4Q10	1Q11	
	Pass	Pass	%	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev	Index	Route Performance	Route Performance	RPI Point
LINE	1Q11	1Q10	Change	Pass	Index	Trip	Index	Hour	Index	Index	Index	Change
				\$0.90		7.50		21.0				
<b>UTD</b>	1,771	1,134	56.2%	\$0.06	15.6	28.0	3.7	56.3	2.7	<b>6.2</b>	<b>7.3</b>	<b>1.1</b>
<b>SMU</b>	1,017	983	3.5%	\$1.19	0.8	12.4	1.7	37.1	1.8	<b>1.0</b>	<b>1.4</b>	<b>0.4</b>
DFW	426	456	-6.6%	\$1.56	0.6	5.5	0.7	11.0	0.5	<b>0.4</b>	<b>0.6</b>	<b>0.2</b>
<b>MCE</b>	127	121	4.7%	\$0.94	1.0	1.4	0.2	10.4	0.5	<b>0.6</b>	<b>0.5</b>	<b>-0.1</b>
<b>TI</b>	670	673	-0.4%	\$1.65	0.5	3.8	0.5	11.8	0.6	<b>0.6</b>	<b>0.5</b>	<b>-0.1</b>
<b>UTSW</b>	277	232	19.4%	\$1.49	0.6	2.9	0.4	10.3	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
<b>PE</b>	94	98	-3.9%	\$2.63	0.3	2.2	0.3	12.9	0.6	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>
<b>TIS</b>	79	76	4.1%	\$1.54	0.6	1.4	0.2	5.9	0.3	<b>0.3</b>	<b>0.4</b>	<b>0.1</b>

## DART-on-Call Zones

	Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass		Pass/ Rev		4Q10 Service Performance	1Q11 Service Performance	SPI Point Change
LINE	1Q11	1Q10			Index	Hour	Index	Index	Index	
				\$8.40		6.50				
NCPoC	152	155	-2.1%	\$5.95	1.4	6.67	1.0	1.5	1.2	-0.3
GH	52	52	1.3%	\$9.60	0.9	6.10	0.9	0.8	0.9	0.1
FBoC	59	72	-18.5%	\$11.33	0.7	4.08	0.6	0.6	0.7	0.1
RoC	71	71	-0.4%	\$10.66	0.8	4.34	0.7	0.8	0.7	-0.1
LHoC	55	42	28.9%	\$14.75	0.6	3.30	0.5	0.8	0.5	-0.3
LoC	53	40	31.9%	\$16.51	0.5	2.96	0.5	0.6	0.5	-0.1
Rich	52	52	-0.9%	\$15.77	0.5	3.36	0.5	0.7	0.5	-0.2
NDoC	37	39	-6.3%	\$19.29	0.4	2.64	0.4	0.4	0.4	0.0

## FLEX Routes

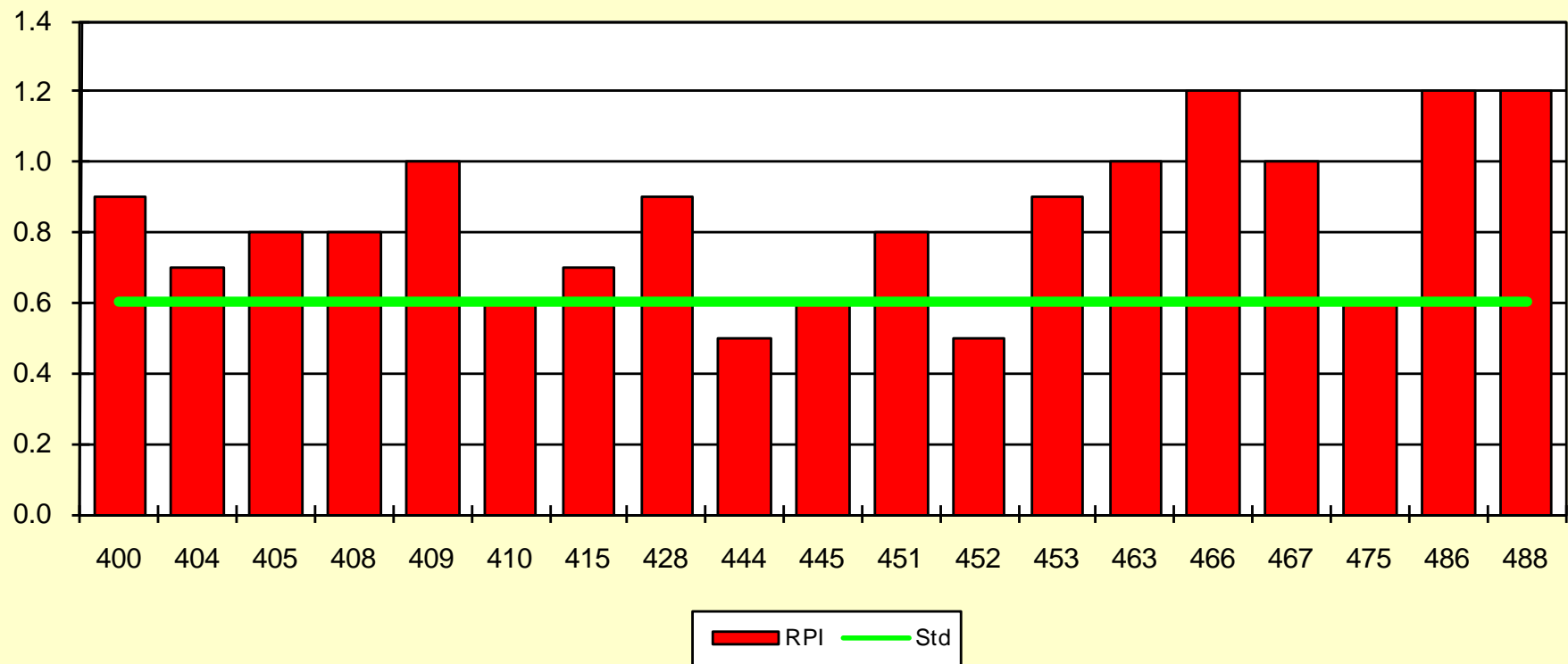
### FLEX Routes

### Service Standards Monitoring Report Dallas Area Rapid Transit First Quarter 2011

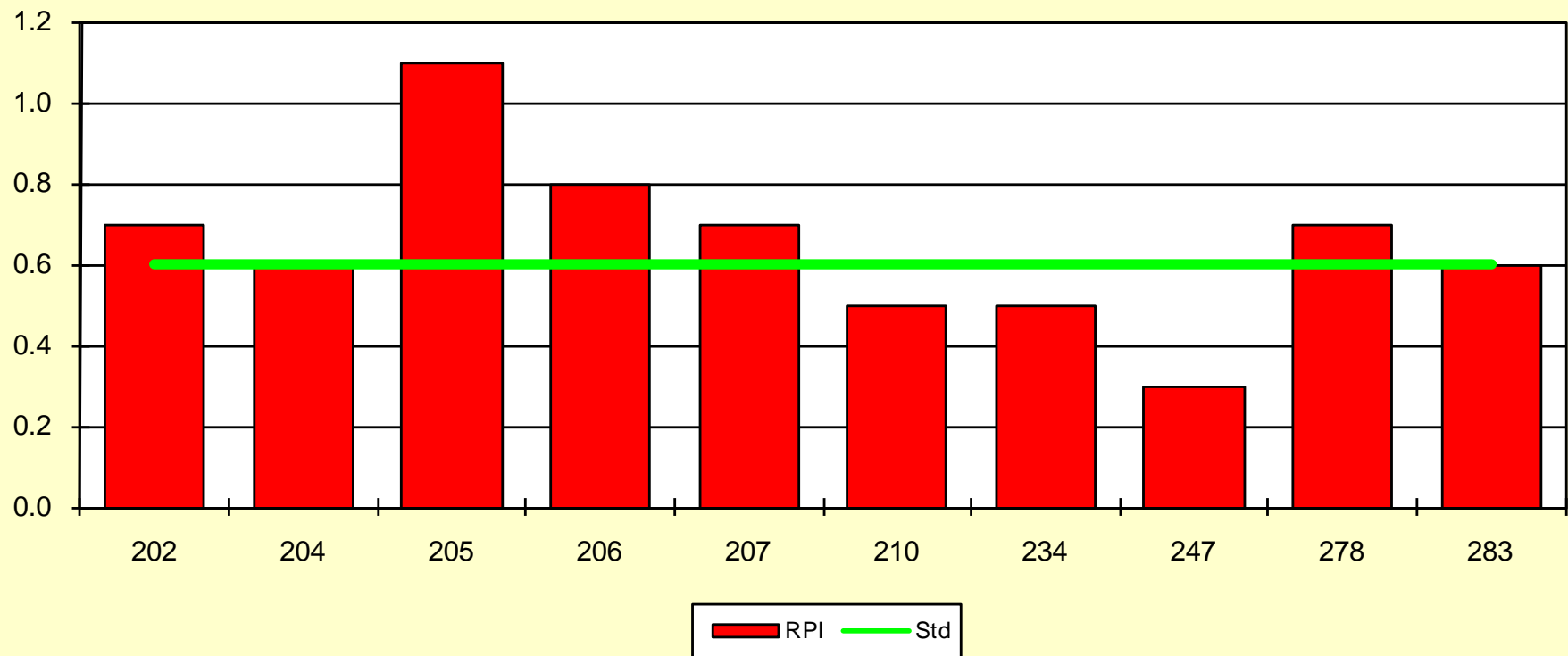
LINE	Avg Weekday Pass 1Q11	Avg Weekday Pass 1Q10	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	4Q10 Service Performance Index	1Q11 Service Performance Index	SPI Point Change
				\$4.25		10.50				
887	166	169	-1.9%	\$3.89	1.1	11.33	1.1	1.1	1.1	0.0
870	281	69	308.2%	\$4.04	1.1	9.57	0.9	1.0	1.0	0.0
843	78	285	-72.6%	\$5.82	0.7	10.76	1.0	0.8	0.9	0.1
841	122	121	0.4%	\$5.57	0.8	8.55	0.8	0.8	0.8	0.0
842	88	85	3.6%	\$6.42	0.7	7.69	0.7	0.5	0.7	0.2
840	119	121	-1.3%	\$8.01	0.5	4.97	0.5	0.5	0.5	0.0



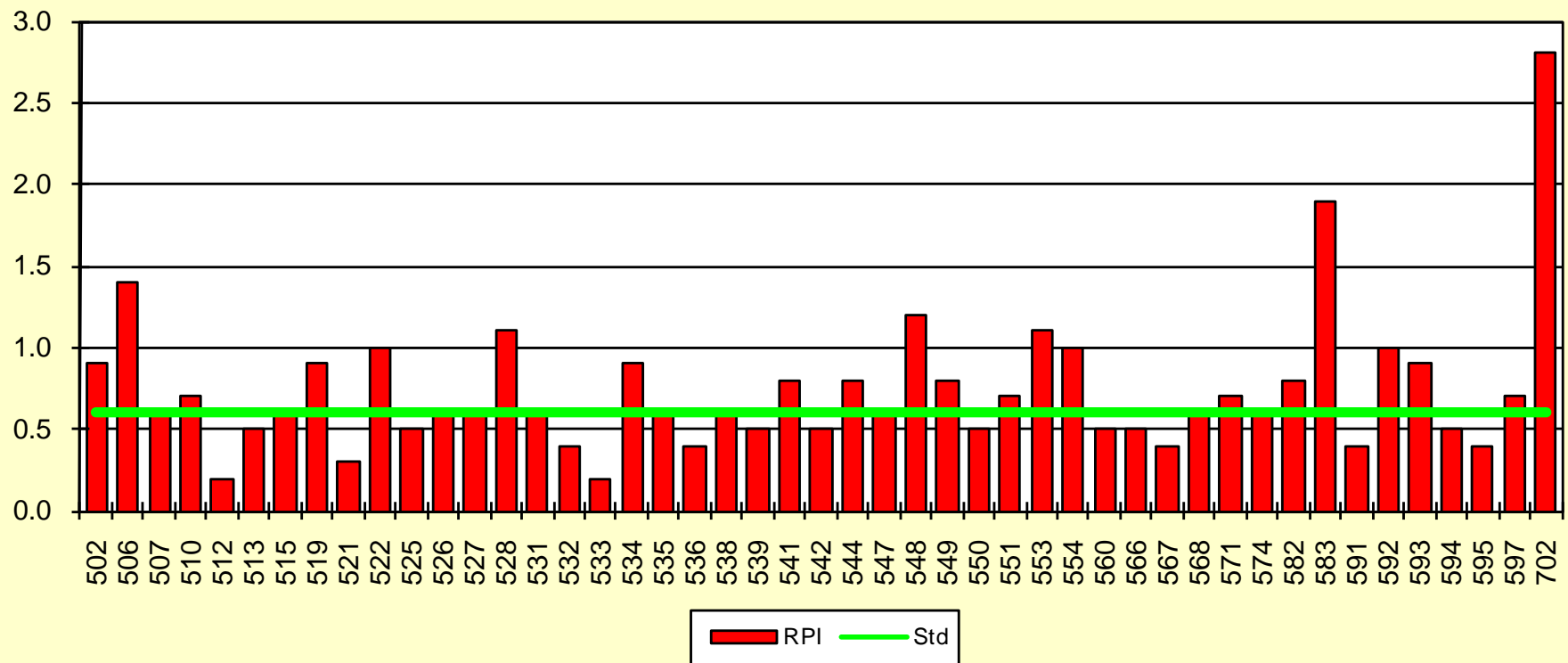
# Route Performance Index Crosstown Routes



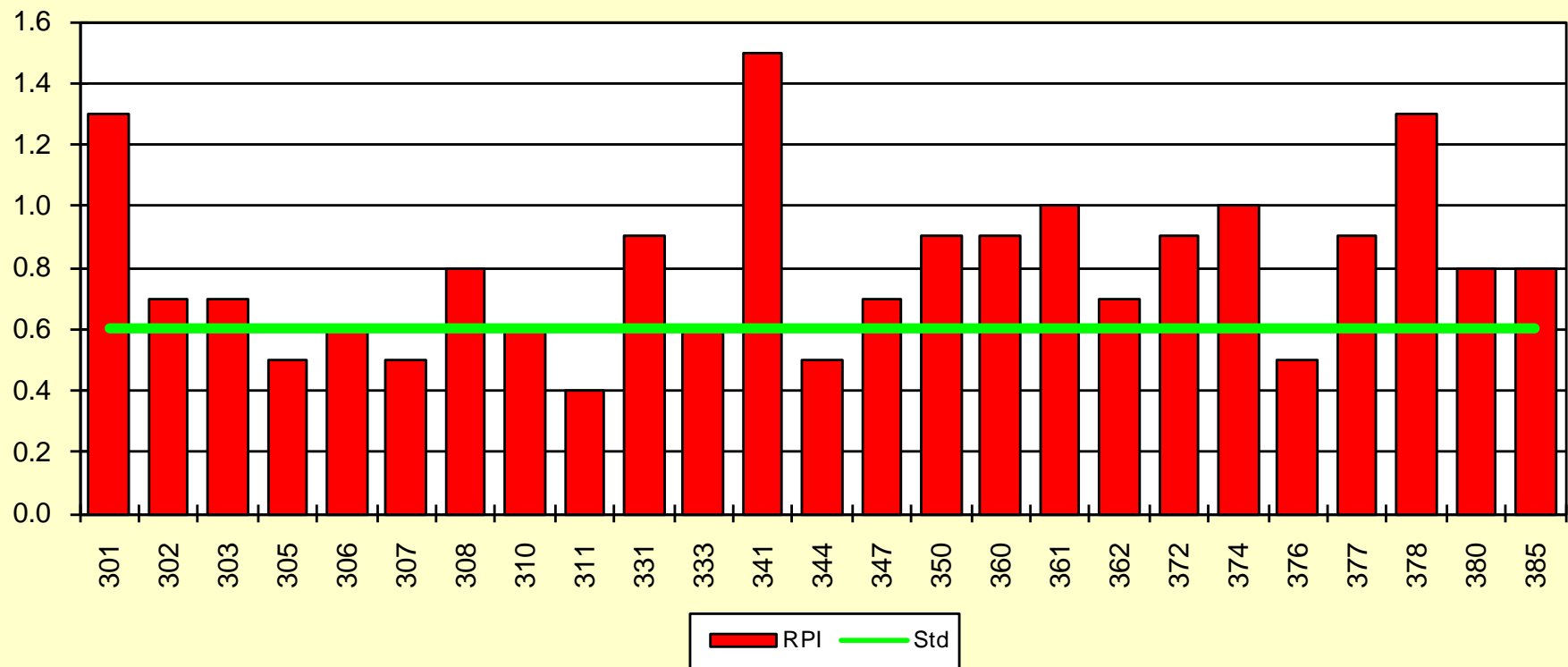
**Route Performance Index**  
Express Routes



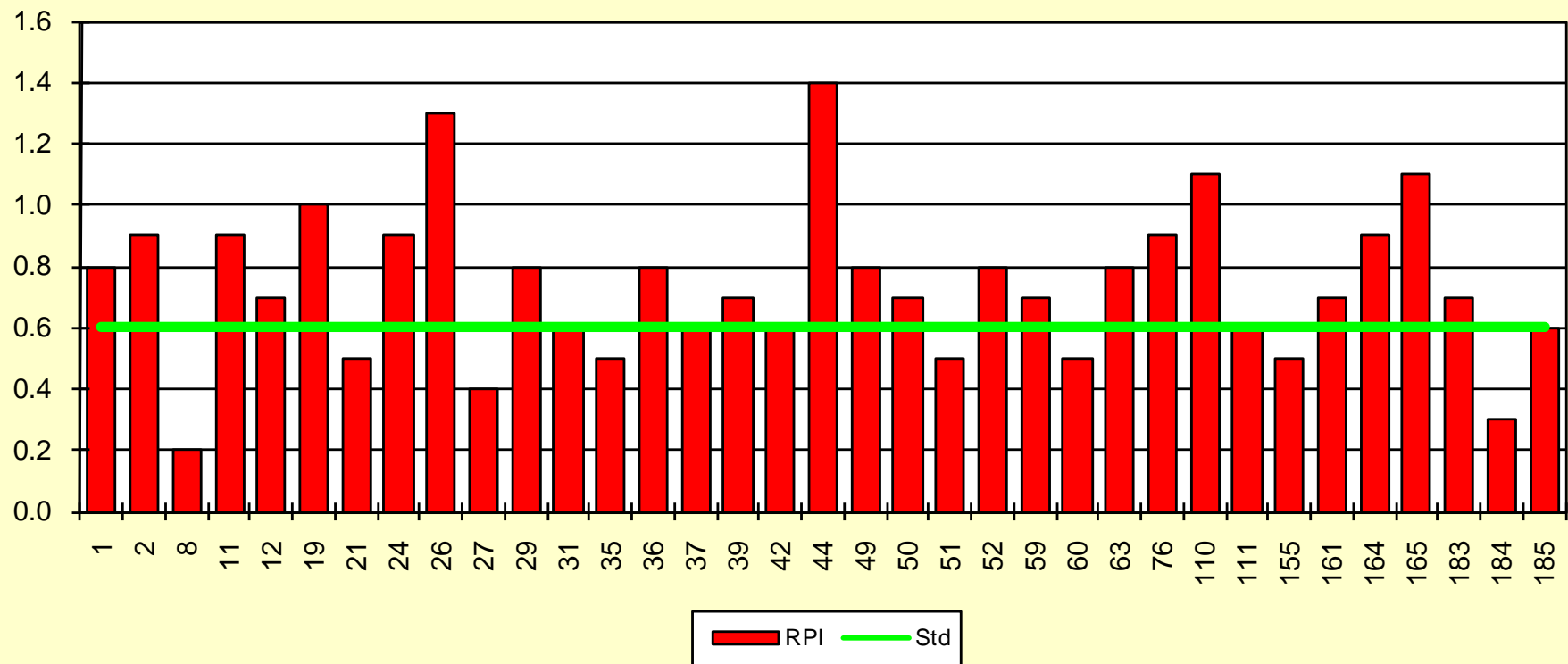
# Route Performance Index Rail Station Feeder Routes



# Route Performance Index Transit Center Feeder Routes



# Route Performance Index Local Routes



## Planning & Development Department

### First Quarter FY 2011 Quarterly

<b>P&amp;D1</b>	<b>Highlights: Summary</b>
<b>P&amp;D2</b>	<b>Mobility Programs Development</b>
P&D2	I-30 West (Tom Landry Hwy) Managed/HOV Lane 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
<b>P&amp;D6</b>	<b>Service Planning &amp; Scheduling</b>
P&D6	Employer Service Program Development
P&D7	Green Line Bus Feeder Plan
P&D8	Construction and Installation of Standard Shelters
P&D9	Paid Parking Demonstration Program
P&D10	Vanpool Program
P&D11	Bus Corridor Concept Development
P&D12	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, 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 lane successfully opened for 15 special events including Dallas Cowboy games and College football games at the new Cowboy's stadium in Arlington, Texas.
- The seven DART operated HOV lanes (84 HOV miles) carried approximately 149,756 weekday daily commuters in 1Q11. Travel time savings ranged from 9 minutes to 15 minutes on the various HOV lanes.
- I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 13 millions commuters during 1Q11. I-30West is currently operating 22-hours daily.
- The NFL Experience at Dallas Convention Center starts on January 27, 2011 and ends on February 6, 2011. The Super Bowl will be held at Cowboys Stadium on February 6, 2011. All LRT service will start and end at its regular times on weekdays and weekends. There will be no late night service scheduled.
- JARC grants have been applied to Rte 311 in Irving, Rte 533 in Carrollton and Farmers Branch and Rte 702, Northpark Shuttle. Service Routes of Rte 311, and Rte 533 will be matched by DART. Northpark is matched by private sector.
- The bus service changes were implemented on December 6, 2010 in conjunction with the opening of 15 new Green Line Stations and the Lake Highlands Blue Line Station.
- The Paid Parking Program is a revenue-generating program that will be implemented to serve the North Carrollton/Frankford and Parker Road Rail Stations and is defined as a "DART NON Funded project." Solicitation scheduled will be put out to bid in January 2011.
- Developed and conducted survey for member cities that have at least one enhanced bus corridor. Further evaluation of corridors selected to determine the most appropriate service level for the corridor (better: frequent service 15 minutes or less; enhanced: frequent service and limited stops; or rapid: frequent service, limited stops and ITS enhancements along corridor.)

# Planning and Development Department

---

- Installed 25 new shelters in DART service area. The selection of a new vendor for renewal of the new contract for the slab program is being evaluated.
- Vanpool ridership continues upward at 3.2% from previous year, (Up 5 Vanpool groups from previous year.) The NCTCOG has approved overall program funding at 45%. The participants pay the remainder which comes out to near 55%.

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

## Mobility Programs Development

### Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

### Description

The I-30 West (Tom Landry Highway) Managed HOV lanes in the median of I-30 starts from the Dallas/Tarrant County line to downtown Dallas. This facility is currently operating 22-hours daily.

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 being considered under a Pass Through Financing application advanced by Regional Transportation Commission for the required funding.

### Accomplishments

- 1Q11: Additional Ingress/Egress points provided for commuters on both Eastbound and Westbound directions just west of Dallas/Tarrant County line.
- 1Q11: Remainder of the buffer-separated Managed HOV lane opened to regular traffic.
- 4Q10: Operating hours extended to 22 hours daily during regular week days is opened on an as needed basis for special events.

### Issues

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

- 1Q11: TxDOT currently working on final punch list items on

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

---

**Mobility Programs  
Development**

the HOV lane extension in Tarrant County.

- 1Q11: Buffer separated concurrent flow HOV lane in Tarrant County is completed.
- 2011: Completion of phase II subject to availability of funds.

**Project Manager(s)** Koorosh Olyai/Ravi Gundimeda

### 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 \$0.21 subsidy per passenger and carrying about 45% 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 13 million commuters during 1Q 2011.

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 2011:

- The seven DART operated HOV lanes carried approximately 149,756 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 17,485, 25,221, 23,081, 42439, 6,598, 14,720 and 20213 weekday passengers respectively.
- HOV users saved 15 minutes on I-30 East, 12 minutes on I-35E, 9 minutes on I-635 East, 12 minutes on I-635W, 15 minutes on US 75, and 13 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 2.5, 2.2, 1.9, 2.2, 2.1, 2.0 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 10.7%, 9.8%, 14.9%, 7.3%, 5.4%, 10.7% and 11.4%.
- 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 15 special events

including Dallas Cowboy games, College football games at the new Cowboy's stadium and Texas Rangers baseball games at the Ballpark in Arlington, Texas.

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

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

**Project Manager(s)** Koorosh Olyai / 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 operation hours of direct connector ramp through US 75/I-635 Interchange was extended in August 2010 from 6 a.m. to 12 noon in the southbound direction and 1 p.m. to 8 p.m. in the northbound direction
- The TTI (Texas Transportation Institute) report was completed and concluded that an access in Richardson is not operationally feasible and will negatively impact the freeway main lanes on the HOV lane.

**Issues**

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

**Schedule** • Ongoing.

**Project Manager(s)** Ravi Gundimeda/Koorosh Olyai

# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

---

### Strategic Plan Consideration

C2.3 Open/Integrate new 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 including Managed HOV lanes is over \$750M.

### Accomplishments

- 1Q11: Construction of the “Diamond Interchange” at SH 114/Loop 12 has reached the 70% milestone in December 2010.
- 4Q10: Construction of the “Diamond Interchange” at SH 114/Loop 12 reached the 50% milestone in September 2010.
- 3Q10: Staff recommended and Regional Transportation Council (RTC) approved and funded \$10M in Regional Toll Revenue to expedite early entry of Loop 12/SH 114 section of Orange Line with an arrangement with the TxDOT contractor to meet the completion date of August 2012.
- Due to environmental clearance delays, current construction schedules from TxDOT and DART will permit rail service openings to Las Colinas in May 2013.
- **Project History:** Environmental Assessment was approved by FHWA on July 24, 2009 based on Finding of No Significant Impact (FONSI) document dated April 2009 including input from the public involvement process. Preliminary engineering and schematic design were completed and approved by TxDOT/FHWA in June 2007.

# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

- Construction contract for SH 114 / Loop 12 Interchange (Diamond Project) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. The initial work began February 3, 2009.

### Issues

- 1Q11: Advancement of PE/PS&E for the remainder of 13 miles in the SH 114 corridor is on hold pending availability of funds.
- 3Q10: The completion date for Irving-I project including the \$225M Diamond Project at SH 114/Loop 12 Interchange is May 2013 due to environmental clearance delays.

### Schedule

- FY 09-2013: Construction phase underway for the “Diamond Interchange” at SH 114/Loop 12 for early I-1 LRT project implementation.
- FY 09: July 24, 2009: Approval of the final environmental clearance (FONSI).
- FY 11-14: PE/PS&E for remainder of SH 114 corridor.
- FY 12-14: Utilities relocation/coordination and R-O-W.
- FY 15-18: Construction phase, pending funding availability.

### Project Manager(s)

Koorosh Olyai/Ali Rabiee

<b>Strategic Plan Consideration</b>	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
<b>Description</b>	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, SMU, City of Richardson Galatyn Station Shuttle, McKinney Avenue Streetcar and UTD.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1Q11: JARC grants have been applied to Rte 311 in Irving, Rte 533 in Carrollton and Farmers Branch and Rte 702 Northpark Shuttle. Service has been matched by DART rather than private sector, except at Northpark.</li><li>• Baylor continues to show interest in shuttle program; however, DART's budget constraint remains an obstacle to forming a partnership.</li><li>• Staff has met with Richland College to discuss possible shuttle agreement.</li><li>• MATA rail extension grant was awarded.</li><li>• Ridership on most shuttle services continues to grow, outpacing other fixed route services.</li><li>• Discussed future partnering and expansion of service with Texas Instruments.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• 1Q11: Budget constraints are severely limiting growth.</li><li>• Economy is slowly improving, creating demand for more shuttle service.</li><li>• Many new employment opportunities are beyond DART's service area boundaries, while new job creation is with smaller service companies.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Ongoing</li></ul>
<b>Project Manager(s)</b>	Rob Smith/John Quinn

<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	A Green Line Bus Feeder Plan will be developed and bus recommendations implemented in conjunction with the Green Line Rail opening on December 6, 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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1Q11: The bus service changes were implemented on December 6, 2010 in conjunction with the opening of 15 new Green Line Stations and the Lake Highlands Blue Line Station. Staff participated in a week long effort to communicate the bus service changes to customers at the new rail stations and other rail and transit center facilities with many route changes.</li><li>• 4Q10: The Green Line Bus Feeder Plan team conducted internal briefings for bus operators and transportation supervisors regarding the December 6, 2010 service change. 3Q10: The Board approved the proposed bus service changes on May 11, 2010. Staff conducted internal briefings to East Dallas, South Oak Cliff, and Northwest garage operators in June and briefed the Route Monitoring Task Force (RMTF) on June 24, 2010.</li><li>• 2Q10: A Public Hearing was conducted on March 23, 2010. The public outreach process, conducted during February and March, included 15 community meetings, 6 open houses, and 6 Parkland Hospital meetings.</li><li>• 1Q10: Status briefing to the Planning Committee and Service Planning Committee.</li><li>• 4Q9: Route alternative briefings were conducted at the Managers' Forum in August and September; the Service Planning Committee and the Route Monitoring Task Force were briefed in September.</li><li>• 3Q9: A SP&amp;S Dept. Managers' Forum was held June 8, 2010.</li><li>• 2Q9: The scope and project schedule was developed.</li></ul>

**Issues** • None.

**Schedule**

- Jan. 26, 2010: Planning Committee request for Public Hearing
- Feb. 9, 2010: Board Call for Public Hearing
- Feb - March, 2010: Public Meetings and Open Houses
- March 23, 2010: Conducted Public Hearing
- April 27, 2010: Planning Committee approval.
- May 11, 2010: DART Board Approval
- July 17, 2010: Bus Operator Training Workshop briefing.
- July 29, 2010: Transportation supervisors' briefing.
- October 13, 2010: Customer Service supervisors' briefing.
- Dec. 6, 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

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

### Issues

- During 1Q11, the selection of a new vendor for renewal of the new contract for the slab program was being evaluated. This negatively impacted slab and shelter placement. Placement of 60 solar shelters diverted staff resources available for shelters.
- Work continues on ADA projects to facilitate passenger displacement from Paratransit (e.g. Garapan and Illinois on an obstructed sidewalk). Every Paratransit passenger migrated to regular bus routes saves DART over \$50 per trip,
- Joint development work continues with private non-profit corporations, and member cities (most recently the City of Carrollton) to build in accessibility to fixed-route service.
- Talks continue with City of Dallas on sidewalk projects, with Lighthouse for the Blind on a boarding area re-design, and on a reconstruction of Bishop Ave. to include bikeways and shelters—the first such project in Dallas.
- Contactor billing issues were discussed and resolution awaiting early January meeting.

### Schedule

- FY 2011: Continue installation of shelters under federalized contract. Approximately 44 single shelter units per quarter will be installed (new and replaced).

# Construction & Installation of Standard Shelters

Service Planning  
and Scheduling

---

**Project Manager(s)** Ruth Cooper

**Strategic Plan  
Consideration** Improve Customer Satisfaction  
Manage System Growth

**Description** The purpose of the project is to implement a pilot program at the North Carrollton/Frankford and Parker Road Rail Stations to determine how practically, equitably, and feasibly to charge for parking for the purposes of demand management, revenue enhancement, and protection of member city residents that park at DART rail facilities.

**Accomplishments**

- 1Q11: Prepared procurement plan. Solicitation scheduled to be put out to bid in January 2011. RFI responses received and comments and questions informed subsequent RFP process.
- 4Q10: Delivered final scope of work to Procurement and initiated RFI/RFP solicitation process
- 4Q10: Board Approved Maximum Rates
- 4Q10: Hearing Held on Maximum Rates
- 4Q10: Board Approved Demonstration Project and Calls for Public Hearings on Maximum Rates
- 3Q10: Staff briefs Planning Committee on Paid Parking Demonstration Project

**Issues**

- Hefty gas price increases are again putting pressure on end-of-the-line parking at stations such as Parker Rd. and Carrollton/Frankford.
- Information on space availability may be available in advance to motorists in the North Central Corridor as part of the Integrated Corridor Management Project.
- Customer response to charging at select lots will result in some loss of system ridership and some diversion to non-charging lots.
- High and low estimates of revenue result from how conservative these assumptions are.
- The dividing line between which services continue to be DART's responsibility and which become the contractor's must be carefully planned.
- RFI will gauge contractor interest and allow questions and input before the RFP process is launched, saving time in the long run.
- Launching of program during a period of weak ridership, low gas prices and lots of extra parking lot capacity may delay opportunity for optimal financial results.

# Paid Parking Demonstration Program

**Service Planning  
and Scheduling**

- This is a revenue-generating contract and involves the expenditure of “NO DART” funding.

## **Schedule**

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

## **Project Manager(s)**

Todd Plesko/Rob Parks

**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**

- 1Q11: NCTCOG has approved program funding at 45%. The participant fee was increased from 45% to 55%.
- 4Q10: Vanpool ridership up 3.2% from previous year (Up 5 Vanpool groups from previous year).
- 3Q10: Vanpool ridership up 3.6% from previous year (Up 7 Vanpool groups from previous year).
- 2Q10: Vanpool ridership up 12% from previous year (Up 9 Vanpool groups from previous year).
- 2Q10: Successfully awarded 4-year contract with 1-year option with current vendor EAN Holdings (AKA Enterprise).
- 1Q10: Vanpool ridership up 10.8% from previous year (Up 28 Vanpool groups from previous year).
- 4Q9: NCTCOG has approved vanpool program funding at 45% for FY10.
- 4Q9: Vanpool fleet up 18% from previous year (30 more than previous year).
- 

**Issues**

- 4Q10: Currently working on funding scenarios with the NCTCOG. We are anticipating that the NCTCOG continues to fund the program at 45% (pending).
- 3Q10: Vanpool Contract: Enterprise has requested a 60 extension on deliverables (vans). No negative impact on service expected. 50% of the fleet has been delivered.
- 3Q10: Minor spec discrepancies noted on new vans delivered. Contracting is re-negotiating the spec changes. No negative impact on program expected.

---

### Schedule

- 1Q11: Marketing is developing a vanpool marketing campaign to push/attain vanpool goal in FY11.
- 4Q10: Vanpool program will increase the monthly lease price of vanpools in the first quarter of FY11 to comply with cost cutting goals. Date and amount dependent of the NCTCOG's contribution, pending further disposition.
- 3Q10: Transition of new vanpool fleet extended to July 2010.
- 3Q10: Transition of new vanpool fleet projected to be completed by 31 May 2010.
- 2Q10: Executing new vanpool contract and deliverables.
- 2Q10: Vanpool Contract award recommendation will be presented to the Board during the Planning Committee meeting January 26, 2010.
- 1Q10: NCTCOG/DART Vanpool ILA for Vanpool funding to be presented to the Board Planning Committee October 27, 2009.

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

---

<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	<p>DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas or areas that will not be served by rail for the next 15-20 years. Implementing enhanced bus corridors will allow for increased bus ridership and reduce travel time by minimizing the following various forms of delay:</p> <ul style="list-style-type: none"><li>• General congestion</li><li>• Traffic signals</li><li>• Obstruction by other vehicles turning right</li><li>• Passenger stops</li></ul>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1Q11: Completed Tier I Analysis.</li><li>• 1Q11: Begin Tier II Analysis.</li><li>• 4Q10: Developed Enhanced Bus corridor map.</li><li>• 4Q10: Developed and conducted survey for member cities that have at least of one enhanced bus corridor. Completed bus stop ridership and density data analysis and conducted focus group meetings.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• None at this time</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 1Q11: Consultant will complete project schedule, complete corridor survey and analysis, and complete Phase I of Enhanced Bus Corridor rankings.</li><li>• 2Q11: Complete final phase of Enhanced Bus Corridor rankings and complete Enhanced Bus report.</li></ul>
<b>Project Manager(s)</b>	Rob Smith/Jennifer Jones



# FY 2011 Score Card

## Five-Year Action Plan

### Service Planning and Scheduling

Objectives	Services	Activities
<b>INCREASE RIDERSHIP</b>		
<ul style="list-style-type: none"> <li><b>Expand Services</b></li> </ul>	Green Line	Fixed-route ridership showed some improvement in the first quarter. Total Bus, Light Rail and TRE ridership increased by 0.9 percent on the strength of the Green Line expansion. Bus system ridership increased very slightly, Light Rail ridership was up 3.7 percent for the quarter and TRE ridership remained weak, decreasing by 7.7 percent. The Green Line expansion caused a 17.2 percent increase in December.
	Feeders to Transit Centers and Stations	The Green Line Bus Feeder Plan was implemented on December 6. Strong ridership was observed on many of the restructured routes. Rail Feeder route ridership increased by 45.9 percent in December as a result of the shift of many former Local route riders and the attraction of new riders to the Green Line feeder routes. Work continued on development of the Orange Line Feeder Plan and other service changes that will be implemented in FY 12 and FY 13.
<ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul>	Improved Passenger Support Facilities	The Standard Shelter Program included the installation of approximately 54 shelters in the 4th quarter 2010. 204 shelters have been installed under the contract in FY 2010. All new shelters will be installed with solar lighting.
<b>IMPROVE COST EFFECTIVENESS</b>		
<ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>		
	DART On-Call Non-Traditional service	Ridership on Flex routes was up by about 0.5 percent in the first Some minor modifications to the North Dallas On Call service are being considered for FY 2011
	New DART On Call programs: flexible routes and late night/weekend services	FLEX services have been relatively constant in the past couple of years; planning work is under way for FLEX changes that would be implemented in FY 12 and FY 13.
	Site-specific Shuttles	DART will continue to partner with employers to provide innovative transit connections between the DART system and potential trip generators. No additional changes to report so far for FY 11.
	Non-Traditional Vanpool Service (E-Shuttle)	Vanpool requests are starting to increase, aided by improvements in the economy and slight gasoline price increases. As of the end of Q1 over 180 vans were in operation.
	Service Changes	Service changes for FY 2011 were implemented on December 6th, including extension of the Green Line LRT, significant rail schedule changes, and a major bus service restructuring. Staff worked on relatively minor changes planned for September 2011.

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

This document is the 1st Quarter FY 2011 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through December 31, 2010, 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

# TABLE OF CONTENTS

Acronyms.....	RPD-i
Scope.....	RPD1
<b>LRT BUILDOUT - PHASE I</b>	
Map .....	RPD5
Summary Control Schedule .....	RPD6
Cost / Schedule Summary .....	RPD7
Northeast Corridor Facilities	
Line Section G-2 .....	RPD10
North Central Corridor Facilities	
Line Section NC-3 .....	RPD11
Vehicles.....	RPD12
Facilities - Six-Month Look Ahead .....	RPD13
Change Control Summary.....	RPD14
<b>LRT BUILDOUT - PHASES II &amp; III</b>	
Map .....	RPD15
<i>LRT Buildout - Phase IIA</i>	
Summary Control Schedule .....	RPD16
Cost / Schedule Summary .....	RPD17
Real Estate .....	RPD19
Construction Manager/General Contractor-I (CM/GC-I) .....	RPD20
Track Materials Procurement for CM/GC-I Construction .....	RPD25
Construction Manager/General Contractor-III (CM/GC-III) .....	RPD26
Northwest Rail Operating Facility .....	RPD31
Track Materials Procurement for Northwest Corridor & NWROF .....	RPD32
Systems - Traction Power Substations.....	RPD33
Systems - SCS/OCC Modifications .....	RPD34
Systems - Fare Collection Equipment.....	RPD35
Systems - Passenger Emergency Calls (PECs) .....	RPD36
Vehicles - SLRV Retrofit.....	RPD37
Vehicles - New SLRV Procurement .....	RPD38
Systems Integration.....	RPD39
Closed-Circuit Television (CCTV) System .....	RPD40
NW-2 Additional Betterments & Love Field West Area Improvement .....	RPD42
Facilities - Six-Month Look Ahead .....	RPD43
Change Control Summary.....	RPD44
<i>LRT Buildout - Phase IIB</i>	
Summary Control Schedule .....	RPD45
Cost / Schedule Summary .....	RPD46
Irving Corridor Facilities .....	RPD47
Track Materials Procurement for Irving Corridor.....	RPD50
DFW Corridor Facilities .....	RPD51
Rowlett Extension Facilities .....	RPD52
Track Materials Procurement for Rowlett Extension.....	RPD55
Systems - Traction Power Substations.....	RPD56
Systems - SCS/OCC Modifications .....	RPD57

# TABLE OF CONTENTS

Systems - Fare Collection Equipment.....	RPD58
Systems - Passenger Emergency Calls (PECs).....	RPD59
Vehicles - 23 Option Vehicles (New SLRV Procurement) .....	RPD60
Systems Integration.....	RPD61
Level Boarding Modifications for Outlying Stations.....	RPD62
Facilities - Six-Month Look Ahead .....	RPD63
Change Control Summary.....	RPD64
<i>LRT Buildout - Phase III</i>	
Dallas Central Business District (CBD) D2 Alignment.....	RPD65
<b>COMMUTER RAIL</b>	
Summary Working Schedule .....	RPD66
Cost Summary.....	RPD67
Belt Line Road Grade Separation .....	RPD68
Double Tracking at Market Center Blvd. (Lisa-Perkins).....	RPD69
Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects .....	RPD70
Valley View to West Irving Double Tracking .....	RPD71
Track Materials Procurement for TRE Valley View Project.....	RPD72
Six-Month Look Ahead .....	RPD73
Change Control Summary.....	RPD74
<b>ADDITIONAL CAPITAL DEVELOPMENT</b>	
Summary Working Schedule .....	RPD75
Cost Summary .....	RPD76
Unity Plaza.....	RPD77
North Central Tunnel Delamination Repair & Monitoring.....	RPD78
Bryan/Hawkins Junction (CM/GC-I).....	RPD79
Track Materials Procurement - Bryan/Hawkins Junction (CM/GC-I).....	RPD80
Thanks-Giving Square Rail Replacement.....	RPD81
Lake Highlands Station.....	RPD82
Valencia Development (Midtown Blvd. Crossing).....	RPD84
DART Police Facilities .....	RPD85
Frankford Station Additional Parking.....	RPD87
CBD/Traffic Signal Priority (TSP) System .....	RPD88
Agency-Wide Radio & Related Communications Systems Replacement .....	RPD90
Cotton Belt Corridor Facilities.....	RPD92
Six-Month Look Ahead .....	RPD93
Change Control Summary.....	RPD94

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

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

# SCOPE OF PROJECTS

---

## **LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I**

---

The LRT Buildout Phase I consisted of approximately 24 miles of light rail transit lines extending northeast to Garland (Northeast Corridor) from the Mockingbird Station and north to Plano (North Central Corridor) from the Park Lane Station. The construction of this 24-mile system included contracts for: facilities construction for each line section (station and guideway construction), systemwide track installation, systemwide landscaping/amenities, systems installation (traction electrification, signals, communications, and fare collection), and vehicle procurement. Phase I also included expansion of the existing Service & Inspection (S&I) Facility (completed July 2002), construction of the Vehicle Acceptance Facility (VAF - completed August 1999), and finishout of Cityplace Station (completed December 2000). Buildout Phase I related projects (funded by FFGA Amendment 10) included Bush Turnpike Station (completed December 2002), Parker Road Station Phase II Parking (completed August 2002), Walnut Hill Parking (completed December 2006), S&I Phase II Expansion (completed November 2006), and Parker Road Parking Expansion (completed October 2009).

### **Current LRT Buildout Phase I Related Projects:**

#### **Purchase of 20 LRVs**

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

## **LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II**

---

The LRT Buildout Phase II consists of approximately 46.3 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:**

#### **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; 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**

---

**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 DART Southeast 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 (Midtown Blvd. Crossing)**

This project will provide a new at-grade crossing on North Central Corridor Line Section NC-3 at Midtown Blvd., 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.

**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.

**Cotton Belt Corridor Facilities**

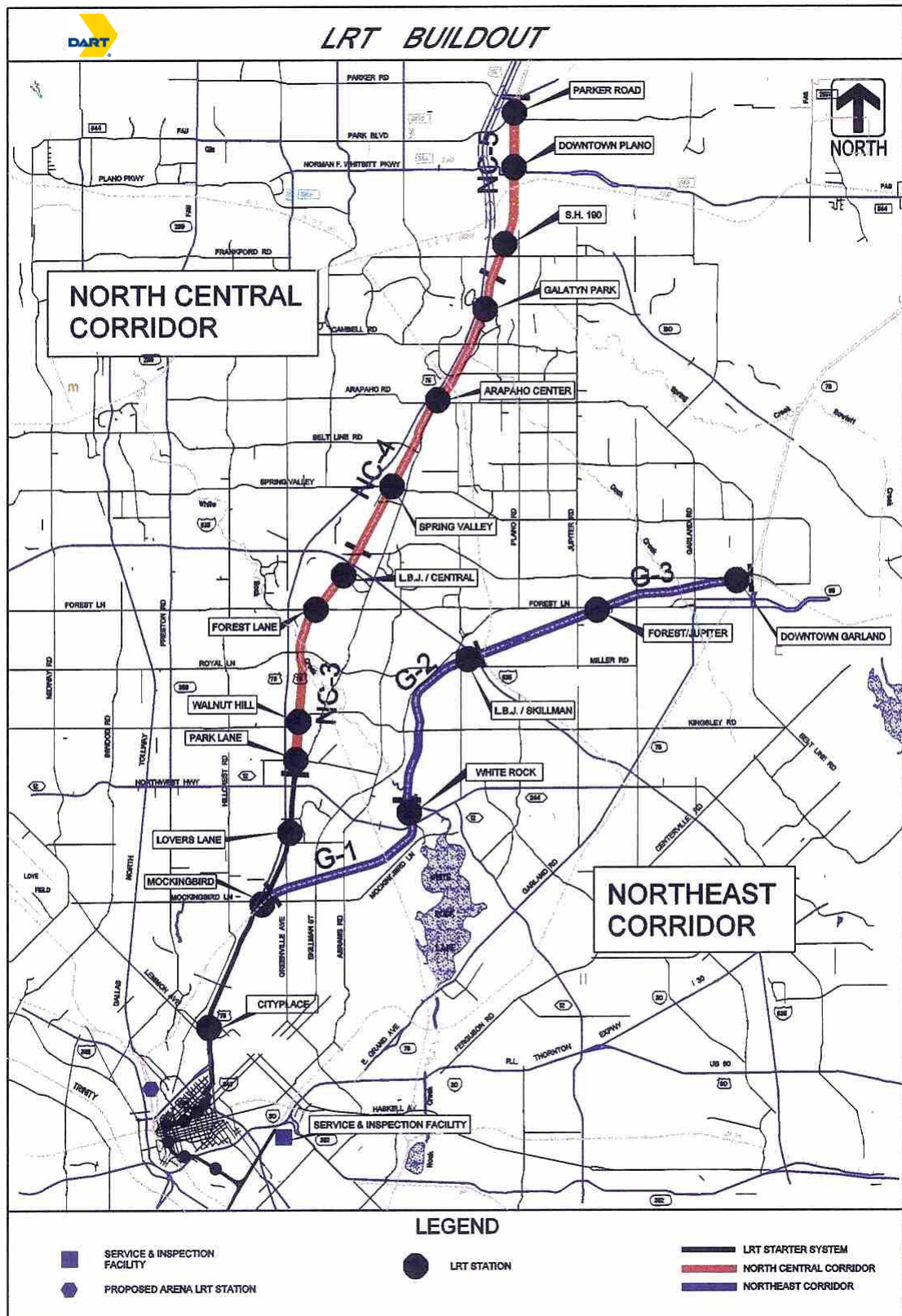
The 26-mile long, regional rail Cotton Belt Corridor extends from DFW International Airport (DFWIA) through the northern portion of the DART service area to the existing DART Red Line, passing through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano, with nine proposed stations along the way.

# LRT Buildout

## Phase I





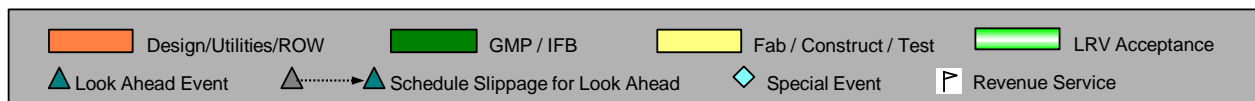
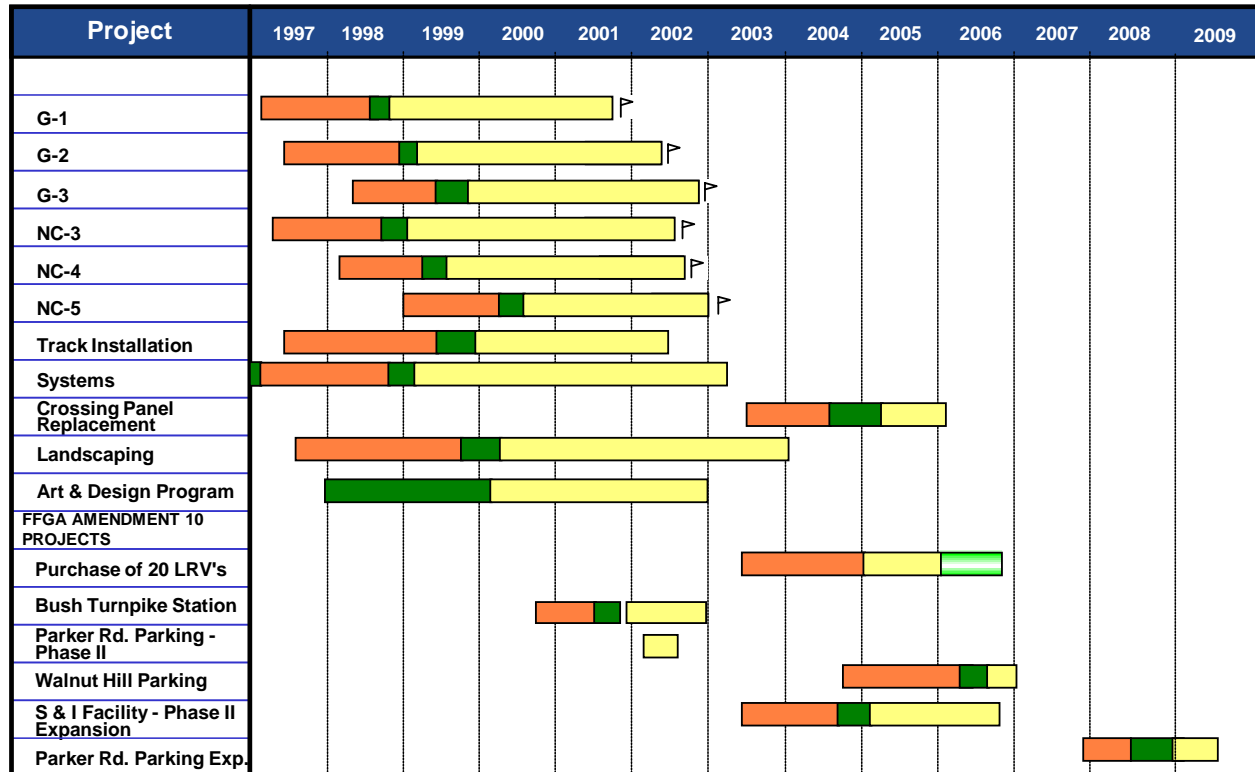


# Summary Control Schedule

## LRT Buildout Phase I

### LRT Buildout Phase I Summary Control Schedule

12/31/10



# Cost/Schedule Summary

## LRT Buildout Phase I

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

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 11/30/10, 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

<b>LRT BUILDOUT PHASE I RELATED PROJECTS</b> <b>(FFGA Amendment 10)</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment<sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
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	60.6	60.3
Parker Road Station Parking Expansion <sup>(3)</sup>	2.3	2.0	2.0
<b>Total</b>	<b>\$111.5</b>	<b>\$107.7</b>	<b>\$107.3</b>

1) Committed values reflect activity through 12/31/10.

2) Expended to date values reflect activity through 11/30/10, as reported on DART's General Ledger.

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

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

1) Expended to date values reflect activity through 12/31/10, 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

#### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

#### Description

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

#### Status

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

#### Issues

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

The matters 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.

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

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

The matter has reached final disposition. The contractor filed an appeal of the decision in Federal Court.

# North Central Corridor Facilities

## Line Section NC-3

### LRT Buildout Phase I

#### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

#### Description

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

#### Status

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

#### Issues

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

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Twenty additional vehicles have been purchased under the option clause of the current contract, bringing the total purchased to date to 115.
<b>Status</b>	All 20 LRVs are in revenue service. Kinkisharyo 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. The Electro Magnetic Interference (EMI) report was received and additional data collection was required. Data was collected by Kinkisharyo during the first week in October 2010, and a revised report has been received and is undergoing review and comment by DART.
<b>Issues</b>	None









# Facilities - Six-Month Look Ahead

## LRT Buildout Phase I

### LRT Buildout Phase I Six Month Look Ahead

12/31/10

Project	2011					
	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	(note e) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2010)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note d	
Professional Services	LRV Management C-97000131	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	78%	Through SA #14, AWP05 Accounting Closeout is Pending
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
North Central Corridor	Parker Rd. Parking Expansion C-1015568-01	Omega Contracting, Inc	\$1,778,830	\$88,941	\$1,867,771	\$88,931	\$1,867,761	\$10	100.0%	100%	Closed
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Itochu	\$58,666,378	\$1,333,622	\$60,000,000	\$249,072	\$58,915,450	\$1,084,550	19%	96%	Through SA-018
TOTALS:			\$151,909,958	\$10,462,198	\$162,372,156	\$2,522,008	\$154,431,966	\$7,940,190			

Legend: % Contingency >= 70%

Notes:

- The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.
- 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.
- The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.
- Percent contract complete based on work in place value.
- The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



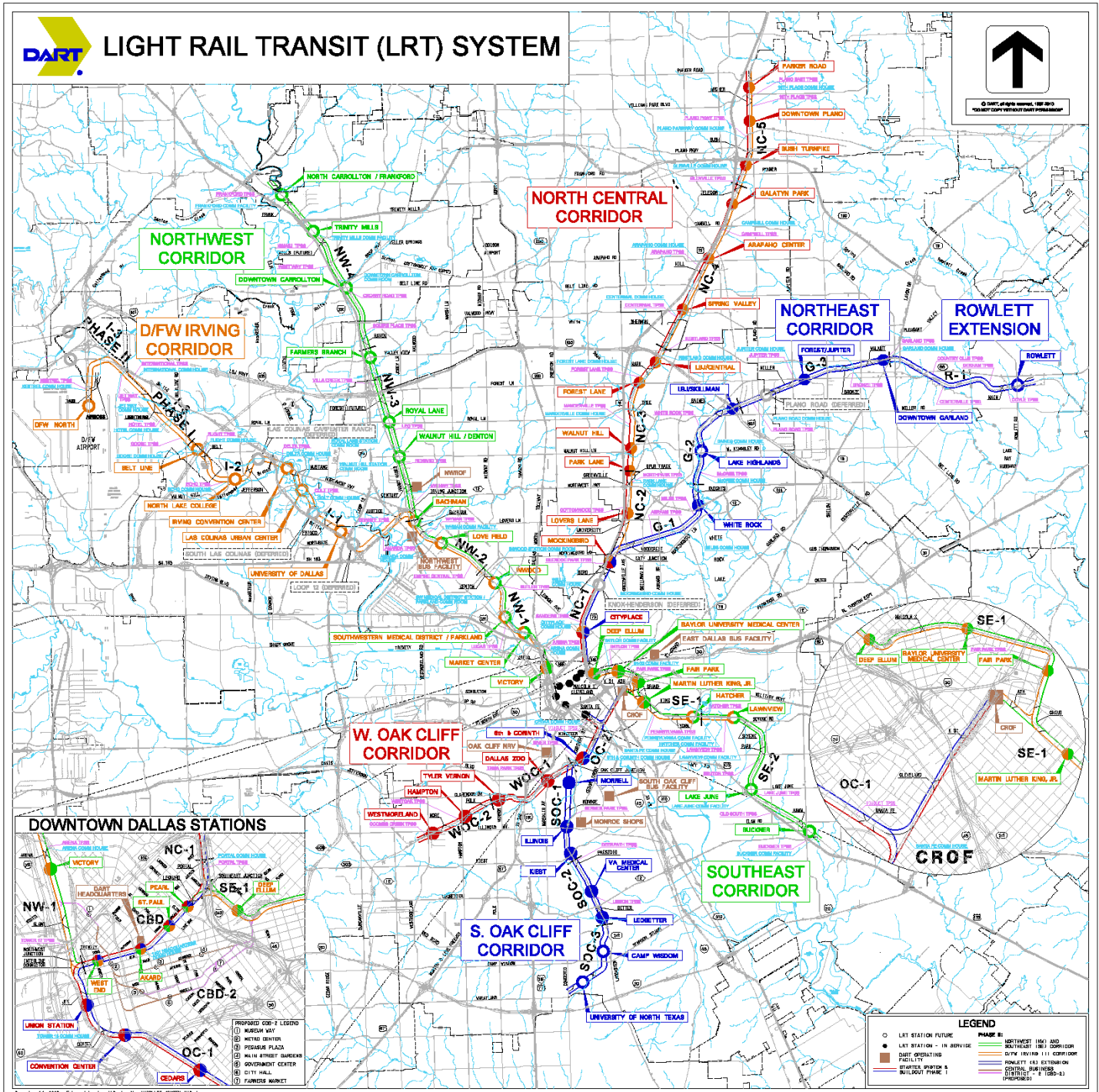
# LRT Buildout

## Phases II & III





## LRT Buildout Phases II & III





## Phase IIA

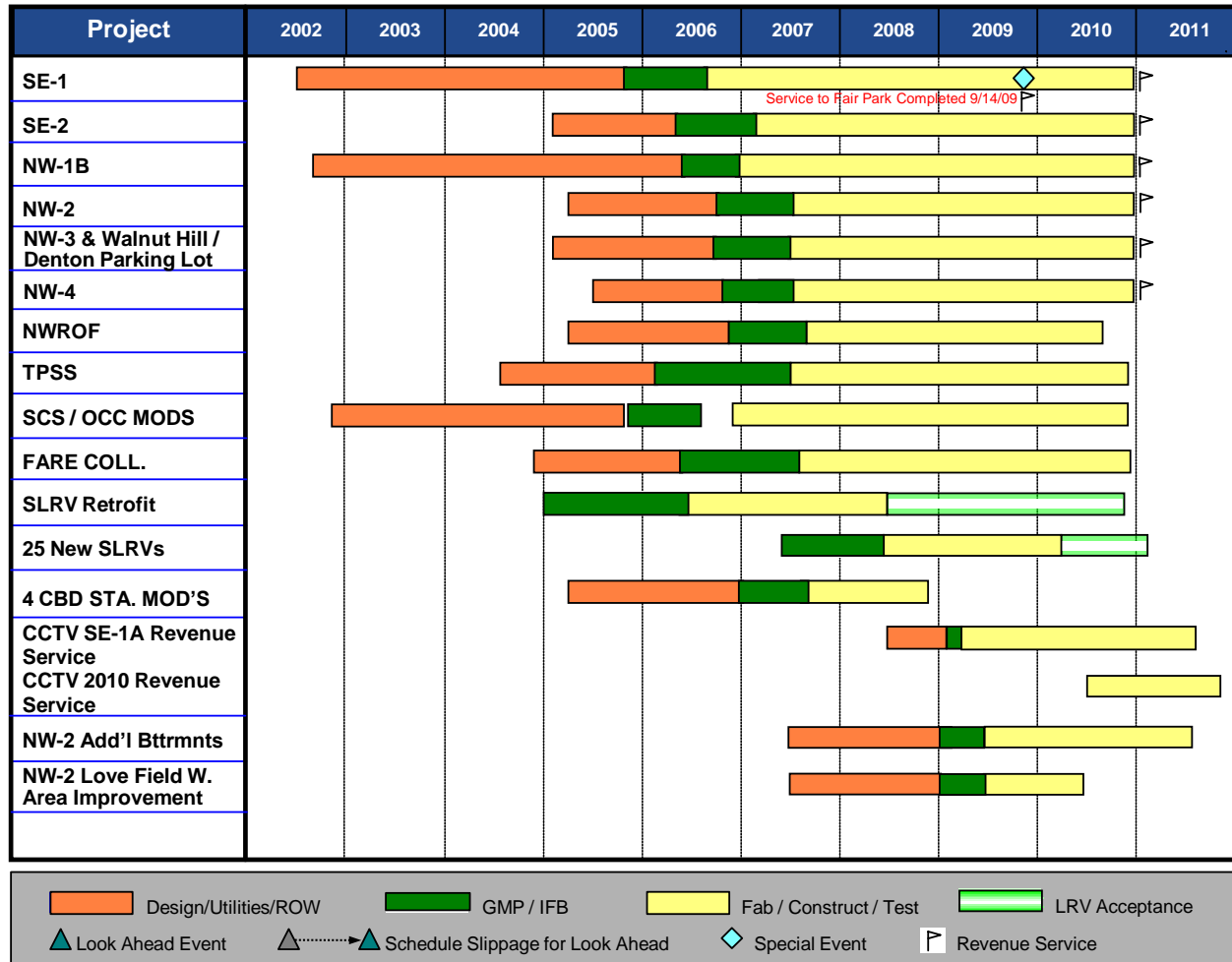


# Summary Control Schedule

## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Summary Control Schedule

12/31/10



# Cost/Schedule Summary

## LRT Buildout Phase IIA

<b>LRT BUILDOUT PHASE IIA</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
General Phase IIA	\$ 132.8	\$ 115.9	\$ 109.5
Southeast-1	215.2	216.5	211.6
Southeast-2	171.7	170.9	169.4
Northwest-1B	165.3	165.0	164.1
Northwest-2	185.0	182.1	172.7
Northwest-3	247.8	249.5	234.9
Northwest-4	254.3	260.2	245.8
NWROF	66.6	65.2	64.7
Systems	84.1	81.3	69.2
Vehicles	239.1	238.8	211.2
Raise & Extend 4 CBD Stations	6.8	6.5	6.5
Phase IIA – CCTVs	8.9	4.3	1.9
NW-2 Additional Betterments	1.0	0.4	0.4
Love Field West Area Improvement	3.4	2.3	2.3
<b>LRT Buildout Phase IIA Total</b>	<b>\$1,782.0</b>	<b>\$1,758.9</b>	<b>\$1,664.2</b>

1) Committed values reflect activity through 12/31/10.

2) Expended to date values reflect activity through 11/30/10, as reported on DART's General Ledger.

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

# Cost/Schedule Summary

## LRT Buildout Phase IIA

### SCHEDULE SUMMARY

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

---

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Acquisition of property required for construction of the LRT Buildout.
<b>Status</b>	<u><b>Northwest Corridor</b></u> Real estate acquisition for this corridor is complete.  <u><b>Southeast Corridor</b></u> Real estate acquisition for this corridor is complete.  <u><b>Northwest Rail Operating Facility (NWROF)</b></u> Real estate acquisition for this facility is complete.
<b>Issues</b>	Real estate issues are addressed in individual line section reports.

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

**Line Section SE-1** extends southeasterly from near Bryan Street to Hatcher Street on City of Dallas, TxDOT, and DART rights-of-way (ROWs). This section makes up 4.4 miles of the 10.5 miles of the entire Southeast Corridor. There are five stations in this line section: Deep Ellum Station, located on Good Latimer Ave. between Swiss Ave. and Gaston Ave; Baylor University Medical Center Station, located in front of Baylor Hospital; Fair Park Station, located in front of the main Fair Park entrance; J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station, located at the existing J.B. Jackson, Jr. Transit Center; and Hatcher Station, located at Scyene and Hatcher crossing.

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

**Line Section NW-1B** extends northwesterly from Hi Line Drive to Inwood Road on the former Union Pacific railroad alignment. This section makes up 2.8 miles of the 16.3 miles of the entire Northwest Corridor. There are three stations in this line section: Market Center Station, located at Harry Hines Blvd. between Vagas and Wycliff Avenue; Southwestern Medical District (SWMD)/Parkland Station, located near Motor Street; and Inwood/Love Field Station, located at Inwood Road and Denton Drive.

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

### Status

#### Line Sections SE-1 and SE-2

Revenue service began on September 14, 2009, from Victory Station (NW-1A) to MLK Station (SE-1A). SE-1A punch list work is nearing completion, only one item remains.

SE-1B and SE-2 punch list work is ongoing; 10 items remain. Turnover to Operations for SE-1B and SE-2 occurred on October 22, 2010.

#### Line Section NW-1B

Turnover to Operations occurred on November 22, 2010. Punch list work continues.



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

**LRT Buildout  
Phase IIA**

**Status (continued)** Delivery and installation of artwork reproductions from 3Form for windscreens at SWMD/Parkland and Market Center stations is complete.

**Issues** **Line Section NW-1B**

Parkland requested that the new Parkland Boulevard not be constructed beyond the Motor Street (Medical District) connector due to their master planning efforts. The master plan sequence of their construction may be problematic to bus, car, and pedestrian access to the station. DART, Parkland Hospital, TxDOT, and City of Dallas are working together to continue accessibility to the DART station throughout their construction.

Track alignment has been a concern for this line section. The contractor has removed and replaced plinths to correct the situation. This activity has been completed, but documentation of final geometry is outstanding.

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

**LRT Buildout  
Phase IIA**



**SE-1: Hatcher Station**

**SE-2: Lawnview Station**







**SE-2: Lake June Station**

**SE-2: Buckner Station**



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

**LRT Buildout  
Phase IIA**



**NW-1B: Market Center Station**



**NW-1B: SWMD/Parkland Station**

**NW-1B: Super Saturday at Inwood/ Love Field Station**



# Track Materials Procurement for CM/GC-I Construction

**LRT Buildout  
Phase IIA**

**Board Strategic Priority** II: Manage System Development & Maintain Infrastructure

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

**Status** **Line Sections SE-1, SE-2, and NW-1B**  
Contracts for concrete ties and special trackwork are in closeout.

**Issues** None



### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

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

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

### Status

#### Line Section NW-2

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

Certificate of occupancy has been received for Bachman Station. A temporary certificate of occupancy has been received for Burbank Station, and the final is pending sign-offs. Punch list work is in progress.

#### Line Section NW-3

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

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

**LRT Buildout  
Phase IIA**

**Status (continued)** Certificates of occupancy have been received for all stations in Line Section NW-3. Punch list is in progress.

**Line Section NW-4**

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

Certificate of occupancy was granted at Trinity Mills and Downtown Carrollton stations for the first annual Carrollton track festival in October 2010. Certificate of occupancy was received for North Carrollton/Frankford Station in November 2010.

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

Contractor delays due to weather and utilities are in negotiation.

**All Line Sections**

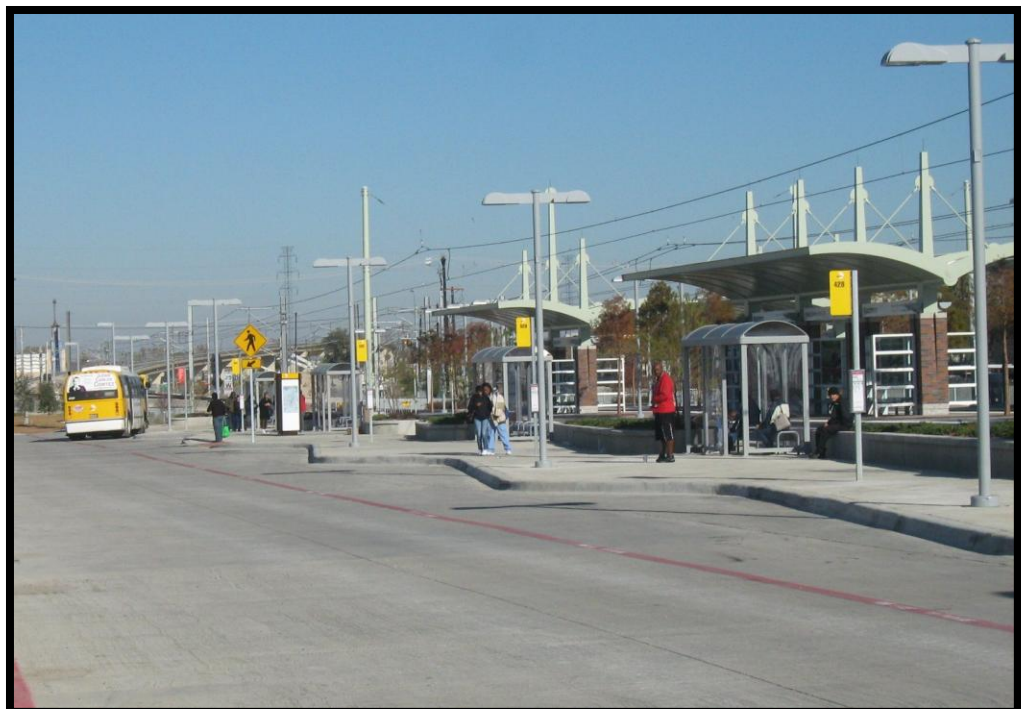
Coordination between follow-on contractors, with detailed checklists and turnover plans, as well as Systems Integration support is complete.





**NW-2: Burbank Station**

**NW-2: Bachman Station**



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

**LRT Buildout  
Phase IIA**

**NW-3: Walnut Hill/Denton Station**



**NW3: Royal Lane Station**

**NW-3: Farmers Branch Station**





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

LRT Buildout  
Phase IIA

**NW-4: Super Saturday at  
Downtown Carrollton Station**



**NW4: Trinity Mills Station**



**NW-4: N. Carrollton/Frankford Station**

# Northwest Rail Operating Facility

## LRT Buildout Phase IIA

### Board Strategic Priority

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

### 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

New temporary building certificates were received for NWROF.

#### Lot 1 – Base Contract

At the S&I building, electronic as-builts have been accepted. The closeout process continues and punch list work is complete.

#### Lot 2 – Trackwork

Contract closeout continues, pending electronic as-built drawing.

#### Lot 3 – Systems

Area has been turned over to the end-user. Contractor continues working on punch list items (98% complete), including O&M manuals, training, and as-builts. The closeout process continues.

#### Lot 4 – WSA Building & Parking Area

Contractor is working on punch list items (94% complete), O&M manuals, training, and as-builts. The closeout process continues.

#### Lot 9 – Car Hoist

Contract closeout is pending final payment.

### Issues

Temporary Certificate of Occupancy has been received but the final is pending. DART is awaiting approval of the vehicle contractor's trailers with the City of Dallas in order to obtain the final Certificate of Occupancy.

# Track Materials Procurement for Northwest Corridor & NWROF

**LRT Buildout  
Phase IIA**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	<u><b>Line Sections NW-2, NW-3, and NW-4</b></u> Contract closeout is nearing completion.
<b>Issues</b>	None

# Systems - Traction Power Substations

## LRT Buildout Phase IIA

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<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>
<b>Status</b>	<p>Notice to Proceed was issued to Siemens Transportation Systems, Inc., on June 29, 2007.</p> <p>Twenty-four (24) of the substations required for Line Sections SE-1A/B, SE-2, NWROF, NW-1, 2, 3, &amp; 4 have been delivered to the sites. Substantial completion certificates have been issued for 24 TPSSs.</p> <p>Electronic as-built drawings have been approved. Individual TPSS spare parts have been delivered to each TPSS; contractor is waiting on delivery instructions from DART on systemwide spare parts. Punch lists are 99% complete.</p> <p>Contract closeout continues.</p>
<b>Issues</b>	None

# Systems – SCS/OCC Modifications

## LRT Buildout Phase IIA

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

### Status

As of the end of December 2010, 714 submittals have been received, with 705 returned to the contractor. No RFIs have been received from the contractor for this period.

Systems integration testing has been completed on Line Section SE-2. Systems integration testing also has been completed on Line Sections NW-2, NW-3, and NW-4 except for Communications House testing, which is in progress.

The SCS/OCC contractor has completed 96% of the testing on NW-2, NW-3, and NW-4 for Signal and TPSS communications.

### Issues

Based on the schedule, the contract is 98% complete and trending late for required submittals projected.

SCS/OCC contractor cannot complete some testing on Communications Houses for NW-2, NW-3, and NW-4 due to pending CM/GC-III contractor punch list items.



# Systems – Fare Collection Equipment

**LRT Buildout  
Phase IIA**

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	Seventy-five (75) of the 85 replacement TVMs have been installed. The remaining 10 TVMs will be installed after the Green Line (Phase IIA) is complete. All Green Line TVMs are installed. New software is expected in January 2011.
<b>Issues</b>	Software issues are slow to be corrected.

# Systems - Passenger Emergency Calls (PECs)

**LRT Buildout  
Phase IIA**

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.
<b>Status</b>	All SE-1, SE-2, NW-1B, NW-2, NW-3, NW-4, and Lake Highlands Station PECs have been tested and completed.
<b>Issues</b>	None

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	<p>At the end of October 2010, all 115 SLRVs were in revenue service.</p> <p>Kinkisharyo is working with DART to finalize the LRV spare parts in DART’s inventory that need to be converted to SLRV parts. Once identified, Kinkisharyo will modify these components as a part of the retrofit contract.</p>
<b>Issues</b>	None

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### 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. Based upon DART's LRT operational adjustments that will be implemented in December 2010 with the Green Line opening, peak service headway modifications will eliminate the need for the 25 new SLRVs to be completed to support the revenue operations. These 25 SLRVs will be used as spares to support revenue operations and will be needed to satisfy the daily pull-out car count should the Agency be able to reduce LRT headways again in the future.

### Status

Manufacturing of the base order for 25 SLRVs is nearing completion. As of the end of December 2010, 17 SLRVs have been conditionally accepted.

### Issues

Kinkisharyo encountered problems with the function of the brake actuator assembly, which have now been addressed. Although Kinkisharyo continues to assemble one vehicle per week, safety concerns regarding the function of the SLRV brake system resulted in a delay to the acceptance testing and burn-in operation. As a result of this delay and due to the timeframe and resources required to perform acceptance testing and burn-in, it is anticipated that the 25 SLRVs will not be conditionally accepted until mid-February 2011.

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Integrate systems operation for LRT Buildout Phase IIA (Green Line).
<b>Status</b>	<p>Safety and Security Certification Checklists have been prepared for certifiable elements and construction certification has been completed for all Green Line segments.</p> <p>Integrated testing and start-up for Line Sections SE-1B, SE-2, NW-1B, NW-2, NW-3, NW-4 and NWROF are complete, and the Green Line opened for revenue service as scheduled on December 6, 2010.</p>
<b>Issues</b>	None

# Closed-Circuit Television (CCTV) System

## LRT Buildout Phase IIA

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

This project is defined in two parts. **Part 1** 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

The following stations have been installed: Akard, Morrell, Kiest, VA, Illinois, Pearl, St. Paul, West End, Deep Ellum, Baylor, Fair Park, MLK, White Rock, LBJ/Skillman, and Forest/Jupiter. Seven have been substantially completed and one (St. Paul) has been finally accepted. CBD and Green Line stations will require optimization rework to conform to video coverage requirements. Convention Center and Union Station are in progress.

### Issues

The contractor (Calence) has expressed concern that they are significantly over budget and will not be able to complete the project with the remaining budget. Executives have removed a hold on ordering any equipment required for station installations and installation work has restarted after a 4-6 week period.

DART Police has identified issues with coverage and conformance to required video quality requirements at installed stations. A contract modification was made to clarify coverage requirements. The contractor is optimizing designs and installations at deficient stations to satisfy contract coverage requirements.

The contractor’s Central Monitoring Location (CML) hardware and software design is not adequate to support video display on the required five wall-mounted monitors plus an additional monitor added in Supplemental Agreement No. 4 and will need to be redesigned. Technical issues with the CCTV management software (VSOM) have been identified (loss of archives, client connection failures, clip download issues) and are expected to be resolved by upgrading hardware and software and reconfiguring architecture.

Convention Center, Union, and Cedars stations will need fiber optic cable installed between station Communications Interface Cabinets (CICs) and nearby communications houses in order to connect all camera feeds to the network storage servers located at the OCC. A change request has been opened to add this work to the contract and a quote has been requested.



# Closed-Circuit Television (CCTV) System

## LRT Buildout Phase IIA

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

The contractor has not met scheduled start/completion dates and has not adequately updated and managed the schedule. Most recent schedule update provided by the contractor indicates project completion in late October 2011. A Letter of Concern was sent to the contractor this month requiring a formal recovery schedule and accurate monthly updates.

In order to provide adequate coverage of required areas, conduit must be added at most stations. Depending on the extent of these additions, the project contingency funds may not cover all changes and time could be a factor. Over \$113,000 has been applied to conduit changes for the seven grant-funded Blue Line stations alone.

The contractor is requesting four to six flagger crews and multiple DART Communications Systems Maintenance technicians, which is more than can be supported by DART.

DART Maintenance and/or Amenities have been requested to revise some station conditions in order to achieve optimal camera views. These include trimming or removing tree foliage blocking CCTV cameras and facing PEC units and TVM machines in the same direction to allow a single camera to capture both.

Lake Highlands camera feeds (28 total – furnished, installed, and tested by the Lake Highlands contractor) are required to be networked and integrated into the existing archive and operations server infrastructure at OCC. Calence has expressed concern with other contractor's performing this work on their system which has yet to be turned over to DART. A change to their existing contract will be required to perform this integration and a quote has been requested.

Current quantity of twenty (20) OCC network media (archive) servers appears to be inadequately engineered for the currently estimated total number and types of project cameras. This appears to be the case even with a reduced 14-day archive loop, as currently configured per DART direction. The current statement of work calls for 30-day archive loops. Integration of CCTV camera feeds from five CCTV pilot stations (Garland, Ledbetter, 8th & Corinth, Spring Valley, Zoo), Lake Highlands, Rowlett, and seven Orange Line stations into this project's video recording infrastructure may exceed the scaling limitations of server equipment and software.

# NW-2 Additional Betterments & Love Field West Area Improvement

**LRT Buildout  
Phase IIA**

**Board Strategic Priority** II: Manage System Development & Maintain Infrastructure

**Description** These projects 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** Punch list work is complete. Contract is in closeout.








**Issues** None.









# Facilities - Six-Month Look Ahead

## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Six Month Look Ahead

12/31/10

Project	2011					
	January	February	March	April	May	June
SE-1	SE-1 Project Substantially Complete – Revenue Service began 12/6/10					
SE-2	SE-2 Project Substantially Complete – Revenue Service began 12/6/10					
NW-1B	NW-1B Project Substantially Complete – Revenue Service began 12/6/10					
NW-2	NW-2 Project Substantially Complete – Revenue Service began 12/6/10					
NW-3 & WALNUT HILL / DENTON PARKING LOT	NW-3 Project Substantially Complete – Revenue Service began 12/6/10 Walnut Hill / Denton Parking Lot (Project Substantially Complete 11/24/10)					
NW-4	NW-4 Project Substantially Complete – Revenue Service began 12/6/10					
NWROF	NWROF In-Service began 10/18/10					
TPSS	All TPSS Delivery was completed in December 2009 – Support during testing completed 12/4/10					
SCS / OCC MODS	CSCS Debug/Integrated Testing completed 12/4/10					
FARE COLL.	Fare Collection Equipment installation completed 12/4/10					
SLRV Retrofit (115)	Acceptance Testing on 115 <sup>th</sup> Vehicle began on 10/22/10					
25 New SLRVs	  Begin Acceptance Testing 25 <sup>th</sup> Vehicle					
CCTV – SE-1A & Remaining Stations	Construction Continues  CBD Const. (Pearl Sta)  SE-1A Const Comp  Complete OC-1 Conv Ctr Sta  Complete OC-1 Union Sta.  Complete WOC-1 Const (Tyler Vernon)					
NW-2 Add'l Betterments	Landscape Maintenance / Warranty Continues Lot #1 MS "B" Construction Completed August 05, 2010 (Substantial Completion issued August 05, 2010)					
NW-2 Love Field West Area Improvement	Lot #2 MS "A" Construction Completed June 11, 2010 (Substantial Completion issued August 05, 2010)					

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

# Change Control Summary

## LRT Buildout Phase IIA

### Light Rail Transit Buildout Phase IIA - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	(note e) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note c	Summary of Activity This Period & Comments (December 2010)
Professional Services	GEC C-1002450-01	ACT-21	\$230,975,944	\$347,831	\$231,323,775	\$0	\$230,975,944	\$347,831	0%	86%	
	SDC C-1002803-01	Dallas System Consultants	\$79,162,358	\$101,167	\$79,263,525	\$0	\$79,162,358	\$101,167	0%	89%	
	Systems Integration (SIC) C-1004187-03	AECOM Technical Services	\$70,844,955	\$285,726	\$71,130,681	\$0	\$70,844,955	\$285,726	0%	71%	
	Project Controls (PCC) C-1002450-02	Sunland Engineering	\$13,176,787	\$113,409	\$13,290,196	\$0	\$13,176,787	\$113,409	0%	(Note a) 80%	
	LRV Engineering C-1008146-01	LTK	\$14,572,817	\$74,800	\$14,647,617	\$0	\$14,572,817	\$74,800	0%	61%	
Construction SE1, 2, NW1B	CMGC-1 C-1007571-01	Archer Western/Brunson Caron	\$372,865,538	\$18,219,058	\$391,084,596	\$15,376,234	\$388,241,772	\$2,842,824	84%	99%	Includes Pre construction & construction
Construction NW-2, 3, 4	CMGC-3 C-1009666-01	Archer Western/Herzog	\$476,122,907	\$23,476,522	\$499,599,429	\$4,248,902	\$480,371,809	\$19,227,620	18%	95%	Includes Board authorized increases to base contract
Audited contract values through BR 090036 March 2010											
CBD Raise/Extend	CBD Level Boarding C-1012813-01	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$259,025	\$5,111,308	\$527,541	-96%	100%	
NWROF Construction	Lot 1 C1012392-01	Archer Western	\$65,238,407	\$2,614,517	\$67,414,120	\$1,980,622	\$67,219,029	\$633,895	76%	99%	
	Lot 2 C1012392-02	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$179,478	\$7,516,984	\$132,299	58%	97%	
	Lot 3 C1012392-03	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$179,008	\$11,468,308	\$300,684	37%	100%	
	Lot 4 C-1012392-04	Journeyman	\$8,944,333	\$380,053	\$9,324,386	\$207,689	\$9,152,022	\$172,364	55%	96%	
	Lot 9 C-1012392-05	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	100%	
Track Material Procurement CMGC-1	Lots 3 & 6 C-1009684-02	Progressive Rail Spl Trkwrk/CWR	\$11,754,817	\$352,645	\$12,107,462	-\$117,121	\$11,637,696	\$469,766	-33%	100%	
	Lot 5 C-1009684-03	L.B. Foster Fasteners	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%	
	Lot 4 C-1009684-04	Rocla Concrete Tie Concrete Ties	\$3,202,960	\$96,089	\$3,299,049	\$64,195	\$3,267,155	\$31,894	67%	100%	
Track Material Procurement CMGC-3	Lots 1 & 3 C-1012000-01	VAE Nortrak NW2/3/4 & NWROF/Spl Trkwrk	\$9,459,512	\$472,976	\$9,932,488	-\$293,849	\$9,165,663	\$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	\$13,715	\$5,996,693	\$285,434	5%	100%	
	Lot 4 C-1012000-04	Rocla Concrete Tie Concrete Ties	\$3,361,624	\$168,081	\$3,529,705	\$70,715	\$3,432,339	\$97,366	42%	100%	
	Lot 5 C-1012000-03	Advanced Track Products CMGC-3 Fasteners	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	100%	
Systems	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$28,158,085	\$2,463,395	\$30,621,480	\$661,398	\$28,819,483	\$1,801,997	27%	90%	
	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$4,793,603	\$231,205	\$5,024,808	\$100,500	\$4,894,103	\$130,705	43%	38%	
Vehicle Procurement	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Itochu	\$190,395,824	\$5,989,416	\$196,385,240	\$1,462,141	\$191,857,965	\$4,527,275	24%	99%	
Vehicle	SLRV Procurement (25) C-1013706-01	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$417,263	\$164,791,659	\$4,513,969	8%	86%	
NW-2 Little Denton Drive Betterments & Improvements	LDDIB C-1016241-01	Phillips/May Corporation	\$2,039,333	\$163,147	\$2,202,480	\$57,940	\$2,097,273	\$105,207	36%	85%	
NW-3 Walnut/Denton Parking	WHDSPC C-1018601-01	Phillips/May Corporation	\$1,293,333	\$194,000	\$1,487,333	\$0	\$1,293,333	\$194,000	0%	56%	
Systems Modifications	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$14,003,452	\$1,120,276	\$15,123,728	\$84,692	\$14,088,144	\$1,035,584	8%	79%	
CCTV Equipment - Fixed	CCTV C-1016547-02	Calence, LLC	\$2,468,852	\$246,885	\$2,715,737	\$11,285	\$2,480,137	\$235,600	5%	24%	
Deep Ellum Gateway Art Project	DEGA C-1013454-02	Brad Oldham	\$1,365,000	\$45,045	\$1,410,045	\$39,846	\$1,404,846	\$5,199	88%	100%	
TOTALS:			\$1,811,273,305	\$63,982,540	\$1,874,817,041	\$24,486,519	\$1,835,759,824	\$39,496,021			

Legend: % Contingency >= 70%

Notes:

- The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.
- CMGC-1 & 3 contracts were modified to include construction services.
- Percent contract complete based on work in place value.
- The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



# LRT Buildout

## Phase IIB

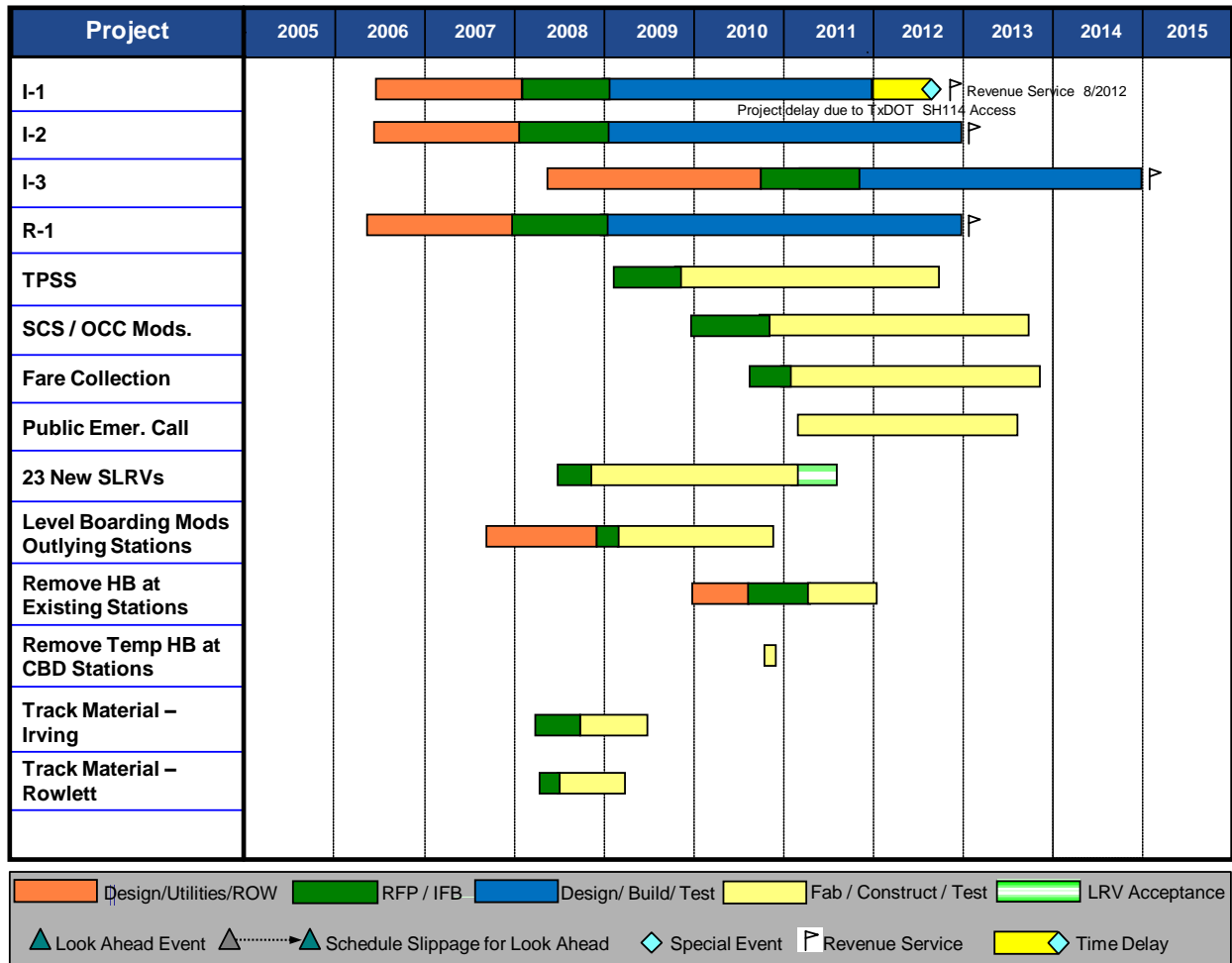


# Summary Control Schedule

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Summary Control Schedule

12/31/10



# Cost/Schedule Summary

## LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment <sup>(1)</sup>	Expended to Date <sup>(2)</sup>
General Phase IIB	\$ 136.6	\$ 45.5	\$ 32.7
Irving-1	361.0	346.1	208.9
Irving-2	229.9	187.2	117.2
Irving-3	276.5	5.8	5.8
Rowlett-1	211.8	214.4	86.9
Level Boarding – Outlying Stations	13.2	7.7	7.0
NWROF	53.1	59.2	58.2
Systems	55.4	43.0	25.7
Vehicles	206.5	194.7	148.7
<b>LRT Buildout Phase IIB Total</b>	<b>\$1,544.0</b>	<b>\$1,103.6</b>	<b>\$691.1</b>

1) Committed values reflect activity through 12/31/10.

2) Expended to date values reflect activity through 11/30/10, as reported on DART's General Ledger.

3) Budget reflects FY11 financial plan amendment approved on 09/28/10, Board Resolution 100130, which increased the Phase IIB Budget \$5.9 M.

### SCHEDULE SUMMARY

#### Contract Completion Dates

#### Revenue Service Dates

Line Section I-1	12/2011	08/2012
Line Section I-2	12/2012	12/2012
Line Section I-3	12/2014	12/2014
Line Section R-1	12/2012	12/2012



**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

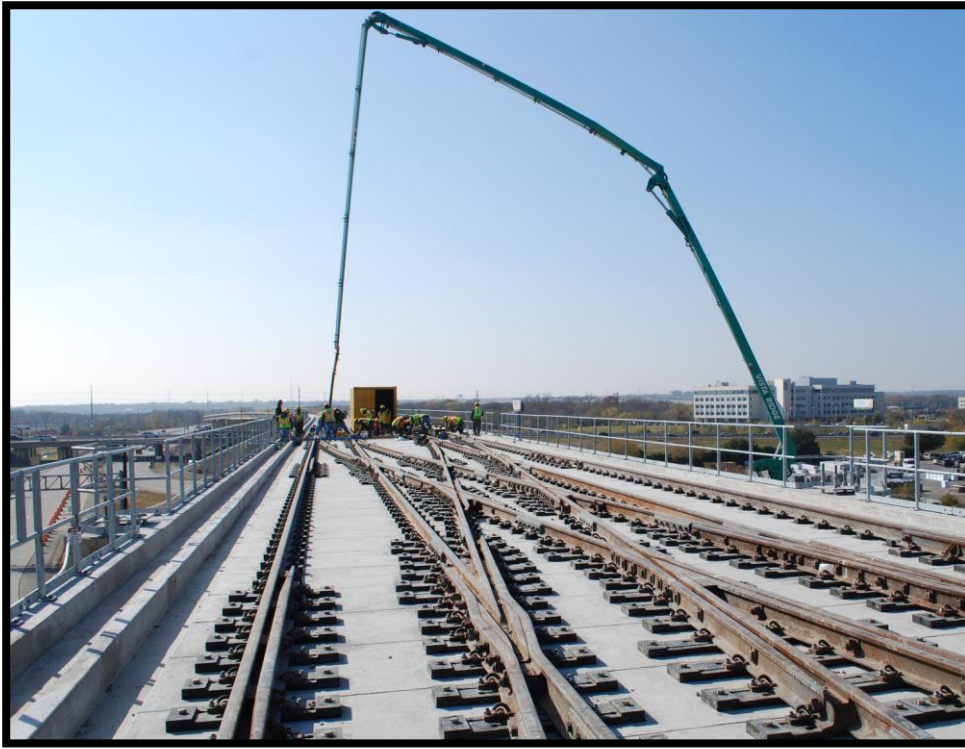
The Irving Corridor (I-1 & I-2) branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and ends just north of SH 161 with Belt Line Station, for a total of 9.2 miles. This corridor includes six stations and terminates on DFW Airport property.

**Status**

The project is approximately 65% complete as systems design continues. The design-builder continues to construct trackwork on the Trinity River Bridge; however, trackwork throughout the embedded section at Lake Carolyn Parkway is mostly complete. Station construction is well underway at all non-deferred station locations. The final bridge beams for aerial structures located outside of the delayed TxDOT corridor have been placed. Wall installation is underway throughout the project and systems equipment is being installed along the guideway.

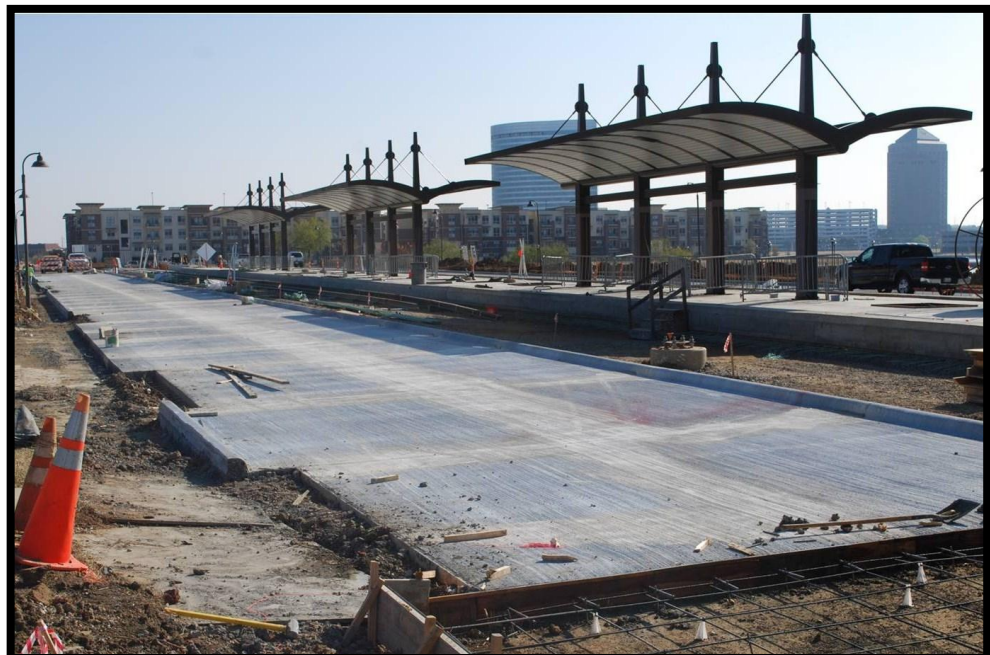
**Issues**

DART has received and evaluated the design-builder's analysis of the acceleration opportunities that will mitigate impacts for late access being provided by TxDOT at SH 114. The DART Board was briefed on the proposed acceleration in June 2010 and DART has requested funding from the NCTCOG, which is undergoing consideration. The DART design-builder has coordinated with TxDOT's contractor to pursue an opportunity to gain access toward the end of January 2011 to the University of Dallas Station platform area.



**Double Crossover Installation on Trinity River Bridge**

## **Las Colinas Urban Center Station Area**





**Aerial Structure over SH161**

**Painting of the Irving Convention Center Station Canopy**



# Track Materials Procurement for Irving Corridor

**LRT Buildout  
Phase IIB**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**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 has 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

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

The DFW Corridor (I-3) continues from Belt Line Station to DFW Airport, for a total of 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 completed Preliminary Engineering for the project and has coordinated the concept with DFW and TxDOT. Preliminary utility investigation is complete. On April 29, 2010, an Administrative Draft of the Environmental Assessment (EA) Document was submitted to FAA, FTA and DFW for review. DFW, FTA, and FAA have provided extensive comments delaying the publication of the document. A Revised Administrative Draft EA was submitted to FTA and FAA on August 24, 2010. Comments were received from FAA on October 1, 2010. Comments were received from FTA on October 18, 2010. A revised document was provided to FAA on November 15, 2010. FTA requested that all FAA issues be resolved before FTA's final review. FAA provided comment on December 2, 2010. A revised document will be provided in January 2011.

DART is working with an aviation consultant to identify issues associated with implementing LRT at airports. The final Aeronautical Analysis Report was submitted September 30, 2010, and has been incorporated into the EA. FAA's most recent comments have focused on the aeronautical analysis.

A public meeting was held on April 28, 2010. 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.

### Issues

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

FTA has requested a final review of the Draft EA after FAA is satisfied with the document.



---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	The project is approximately 42% complete as the design-build team continues to focus heavily upon bridge structure construction, freight track relocation, guideway drainage installation, guideway grading, and street modifications. Significant station construction is anticipated to begin in January 2011. The design-builder has ongoing lane closures throughout the project for work efforts at the at-grade and aerial crossings.
<b>Issues</b>	The design-builder's schedule is being impacted by a general lack of progress on the project. DART continues to engage the design-builder regarding its concern associated with these delays and is requesting an action plan in order to bring the project back on track.





**Bent Cap Construction at KCS Bridge**

**Deck Reinforcement at SH66 LRT Bridge**





**LRT Guideway Grading West of Centerville Road**

**Abutment at Main Street Bridge**



# Track Materials Procurement for Rowlett Extension

---

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	All of the rail has been delivered to the rail storage location in Rowlett, Texas. Contract closeout is in progress.
<b>Issues</b>	None

# Systems - Traction Power Substations

## LRT Buildout Phase IIB

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>This work effort is included in the Traction Power Substations (TPSS) Phase IIA contract as contract options. As in Phase IIA, TPSSs are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIB (Irving and Rowlett Extension Lines) will require 14 TPSSs.</p>
<b>Status</b>	<p>Notice to Proceed (NTP) was issued to Siemens Transportation Systems, Inc., on November 4, 2009.</p> <p>Three (3) TPSSs (I-1, Colt, Amanda, Delta) have been delivered to the site on schedule. Step-down transformer has already been installed and tested. The AC Switchgear for the Colt and Amanda TPSSs have been energized. Delta has received green tag and is scheduled to be energized by mid-January 2011.</p> <p>Seven (7) TPSSs are in production and in various states of fabrication. The next TPSS (I-1, Braniff) delivery is anticipated April 13, 2011.</p>
<b>Issues</b>	None



**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

A change agreement resolving the schedule issue is in the DART signature process.

**Issues**

A change agreement 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 and negotiated cost.

A cost reduction in the original scope of work is also in negotiation for all of Phase IIB. Negotiations are in progress.

# Systems – Fare Collection Equipment

**LRT Buildout  
Phase IIB**

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Ticket vending machines (TVMs) are being purchased for Phase IIA stations. The contract includes options to purchase additional TVMs for the Phase IIB stations.
<b>Status</b>	The options have not been exercised for Phase IIB at this time. Staff is currently reviewing the options for cost reduction availability.
<b>Issues</b>	None



# Systems - Passenger Emergency Calls (PECs)

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.
<b>Status</b>	<p>All required units were delivered to DART on October 14, 2008, and are being stored until required by the design-builder.</p> <p>Current Blue Line (Rowlett Corridor) schedule shows installation starting in June 2011.</p> <p>Current Orange Line (I-1/I-2 Corridor) schedule shows installation starting in April 2011.</p>
<b>Issues</b>	None

## Vehicles – 23 Option Vehicles (New SLRV Procurement)

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	Manufacturing of the option order of 23 SLRVs is underway. According to the project's baseline schedule, delivery of the first completed option vehicle was anticipated in November 2010, with delivery of the remaining 22 option vehicles continuing through early spring of 2011. As a result of brake actuator challenges (identified in previous progress reports), the first of the 23 option vehicles is anticipated to enter into revenue operation by the end of February 2011, resulting in the final vehicle accepted for revenue operation in August 2011.
<b>Issues</b>	None

**Board Strategic Priority** II: Manage System Development & Maintain Infrastructure

**Description** Integrate systems operation for LRT Buildout Phase IIB.

**Status** Systems Integration continues to address interface issues for all line sections and systems elements. Contractor submittals are being reviewed for interfaces, operations, maintenance, quality, and safety and security impacts.

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

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

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

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

**Issues** None

# Level Boarding Modifications For Outlying Stations

## LRT Buildout Phase IIB

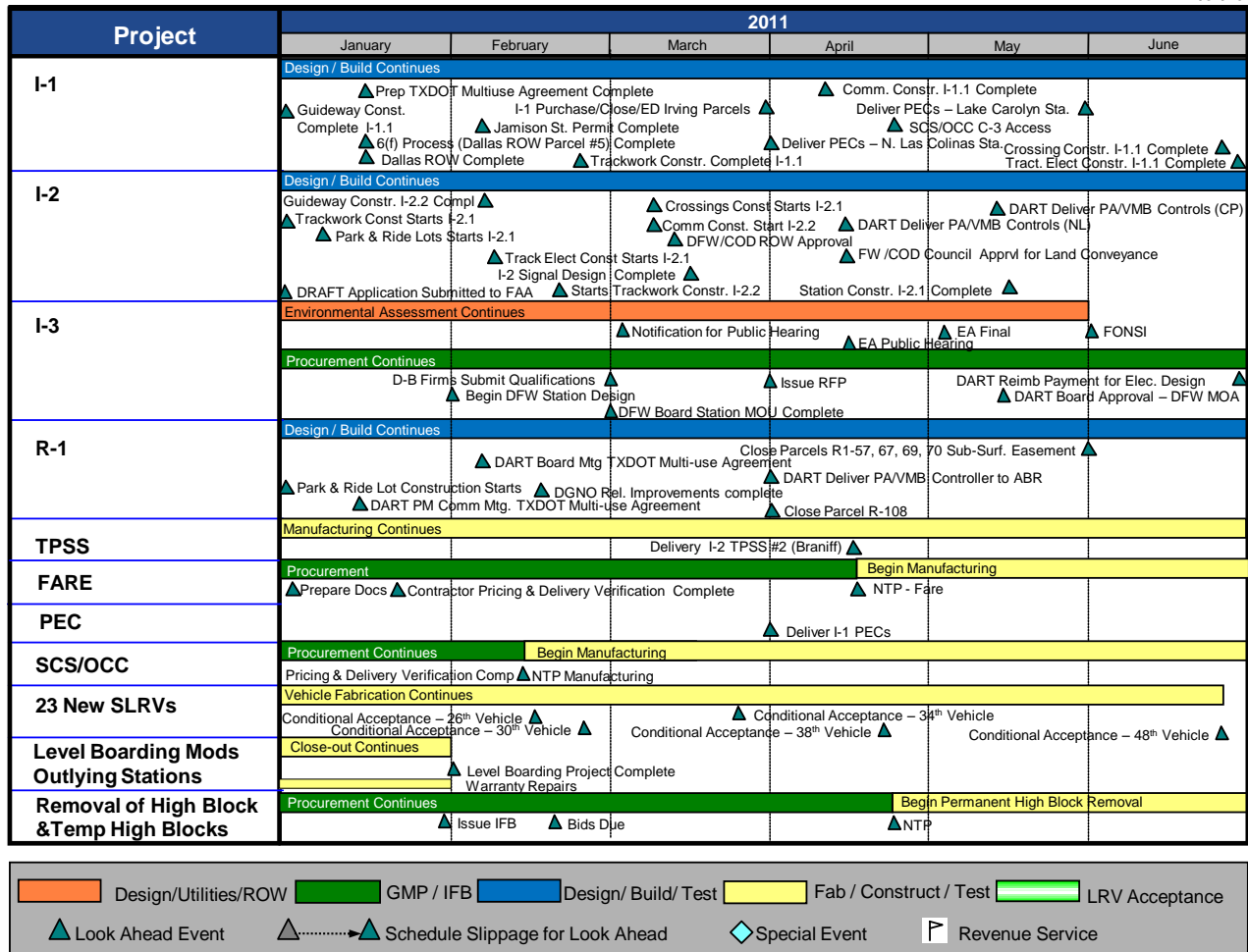
<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>This project will modify Starter System and Buildout Phase I LRT station platforms to accommodate the level boarding mode of operation.</p> <p>Removal of existing special use platforms (SUPs) will be executed under separate contracts. Contract 1 will include removal of temporary SUPs at Victory Station; four stations located in Line Section SE-1; and four stations located in CBD. Contract 2 will include removal of existing SUPs on the Red and Blue Line stations.</p>
<b>Status</b>	<p><b><u>Level Boarding Modifications</u></b> All stations are complete. Punch list work and closeout is in progress.</p> <p><b><u>SUP Removal</u></b> Temporary SUPs have been removed except at Union Station, which is anticipated to be completed as part of Contract 2.</p> <p>Design is complete for Contract 2; IFB documents are under review. NTP is anticipated in late April 2011.</p>
<b>Issues</b>	<p>There is concern over the quality of some of the warning strips used. Investigation is proceeding to determine resolution and the contractor has started the removal and replacement of those in question.</p>

# Facilities - Six-Month Look Ahead

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Six Month Look Ahead

12/31/10



# Change Control Summary

## LRT Buildout Phase IIB

### Light Rail Transit Buildout Phase IIB - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2010)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
Design/CM	Track 3 C-1013219-01	Track 3 Joint Venture Various + 11&2+Rowlett	\$39,355,356	\$328,012	\$39,683,368	\$0	\$39,355,356	\$328,012	0	56%	Note b
Irving 1 & 2	Irving 1-2 DB C-1014614-01	KSWRP JV Irving 1 & 2	\$430,164,910	\$17,207,000	\$447,371,910	\$3,786,414	\$433,951,324	\$13,420,586	22%	57%	Design-Build
Rowlett	Rowlett DB C-1014614-02	Austin Road & Bridge Rowlett	\$193,019,007	\$7,514,000	\$200,533,007	\$1,385,777	\$194,404,784	\$6,128,223	18%	36%	Design-Build
Track Material Procurement CWR	Irving Rail Procurement C-1014938-02	L.B. Foster Irving 1, 2 & 3	\$8,920,527	\$89,205	\$9,009,732	\$22,133	\$8,942,660	\$67,073	25%	100%	
	Rowlett Rail Procurement C-1014938-01	Progress Rail Services Rowlett	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
Systems	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$17,096,095	\$170,961	\$17,267,056	\$0	\$17,096,095	\$170,961	0%	47%	
Systems	Fare II Pending	GFI Genfire Systems, Inc.	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Systems	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$5,264,885	\$421,191	\$5,686,076	\$0	\$5,264,885	\$421,191	0%	3%	
Vehicle	SLRV Procurement (23) C-1013706-01	Kinkisharyo International	\$126,730,327	\$2,843,881	\$129,574,208	-\$38,680	\$126,691,647	\$2,882,561	-1%	65%	
Level Boarding Outlying Stations	Level Boarding Outlying Sta. C-1016053-01	Phillips May Corporation	\$4,043,333	\$323,467	\$4,366,800	\$83,213	\$4,126,546	\$240,254	26%	96%	
TOTALS:			\$827,988,740	\$28,931,660	\$856,920,400	\$5,238,856	\$833,227,596	\$23,692,804			

Legend: % Contingency >= 70%

Notes:

- Percent contract complete based on work in place value.
- The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed
- The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



# LRT Buildout

## Phase III



# Dallas Central Business District (CBD) D2 Alignment

## LRT Buildout Phase III

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

### Status

The Public Hearings were held on May 6, 2010. Public comments received there and through May 17, 2010, are part of the official AA/DEIS record. Traditionally, this is the point in the project development process where the Board considers all the comments, reviews the AA/DEIS technical findings, and selects a Locally Preferred Alternative (LPA). Several factors are affecting a change to the selection process, including revisiting an alternative that had previously been eliminated and ensuring that the second light rail alignment through Downtown Dallas accommodates connections with upcoming streetcar projects. Consideration of these two factors will be incorporated into an additional follow-up alternatives analysis, expected to begin in mid-2011. Completion is expected within 18 months of the start of the study. The results of this analysis are expected to provide sufficient information to the DART Board of Directors to select an LPA.

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

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

### Issues

Because the FTA-approved travel demand model for final forecasts and SUMMIT results has been unavailable, an alternative forecasting approach is being developed to provide the DART Board with sound ridership forecasts.



# Commuter Rail

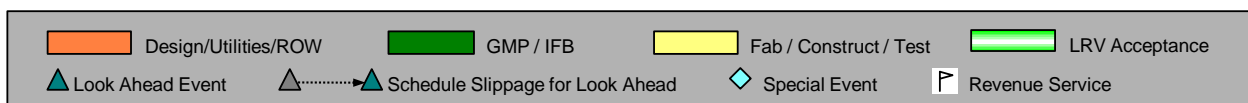
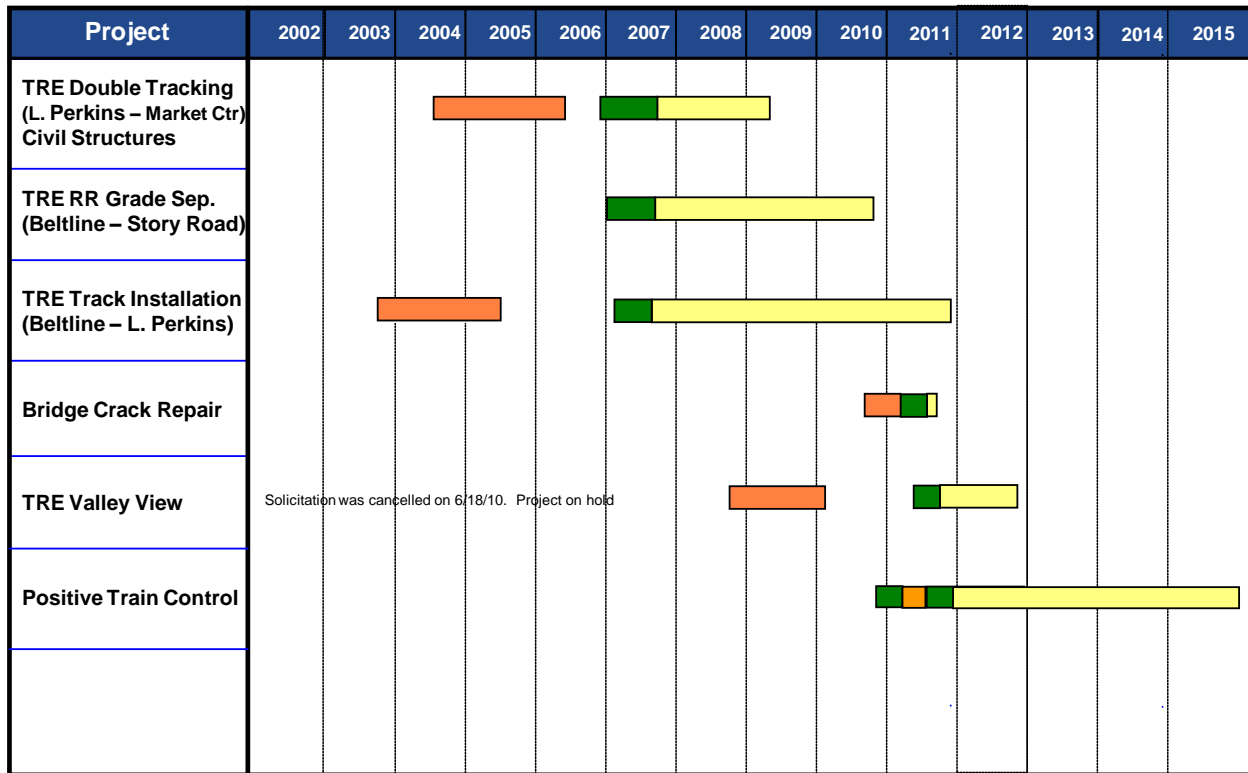


# Summary Working Schedule

**Commuter Rail**

## Commuter Rail Summary Working Schedule

12/31/10



# Cost Summary

## Commuter Rail

<b>COMMUTER RAIL Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Belt Line Road Grade Separation	\$ 70.5	\$ 69.0	\$ 66.6
Lisa-Perkins Double Tracking	6.4	6.3	6.8
Valley View <sup>(3)</sup>	14.4	3.0	2.9

1) Expended to date values reflect activity through 11/30/10, as reported on DART's General Ledger.

2) Control Budget and Current Commitment reflect activity through 12/31/10.

3) Control budget value reflects DART's FY2011 approved Financial Plan value for this project.

# Belt Line Road Grade Separation

Commuter  
Rail

## Board Strategic Priority

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

## Description

The project 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

The contractor completed performing deck grinding to achieve proper drainage. Contract end date has been reached and punch list work is nearing completion.

## Issues

Cracking is visible on certain portions of the bridge, creating efflorescence on the surface. Both the designer and construction contractor have been notified of the nonconformance. The contractor was directed to not paint the remaining superstructure, and then painting of the remaining superstructure and removal of ballast wall work was removed from the contract. Investigation of cracking and potential mitigation options is ongoing.



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

---

**Commuter  
Rail**

**Board Strategic  
Priority**

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

**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**

Contract is closed.

**Issues**

None

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

---

**Commuter  
Rail**

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	Remaining work continues for the Belt Line Road project only.
<b>Issues</b>	Contract extension is in negotiation due to resolution of bridge cracking and efflorescence concerns.

# Valley View to West Irving Double Tracking

Commuter  
Rail

## Board Strategic Priority

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

## Description

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

## Status

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

## Issues

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

# Track Materials Procurement for TRE Valley View Project

---

**Commuter  
Rail**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**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. Material delivery has been completed. Contract closeout is in process. Closeout is anticipated to complete in January 2011.

**Issues**

None









# Six-Month Look Ahead

**Commuter  
Rail**

## Commuter Rail Six Month Look Ahead

12/31/10

Project	2011					
	January	February	March	April	May	June
<b>TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures</b>	All Construction Completed 4/9/09					
<b>TRE RR Grade Sep. (Beltline – Story Road)</b>	All Construction Completed 11/10/10					
<b>TRE Track Installation (Beltline – L. Perkins)</b>	Installation Continues					
<b>Bridge Crack Repairs</b>	Develop Specs Procurement for Bridge Repair					
<b>TRE Valley View</b>	Solicitation was cancelled on 6/18/10. Project on Hold Rail Manufacturing/Delivery Completed 3/31/10					
<b>Positive Train Control</b>	PTC Consultant Procurement Continues PTC Preliminary Design Operations Comm. Mtg ▲ DART Board Approval ▲ NTP for PTC Design Consultant 30% Design Complete ▲ 65% Design 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

## 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)	(note 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 2010)
TRE	Belt Line-Story Grade Separation C-1012696-01	McCarthy Building Companies	\$43,006,362	\$3,685,753	\$46,692,115	\$3,420,456	\$46,426,818	\$265,297	93%	99%	
TRE	TRE Lisa-Perkins Construction C-1012966-01	Austin Road and Bridge	\$2,910,060	\$87,302	\$2,997,362	\$51,019	\$2,961,079	\$36,283	58%	100%	
TRE	TRE LP/BL-S Trk Mtl Procure/Install C-1012577-01	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$256,692	\$11,750,862	\$88,130	74%	91%	
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%	96%	
TOTALS:			\$58,671,948	\$4,155,718	\$62,827,666	\$3,728,167	\$62,400,115	\$427,551			

Legend:

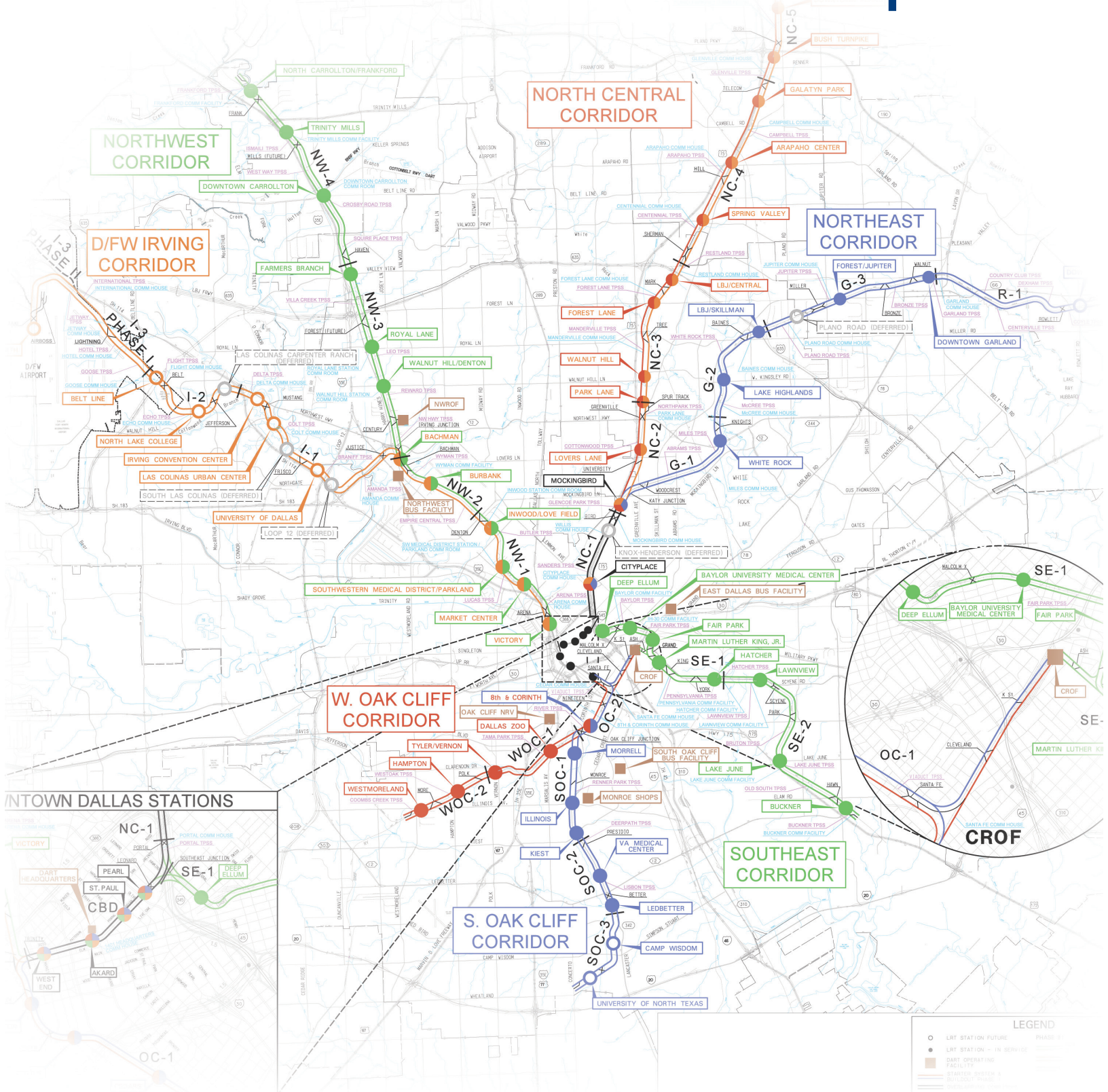
% Contingency >= 70%

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

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



# Additional Capital Development

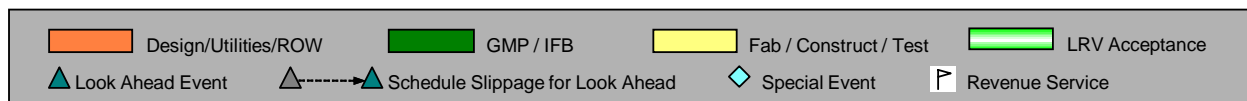
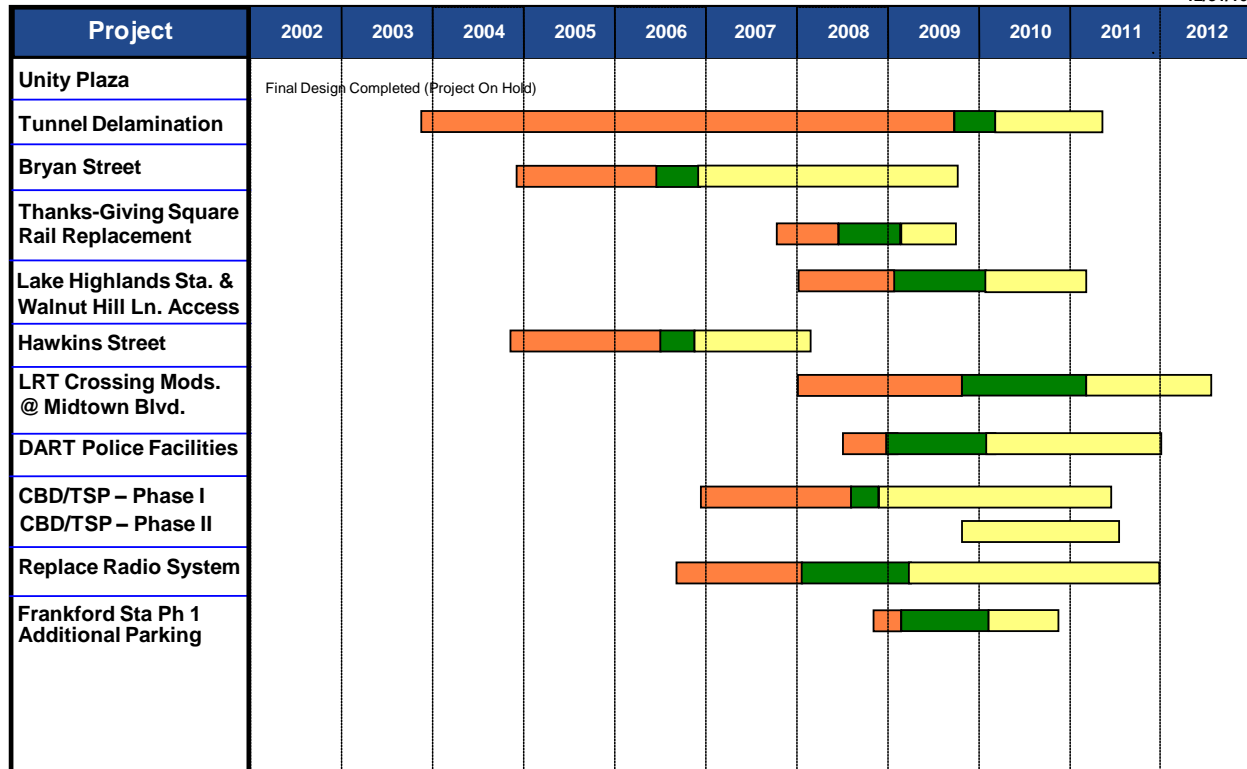


# Summary Working Schedule

## Additional Capital Development

### Additional Capital Development Summary Working Schedule

12/31/10



# Cost Summary

## Additional Capital Development

<b>ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(3)</sup></b>	<b>Current Commitment <sup>(3)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Unity Plaza	\$ 0.0	\$ 0.9	\$ 0.9
Tunnel Delamination	4.5	3.5	2.6
Bryan Street <sup>(2)</sup>	30.8	28.2	22.9
Hawkins Street	23.2	23.9	22.1
Thanks-Giving Square Rail Replacement	2.0	1.7	1.7
Lake Highlands Station	13.4	10.4	7.4
DART Police Facilities	35.0	24.9	16.4
Monroe Shops – Pre-Development	2.3	2.3	1.6
Frankford Road Additional Parking	7.1	5.7	5.3

1) Expended to Date values reflect activity through 11/30/10, as reported on DART's General Ledger.

2) Expended to Date value includes reimbursements of \$4.8 MM from funding partners.

3) Control Budget and Current Commitment values are reflected as of 12/31/10.

**Board Strategic  
Priority**

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

**Description**

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

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

**Status**

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

**Issues**

The coordination with the other stakeholders is ongoing.

Cityplace Company is proposing an alteration plan for the Cityplace Station West Entrance Building at the intersection of Cityplace West Blvd and the southbound Service Road at North Central Expressway. This alteration plan is offered for DART's consideration as a substitute for the 2002-2003 Unity Plaza design that was jointly produced by Cityplace Company, City of Dallas, McKinney Avenue Transit Authority (MATA), North Central Task Force (Walt Humann), TxDOT, and DART. Discussion is ongoing.

# North Central Tunnel Delamination Repair & Monitoring

Additional Capital  
Development

## Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

## Description

This project is delamination repair and monitoring in the North Central tunnel and consists of delamination repair, long-term monitoring/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 contractor has been given NTP. Hy-Rail vehicle retrofit is complete. Contractor is in the process of installing tunnel drains. Shotcrete repair work is in progress.

Long-term monitoring plan is scheduled for submittal in January 2011.

## Issues

None

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

Additional Capital  
Development

## Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

## Description

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

## Status

One punch list item for track construction remains.

## Issues

Premature rail wear is being experienced in this section. Investigation is ongoing to determine options for resolution.



# Track Materials Procurement - Bryan/Hawkins Junction

---

**Additional Capital  
Development**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**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 is closed.

**Issues**

None

# Thanks-Giving Square Rail Replacement

**Additional Capital  
Development**

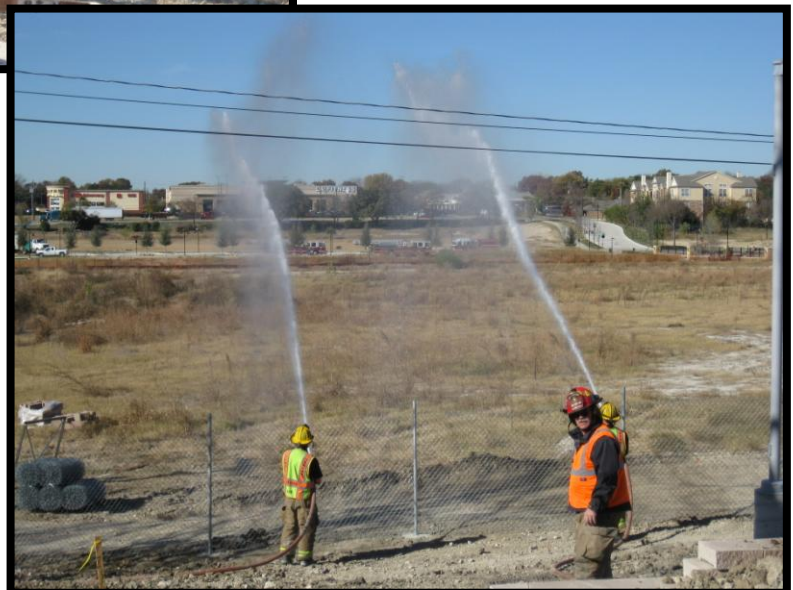
---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	This project will replace the rail and girder rail along the curve adjacent to Thanks-Giving Square in the CBD.
<b>Status</b>	Contract is closed.
<b>Issues</b>	None

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	<p>The Lake Highlands project is being designed and constructed in two parts.</p> <p><b><u>Contract 1 – Station Construction</u></b> Station is substantially complete and opened for revenue service on December 6, 2010. Punch list work is in progress.</p> <p><b><u>Contract 2 – Walnut Hill Lane Access</u></b> NTP was issued in July 2010. Sidewalk installation is substantially complete.</p>
<b>Issues</b>	None

Readiness Drill at Lake Highlands Station



# Valencia Development (Midtown Blvd. Crossing)

**Additional Capital  
Development**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

The Valencia Development project will provide a new at-grade crossing on North Central Corridor Line Section NC-3 at Midtown Blvd., 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 Midtown Blvd. Project funding will be from sources other than DART.

**Status**

Contract bid package was released for bid. Construction completion date has been extended to June 30, 2012.

**Issues**

City of Dallas has been added as a source of funding. An ILA is being drafted and approval is anticipated prior to award of a contract.

### Board Strategic Priority

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

### 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 is being constructed in three parts.

#### Contract 1 – Demolition and Major Structures

Contract was substantially completed on March 17, 2010. The contract closeout process continues.

#### Contract 2 – General Construction (Phillips May)

The emergency exhaust fans have been installed. Cast stone parapet caps are being installed. Electrical, raised floor, HVAC, dry wall frames, fire sprinklers, and plumbing work continues. Masonry repair continues on interior and exterior walls and the parapet. The trolley is now in place in the lobby and the surrounding grates are scheduled for installation around mid-January 2011.

#### Contract 3 – Finish-Out (Journeyman)

Finished sheetrock, painting and tile work are in progress on the second and third floors. Work has started on the first floor. Gas and permanent electrical power, with related heat and air conditioning, is scheduled for mid-January 2011.

#### Contract for Furniture (BKM)

The furniture contract received Board approval on October 26, 2010. Coordination meetings were held with the major FF&E contractor BKM Total Office of Texas, Phillips May, and Journeyman. Delivery and installation will be scheduled for the next day after receipt of a planned February 8, 2011, Certificate of Occupancy.

#### IT/Telecom

Coordination meetings have been held among DART IT/Telecom Staff, DART Police, Phillips May and their cabling subcontractor, and BKM.

#### Real Estate

Coordination meetings have been scheduled with Real Estate and all other move related DART departments in order for Real Estate to meet DART's end of the lease requirements by March 31, 2011.

#### Northeast Police Substation and K-9 Facility

An expedited design of a smaller and less expensive alternate facility is proceeding. The 50% submittal is scheduled for December 1, 2010.



**Status (continued)** **Northwest Police Substation**

DART is considering an alternative site at the NWROF S&I building. A study was conducted to share the second floor with Operations and Maintenance staff.

**Issues**

A smoke evacuation design alternative was studied for cost savings and aesthetics at Monroe Shops facility. This has been approved and is moving forward.

The storefront opening off the lobby at the Monroe Shops facility will be replaced with a roll-up door to facilitate any future trolley moves. Installation is scheduled for January 2011.

# Frankford Station Additional Parking

**Additional Capital  
Development**

**Board Strategic  
Priority**

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

**Description**

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.

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 920 parking spaces. However, it is only required that 450 spaces be available within six months of 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.

**Status**

The contractor has completed installation of irrigation sleeves and systems. Light pole installation and sidewalk placement is complete. The 30-day light burn-in is complete. Punch list continues, with three items remaining.

**Issues**

The contractor notified DART of differing site conditions. The situation has been resolved.

The contractor notified DART of a difference in opinion for cost of changes due to Oncor easement requirements. This issue is resolved.

# CBD/ Traffic Signal Priority (TSP) System

**Additional Capital  
Development**

## **Board Strategic Priority**

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

## **Description**

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

- **Prior to September 2009** – Maximum throughput capacity was 24 trains per hour each direction in CBD, but only 18 were running.
- **Until December 2010** – Current service includes the addition of Green Line (Northwest and Southeast corridors), using three-car LRVs and two-car SLRVs. Maximum throughput increased to 42 trains per hour in CBD. Train detection 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.
- **2011 and beyond** – Same service but COD traffic signal controllers will be upgraded to new, more capable model. The UPS will be delivered in 2011.

## **Status**

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

DART received the comments from City of Dallas on the Operations and Maintenance (O&M) table. The revised O&M table was sent back to City of Dallas for their final review and approval.

DART staff identified several time-saving ideas that, if implemented, will enhance SE Junction mobility. Additional detection was identified at inbound Pearl Station to be shared with Rail Program Development (RPD) designer to allow 10S signal to release train toward Pearl once the train at Pearl is detected to move out of the Pearl Station. RPD staff is working on the scope to incorporate allowing inbound trains at 10S signal to advance to Pearl as soon as a train has departed Pearl Station.

**Status (continued)** The TSP team implemented the level boarding operation successfully. The team completed the installation of train detection at all stations and created the new logic for two- and three-car SLRV trains. The new logic was tested and implemented for December 6, 2010, Green Line opening.

**Issues** DART is awaiting COD interface to the traffic signal controller. DART Maintenance adjusted Pearl Station northbound TWC location for December 2010 operations. DART ITS group verified that the TWC at Pearl southbound is in close proximity to work for December 2010 operation.

Joint meetings are taking place with DART IT/ITS group, RPD and Operations to create scope of work and functional requirements to integrate Southeast/Northwest junctions 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. The technical committee approved the implementation of the Crockett Pocket solution using temporary hard wire connection while permanent software upgrade is being developed. DART LRT Operations will keep the Crockett pocket solution in operation for the three-car SLRV Green Line operation.

Two main City requirements were defined to aid the exchange of information between Northwest Junction and TSP system. These will allow COD the ability to react to train arrival at Houston St. The first requirement is that all inbound trains from Victory and Union stations will send 40 seconds advanced notice of train arrival to Houston St. traffic signal controller. The second City requirement is for all outbound trains to receive 20 seconds advanced notice of junction lock to the traffic controller at Market St. DART Maintenance trimmed trees between Record St. and Market St. to improve Houston St. signal visibility around the simple curve for the southbound LRT operation. DART Operations with the aid of RPD have requested from the safety committee to review the action of a train advancing from West End Station to Houston St. without having the junction being locked.

# Agency-Wide Radio & Related Communications Systems Replacement

Additional Capital Development

## Strategic Plan Consideration

II: Manage System Development & Maintain Infrastructure

### Description

The Radio Replacement Project (RRP) 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

Detailed vehicle surveys were conducted in February 2010, culminating with draft installation concept drawings for all bus types. The overall approach has been reviewed and tentatively approved by DART. Pilot bus installations (30 vehicles) are expected to start April 1, 2011.

CAD/AVL installations at Bus Dispatch, including furniture, workstations, and wall display, are substantially complete. Chairs are expected to be delivered at the beginning of January 2011. Contractor (Trapeze) expects to have permanent on-site engineer at Bus Dispatch to begin configuration and on-the-job training by February 1, 2011.

As of December 2010, 20 Control Stations, 1,820 portables, 616 mobiles, and 50 vehicle tactical network (VTAC) radios and associated equipment have been delivered to the contractor's (Harris) facility in Rowlett, Texas.

After a successful initial trial run of 11 vehicles, full deployment of Non-Review Vehicles (NRVs) began September 27, 2010. Starting at two vehicles per day the first week, it increased to five to six per day in October 2010. NRV vehicle installations are substantially complete (165). NRV installation facility has been closed and installation crews de-mobilized. A few NRV stragglers will be completed later when they become available.

DART Police (DPOL) vehicle installation began October 4, 2010. After issues with first article were resolved, installations progressed at three to four per day. DPOL vehicle installations (111) are substantially complete, with the last four vehicles to be completed at a later date when they become available. DPOL installation facility has been closed and installation crews de-mobilized.

# Agency-Wide Radio & Related Communications Systems Replacement

**Additional Capital Development**

**Status (continued)** About 90% of all Installation Work Plans (IWP) for equipment installation and numerous DART facilities have been approved.

Harris completed Wi-Fi installations (~24 access points and associated control equipment) at all (three) bus barns.

DART Real Estate successfully helped the RRP project obtain permits/zoning to install new radio towers at Trinity Mills (Carrollton), Arapaho (Richardson), and Buckner (Dallas).

- The tower foundation for Buckner was constructed beginning September 21, 2010. Tower was stacked during the week of October 4, 2010. All work at Buckner is now substantially complete and ready for final inspections.
- The tower foundation for Arapaho was constructed beginning October 14, 2010. Tower was stacked during the week of October 25, 2010. All work at Arapaho is substantially complete, with the exception of grounding of the perimeter fence. Final inspection is expected during the week of January 10, 2011.
- The tower foundation for Trinity Mills Road was constructed October 12, 2010. Soil subsidence issues, after this tower foundation construction, were corrected with flowable fill and pressure grout. Tower was stacked and new Radio House placed on site by the end of November 2010. All work at the site is complete, with the exception of fiber conduit connection to existing DART manhole. This will be completed beginning of January 2011. Final inspections are expected by the end of January 2011.

**Issues** There was some mix-up between City of Carrollton inspection department and Fire Marshal on the proper address for the new Trinity Mills Radio House. This caused our inspection releases (i.e. “green tags”) to not match our request for commercial power from ONCOR, who refused to install meters. As of this writing (January 6, 2011), this has been resolved, with City issuing new final inspection tags with proper address.



**Board Strategic Priority** II: Manage System Development & Maintain Infrastructure

**Description** The 26-mile long, regional rail Cotton Belt Corridor extends from Dallas-Fort Worth International Airport (DFWIA) through the northern portion of the DART service area to the existing DART Red Line. The corridor passes through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano. Up to nine stations have been proposed.

**Status** The Cotton Belt Corridor is in the planning and development phase. DART is conducting a preliminary engineering/environmental impact statement (PE/EIS) building on the *Cotton Belt Corridor Conceptual Engineering and Funding Study* (April 2010) conducted by the North Central Texas Council of Governments (NCTCOG).

A notice of intent to conduct the PE/EIS was published in the July 8, 2010, Federal Register. An interagency Scoping Meeting was held at DART Headquarters on July 28, 2010. A Public Scoping Meeting was held in Addison on July 29, 2010. Scoping Comment Period closed on August 30, 2010. DART is collecting data, and advancing the 5% design. Coordination with impacted cities, the T, DFW Airport, and NCTCOG is ongoing. The DART Board Committee-of-the-Whole was briefed on December 14, 2010. The DART Planning Committee will be regularly updated beginning January 25, 2011. Public meetings and focus groups will be initiated in March 2011.

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

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

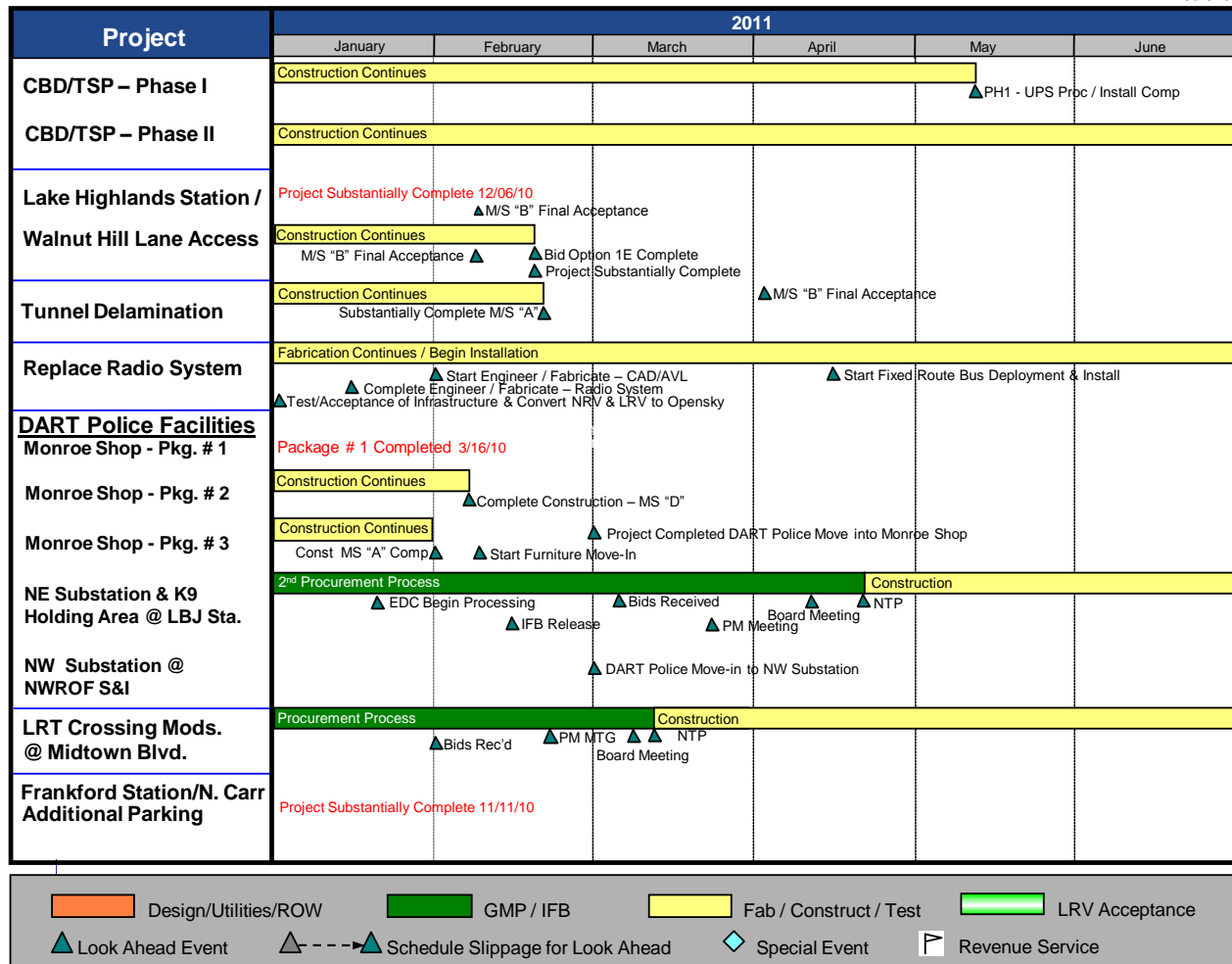
FAA is taking a proactive role in the project.

# Six-Month Look Ahead

## Additional Capital Development

### Additional Capital Development Six Month Look Ahead

12/31/10



# Change Control Summary

## Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2010)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note b	
Misc Facilities	NC-1 Tunnel Delamination C-1017790-01	Gibson & Associates	\$728,850	\$109,328	\$838,178	\$0	\$728,850	\$109,328	0%	14%	
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	\$8,800	\$298,054	\$5,663	61%	100%	
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$72,818	\$1,147,700	\$13,173	85%	100%	
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,290,054	\$37,183,550	\$533,696	71%	99%	Note a
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	-\$78,359	\$2,683,121	\$188,819	-71%	100%	
CCTV Equipment - Fixed	CCTV C-1016547-02	Calence, LLC	\$3,456,393	\$345,640	\$3,795,788	\$159,639	\$3,616,032	\$186,001	46%	42%	
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$489,092	\$4,286,425	\$4,561	99%	100%	
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$278,371	\$13,352,704	\$1,421,292	16%	62%	
DART Police Facilities Package 3	C-1018394-01	Journeyman	\$1,264,950	\$101,196	\$1,366,146	\$0	\$1,264,950	\$101,196	0%	5%	
DART Police Facilities FF&E Procurement	Procurement/Commodities C-1018842-01	BKM Total Office Texas BR-100138	\$603,608	\$0	\$603,608	\$0	\$603,608	\$0	0%	0%	
DART Police Facilities FF&E Procurement	Procurement/Commodities C-1018842-02	BKM Total Office Texas	\$38,524	\$0	\$38,524	\$0	\$38,524	\$0	0%	0%	
Lake Highlands Station	Construction C-1016649-01	Journeyman	\$6,926,292	\$554,103	\$7,480,395	\$64,993	\$6,991,285	\$489,110	12%	57%	
Walnut Hill Lane Access to Lake Highlands	Construction C-1018841-01	CPS Civil LLC	\$382,050	\$38,205	\$420,255	\$0	\$382,050	\$38,205	0%	29%	
Frankford Sta Addl Parking	C-1016965-01	Omega Contracting Base plus Option 2	\$2,884,803	\$230,776	\$3,115,579	\$144,798	\$3,029,601	\$85,978	63%	95%	
TOTALS:			\$74,230,013	\$5,712,605	\$79,936,373	\$2,430,207	\$76,660,221	\$3,282,398			

Legend: % Contingency >= 70%

Notes:

- a) Included in CMGC-1 contract.
- b) Percent contract complete based on work in place value
- c) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.

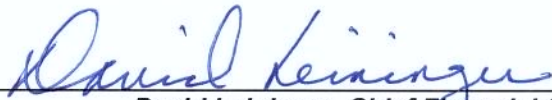


# **DALLAS AREA RAPID TRANSIT**

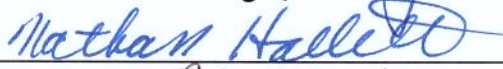
## **QUARTERLY INVESTMENT REPORT**

**As Of**  
**December 31, 2010**

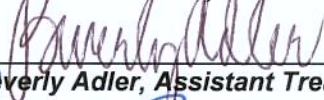
***Submitted by Authorized Investment Officers  
in Accordance with  
the Public Funds Investment Act***



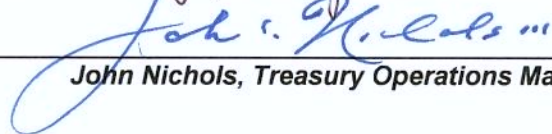
**David Leininger, Chief Financial Officer**



**Nathan Hallett, Treasurer**



**Beverly Adler, Assistant Treasurer**

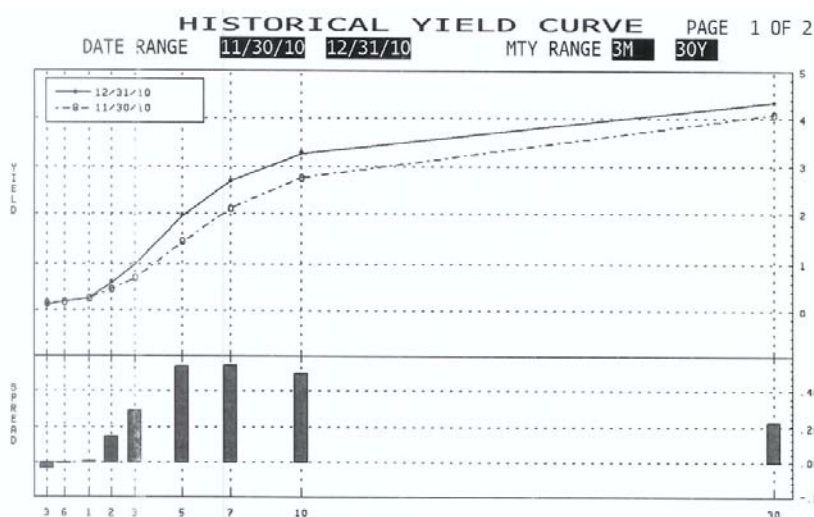


**John Nichols, Treasury Operations Manager**

***Prepared by Treasury Reporting  
January 21, 2011***



Prepared by Treasury Reporting



### Rate Tracker

Short-Term	↓	1 bp
Intermediate	↑	38 bp
Long-Term	↑	36 bp

### Portfolio Performance

Aggregate Yield	↓	0.01% to 0.59%
Benchmark	↑	0.03% to 0.22%

### DART Commercial Paper

Current Month Change	\$0 M
Current Outstanding	\$150 M
Last Rate Change	↑ 0.02 %
Average Rate	0.32 %
Avg. Issue Days to Mat.	37

### Market Overview

Relatively little changed with respect to the yield curve during the quarter just ended. The slope of the yield curve began to steepen in the mid and longer time frames as financial markets reflect higher returns for longer periods of investment. Overall, rates remain extremely low by historical standards and have not provided the spark to economic growth that some had hoped for.

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

### Investment Strategies

<b>Insurance Fund:</b>	laddered maturities; manage so as to replace called/matured investments
<b>Financial Reserve Fund:</b>	laddered maturities; manage so as to replace called/matured investments
<b>RTR Funds:</b>	100% money market investment
<b>Debt Service Fund:</b>	seek investment maturities tied to required semi-annual payments; 100% in money market funds until the spread widens between these funds and shorter-term agencies.
<b>Bond SEAF:</b>	laddered maturities through September 2013, supplemented by money-market funds

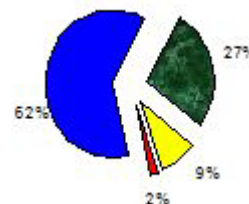
### DART Commercial Paper & Bond Programs

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

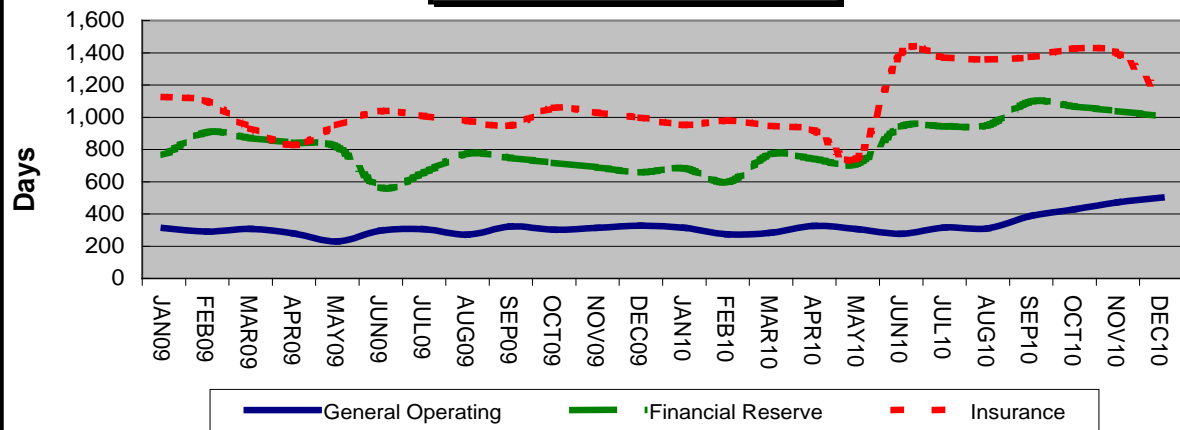
Investment Portfolios		(compliance)	
General Operating	\$ 712,898,325	50%	Yes
Financial Reserve	\$ 22,834,798	2%	Yes
Master Insurance	\$ 13,730,000	1%	Yes
Debt Service	\$ 12,816,661	1%	Yes
Bond Fund	\$ 637,474,281	45%	Yes
	\$ 1,399,754,065	99%	
RTR	\$ 13,619,382	1%	N/A
Street Car	\$ 3,000,016	0%	N/A
<b>TOTAL</b>	<b>\$ 1,413,373,447</b>	<b>100%</b>	

### Investments by Sector

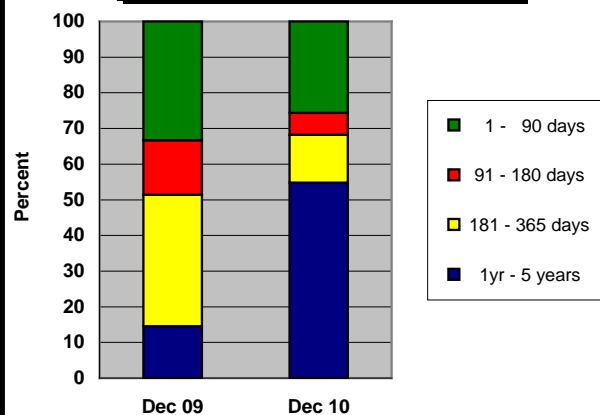
BA's & CD's	\$25,112,095
Agencies	\$879,080,117
Comm. Paper	\$379,412,928
Money Market	\$129,768,307
	<b>\$1,413,373,447</b>



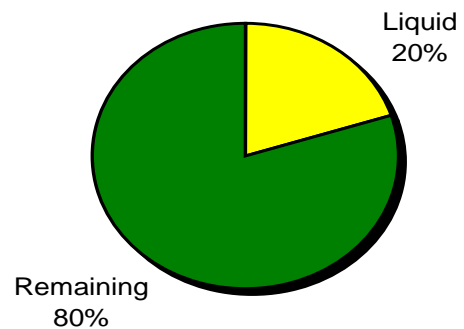
### Weighted Average Maturities



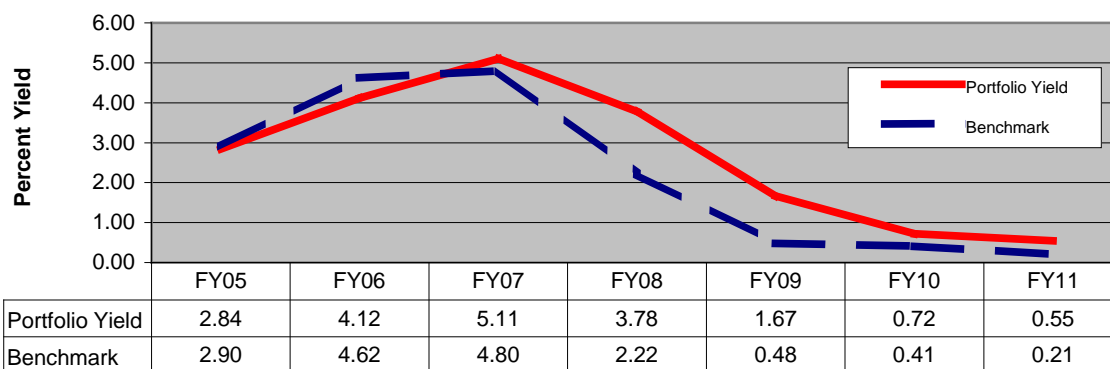
### Distribution by Maturity Sector



### Operating Fund



### Historical Portfolio Performance





# Security Transactions - Purchases by Fund

**1st Qtr** FY11

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Call Date	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>OPERATING FUND</b>								
10/4/2010	2521E1P41	Dexia CP 0.00 02/04/11	\$ 10,000,000	02/04/11	---	0.4875	\$ 9,983,600	11-0001
10/5/2010	7443M3QQ0	Prudential CP 0.00 03/24/11	\$ 10,000,000	03/24/11	---	0.5183	\$ 9,975,917	11-0002
10/8/2010	7443M3RF3	Prudential CP 0.00 04/15/11	\$ 10,000,000	04/15/11	---	0.6102	\$ 9,968,500	11-0006
10/18/2010	00084CRM6	ABN Amro CP 0.00 04/21/11	\$ 10,000,000	04/21/11	---	0.4573	\$ 9,976,875	11-0016
10/18/2010	90262DUF0	UBS CP 0.00 07/15/11	\$ 10,000,000	07/15/11	---	0.5084	\$ 9,962,500	11-0017
10/19/2010	90262DUF0	UBS CP 0.00 07/15/11	\$ 10,000,000	07/15/11	---	0.5084	\$ 9,962,639	11-0019
11/23/2010	313371Q58	FHLB Callable (qtrly-5) 0.35 11/23/11	\$ 10,000,000	11/23/11	02/23/11	0.5102	\$ 9,996,000	11-0059
10/12/2010	31398AG71	FNMA Step Callable (2/23/11-10) 0.464	\$ 10,130,000	02/23/12	02/23/11	0.3549	\$ 10,132,634	11-0009
12/1/2010	313371SD9	FHLB Callable (qtrly-5) 0.45 03/01/12	\$ 5,000,000	03/01/12	03/01/11	0.4500	\$ 5,000,000	11-0062
11/4/2010	313371JF4	FHLB Callable (qtrly-5) 0.45 05/04/12	\$ 10,000,000	05/04/12	02/04/11	0.5101	\$ 9,998,500	11-0046
10/12/2010	31331JQ71	FFCB Callable (any>10/11/11-7) 0.55 1	\$ 5,000,000	10/12/12	10/12/11	0.5500	\$ 5,000,000	11-0008
10/15/2010	3136FPND5	FNMA Callable (semi 4/15/11-10) 0.65	\$ 5,000,000	10/15/12	04/15/11	0.6500	\$ 5,000,000	11-0014
10/18/2010	313371BJ4	FHLB Callable (any>1/17/11-5) 0.625 1	\$ 13,790,000	10/18/12	01/18/11	0.6250	\$ 13,790,000	11-0015
10/25/2010	313371DY9	FHLB Callable (any>1/24/11-5) 0.55 10	\$ 5,000,000	10/25/12	01/25/11	0.5500	\$ 5,000,000	11-0024
11/1/2010	31398A5B4	FNMA Callable (11/1/11-10) 0.55 11/01	\$ 10,000,000	11/01/12	11/01/11	0.5500	\$ 10,000,000	11-0037
11/9/2010	3134G1XQ2	FHLMC Callable (qtrly-5) 0.625 11/09/1	\$ 11,000,000	11/09/12	02/09/11	0.6250	\$ 11,000,000	11-0052
11/29/2010	31398A6J6	FNMA Callable (6/27/11-10) 0.55 12/27	\$ 5,000,000	12/27/12	06/27/11	1.1073	\$ 4,984,000	11-0060
12/28/2010	3134G1Q64	FHLMC Callable (qtrly-5) 1.00 12/28/12	\$ 10,000,000	12/28/12	03/28/11	1.0000	\$ 10,000,000	11-0068
12/28/2010	3136FPR33	FNMA Callable (qtrly-10) 1.00 03/28/13	\$ 5,000,000	03/28/13	06/28/11	1.0000	\$ 5,000,000	11-0067
10/19/2010	3134G1VN1	FHLMC Step Callable (qtrly-5) 0.50 04/	\$ 5,000,000	04/19/13	04/19/11	0.5000	\$ 5,000,000	11-0018
10/7/2010	3133713N4	FHLB Step Callable (qtrly-5) 0.75 10/07	\$ 4,000,000	10/07/13	01/07/11	0.7500	\$ 4,000,000	11-0003
10/21/2010	3136FPSE8	FNMA Step Calable (10/21/11-10) 0.65	\$ 10,000,000	10/21/13	10/21/11	0.6500	\$ 10,000,000	11-0021
10/25/2010	313371BW5	FHLB Step Callable (qtrly-5) 0.75 10/25	\$ 7,450,000	10/25/13	01/25/11	0.7500	\$ 7,450,000	11-0025
10/28/2010	3134G1WB6	FHLMC Step Callable (qtrly-5) 0.50 10/	\$ 5,000,000	10/28/13	01/28/11	0.5000	\$ 5,000,000	11-0033
11/15/2010	31398A5S7	FNMA Callable (11/15/11-10) 0.90 11/1	\$ 5,000,000	11/15/13	11/15/11	0.9000	\$ 5,000,000	11-0055
11/22/2010	3136FPC62	FNMA Step Callable (11/22/11-10) 0.75	\$ 5,000,000	11/22/13	11/22/11	0.7500	\$ 5,000,000	11-0058
12/16/2010	31331J4T7	FFCB Callable (any>12/15/11-5) 1.35 1	\$ 2,500,000	12/16/13	12/16/11	1.3500	\$ 2,500,000	11-0063
12/23/2010	3136FPK97	FNMA Callable (qtrly-10) 1.30 12/23/13	\$ 3,300,000	12/23/13	06/23/11	1.3000	\$ 3,300,000	11-0065
12/27/2010	313372AB0	FHLB Callable (any>6/26/11-5) 1.50 12	\$ 10,000,000	12/27/13	06/27/11	1.5000	\$ 10,000,000	11-0066
12/30/2010	3134G1P32	FHLMC Callable (qtrly-5) 1.50 12/30/13	\$ 10,000,000	12/30/13	03/30/11	1.5000	\$ 10,000,000	11-0070
11/18/2010	3134G1XS8	FHLMC Step Callable (qtrly-5) 0.50 02/	\$ 10,000,000	02/18/14	05/18/11	0.5000	\$ 10,000,000	11-0056
10/21/2010	31331JS61	FFCB Callable (any>1/20/11-7) 0.98 04	\$ 10,000,000	04/21/14	01/21/11	0.9800	\$ 10,000,000	11-0020
10/25/2010	3136FPSH1	FNMA Callable (10/25/11-10) 1.00 04/2	\$ 10,000,000	04/25/14	10/25/11	1.0000	\$ 10,000,000	11-0027

**TOTAL \$ 262,170,000 0.6101 \$ 261,981,164**

**PLUS: Accrued Interest Purchased: \$ 6,398**  
**\$ 261,987,562**

## INSURANCE FUND

10/28/2010	313371EF9	FHLB Callable (any>1/27/11-5) 0.75 10	\$ 3,000,000	10/28/13	01/28/11	0.7500	\$ 3,000,000	11-0031
12/23/2010	313371Y34	FHLB Step Callable (qtrly-5) 1.00 12/23	\$ 5,900,000	12/23/13	03/23/11	1.0000	\$ 5,900,000	11-0064

**TOTAL \$ 8,900,000 0.8000 \$ 8,900,000**

**PLUS: Accrued Interest Purchased: \$ -**  
**\$ 8,900,000**

# Security Transactions - Purchases by Fund

**1st Qtr** FY11

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Call Date	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>FINANCIAL RESERVE FUND</b>								
12/30/2010	3136FPY43	FNMA Callable (6/30/11-10) 1.65 06/3C	\$ 1,000,000	06/30/14	06/30/11	1.6500	\$ 1,000,000	11-0069
<b>TOTAL</b>			<b>\$ 1,000,000</b>			<b>1.6500</b>	<b>\$ 1,000,000</b>	
<b>PLUS: Accrued Interest Purchased:</b>							<b>\$ -</b>	
							<b>\$ 1,000,000</b>	
<b>BOND FUND</b>								
11/8/2010	06422TM67	Bankers Acceptance (n/a) 0.00 12/06/1	\$ 4,468,000	12/06/10	---	0.2136	\$ 4,467,270	11-0050
11/10/2010	06422TM83	Bankers Acceptance (n/a) 0.00 12/08/1	\$ 9,150,000	12/08/10	---	0.2136	\$ 9,148,506	11-0053
11/12/2010	0660P1MH1	Bank of America CP 0.00 12/17/10	\$ 15,000,000	12/17/10	---	0.2028	\$ 14,997,083	11-0054
11/5/2010	17307SN73	Citigroup Funding CP 0.00 01/07/11	\$ 15,000,000	01/07/11	---	0.2739	\$ 14,992,913	11-0047
10/29/2010	7562E1ND2	Reckitt Ben TSY CP 0.00 01/13/11	\$ 25,000,000	01/13/11	---	0.2536	\$ 24,986,806	11-0041
11/3/2010	06422TNS8	Bankers Acceptance (n/a) 0.00 01/26/1	\$ 9,904,000	01/26/11	---	0.2558	\$ 9,898,223	11-0044
10/26/2010	17307SP22	Citi CP 0.00 02/02/11	\$ 25,000,000	02/02/11	---	0.2943	\$ 24,980,063	11-0029
11/2/2010	00084CP48	ABN Amro CP 0.00 02/04/11	\$ 25,000,000	02/04/11	---	0.2739	\$ 24,982,375	11-0038
10/12/2010	06422TQ48	Bankers Acceptance (n/a) 0.00 03/04/1	\$ 10,219,000	03/04/11	---	0.3222	\$ 10,206,011	11-0011
10/27/2010	06422TQH9	Bankers Acceptance (n/a) 0.00 03/17/1	\$ 5,000,000	03/17/11	---	0.3222	\$ 4,993,733	11-0030
10/7/2010	00084CRC8	ABN Amro CP 0.00 04/12/11	\$ 30,000,000	04/12/11	---	0.4675	\$ 29,928,317	11-0004
10/13/2010	7443M3RF3	Prudential CP 0.00 04/15/11	\$ 30,000,000	04/15/11	---	0.6102	\$ 29,908,000	11-0013
10/7/2010	0027A1U15	Abbey National CP 0.00 07/01/11	\$ 30,000,000	07/01/11	---	0.7331	\$ 29,839,800	11-0005
10/12/2010	0027A1U80	Abbey National CP 0.00 07/08/11	\$ 30,000,000	07/08/11	---	0.7126	\$ 29,843,083	11-0010
10/13/2010	7443M3UB8	Prudential CP 0.00 07/11/11	\$ 30,000,000	07/11/11	---	0.7740	\$ 29,828,367	11-0012
11/8/2010	31331JZ63	FFCB Callable (any>2/7/11-5) 0.30 11/8	\$ 25,350,000	11/08/11	02/08/11	0.3000	\$ 25,350,000	11-0049
11/8/2010	313371LC8	FHLB Callable (monthly-5) 0.40 11/28/1	\$ 25,000,000	11/28/11	01/08/11	0.4000	\$ 25,000,000	11-0048
12/1/2010	313371SD9	FHLB Callable (qtrly-5) 0.45 03/01/12	\$ 15,000,000	03/01/12	03/01/11	0.4500	\$ 15,000,000	11-0061
11/4/2010	313371JF4	FHLB Callable (qtrly-5) 0.45 05/04/12	\$ 25,000,000	05/04/12	02/04/11	0.4500	\$ 25,000,000	11-0045
11/19/2010	3134G1ZD9	FHLMC Callable (qtrly-7) 0.40 06/19/12	\$ 25,000,000	06/19/12	05/19/11	0.4000	\$ 25,000,000	11-0057
10/26/2010	31331JU68	FFCB Callable (any>1/25/11-7) 0.42 07	\$ 20,900,000	07/26/12	01/26/11	0.4200	\$ 20,900,000	11-0028
11/3/2010	31331JW74	FFCB Callable (any>2/2/11-7) 0.43 08/1	\$ 25,000,000	08/03/12	02/03/11	0.4300	\$ 25,000,000	11-0042
11/2/2010	3134G1TU8	FHLB Callable (qtrly-5) 0.80 09/28/12	\$ 25,000,000	09/28/12	03/28/11	0.3011	\$ 25,050,500	11-0039
10/25/2010	313371DY9	FHLB Callable (any>1/24/11-5) 0.55 10	\$ 20,000,000	10/25/12	01/25/11	0.5500	\$ 20,000,000	11-0026
11/2/2010	3134G1XH2	FHLMC Callable (qtrly-5) 0.60 11/02/12	\$ 20,000,000	11/02/12	02/02/11	0.6000	\$ 20,000,000	11-0040
10/25/2010	313371DN3	FHLB Callable (any>1/24/11-5) 0.625 0	\$ 20,000,000	01/25/13	01/25/11	0.6250	\$ 20,000,000	11-0022
10/28/2010	313371EU6	FHLB Callable (1/28/11-5) 0.55 01/28/1	\$ 20,000,000	01/28/13	01/28/11	0.5500	\$ 20,000,000	11-0032
10/29/2010	3134G1WX8	FHLMC Step Callable (qtrly-5) 0.375 04	\$ 15,000,000	04/29/13	04/29/11	0.3750	\$ 15,000,000	11-0034
10/29/2010	3136FPSK4	FNMA Callable (qtrly-10) 0.675 04/29/1	\$ 15,000,000	04/29/13	04/29/11	0.6750	\$ 15,000,000	11-0035
11/9/2010	3136FPWF0	FNMA Callable (5/9/11-10) 0.65 05/09/	\$ 15,000,000	05/09/13	05/09/11	0.6500	\$ 15,000,000	11-0051
11/3/2010	313371EM4	FHLB Callable (qtrly-5) 0.60 06/03/13	\$ 15,000,000	06/03/13	05/03/11	0.6000	\$ 15,000,000	11-0043
10/25/2010	3134G1WP5	FHLMC Callable (qtrly-5) 0.75 07/25/13	\$ 15,000,000	07/25/13	07/25/11	0.7500	\$ 15,000,000	11-0023
11/1/2010	313371FC5	FHLB Callable (any>1/31/11-5) 0.75 08	\$ 15,000,000	08/01/13	02/01/11	0.7500	\$ 15,000,000	11-0036
10/12/2010	3134G1ST2	FHLMC Step Callable (qtrly-5) 0.50 09/	\$ 15,000,000	09/17/13	03/17/11	0.3719	\$ 15,008,250	11-0007
<b>TOTAL</b>			<b>\$ 664,991,000</b>			<b>0.4988</b>	<b>\$ 664,309,298</b>	
<b>PLUS: Accrued Interest Purchased:</b>							<b>\$ 18,888</b>	
							<b>\$ 664,328,186</b>	
<b>GRAND TOTAL</b>			<b>\$ 674,891,000</b>			<b>0.0000</b>	<b>\$ 936,215,748</b>	

# Security Transactions - Maturities & Calls

1st Qtr FY11

Sale Date	Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>OPERATING FUND</b>							
10/4/2010	MAT	10/04/10 Bankers Acceptance (n/a) 0.00 10/04/	\$ 4,699,000	0.4279	0.4279	\$ 4,689,077	10-0084-01
10/4/2010	MAT	10/04/10 Bankers Acceptance (n/a) 0.00 10/04/	\$ 5,000,000	0.4279	0.4279	\$ 4,989,792	10-0086-01
12/8/2010	MAT	12/08/10 Bankers Acceptance (n/a) 0.00 12/08/	\$ 3,779,000	0.7653	0.7653	\$ 3,765,616	10-0103-01
12/14/2010	MAT	12/14/10 Bankers Acceptance (n/a) 0.00 12/14/	\$ 5,000,000	0.7449	0.7449	\$ 4,982,257	10-0104-01
12/17/2010	MAT	12/17/10 Bankers Acceptance (n/a) 0.00 12/17/	\$ 6,963,000	0.7859	0.7859	\$ 6,936,639	10-0105-01
12/13/2010	MAT	12/13/10 Bankers Acceptance (n/a) 0.00 12/13/	\$ 1,690,000	0.7448	0.7448	\$ 1,684,106	10-0106-01
12/22/2010	MAT	12/22/10 Bankers Acceptance (n/a) 0.00 12/22/	\$ 5,000,000	0.7654	0.7654	\$ 4,981,563	10-0108-01
12/27/2010	MAT	12/27/10 Bankers Acceptance (n/a) 0.00 12/27/	\$ 15,479,000	0.7859	0.7859	\$ 15,419,406	10-0114-01
10/15/2010	MAT	10/15/10 ABN Financial CP 0.00 10/15/10	\$ 25,000,000	0.5084	0.5084	\$ 24,907,639	10-0058-01
10/21/2010	MAT	10/21/10 GE Capital Corp CP 0.00 10/21/10	\$ 10,000,000	0.3555	0.3555	\$ 9,979,583	10-0079-01
12/16/2010	MAT	12/16/10 GE Capital CP (n/a) 0.00 12/16/10	\$ 5,000,000	0.4064	0.4064	\$ 4,986,667	10-0090-01
11/5/2010	MAT	11/05/10 Bank of America CP 0.00 11/05/10	\$ 15,000,000	0.4264	0.4264	\$ 14,979,000	10-0124-01
11/9/2010	MAT	11/09/10 Citi CP 0.00 11/09/10	\$ 10,000,000	0.5485	0.5485	\$ 9,982,150	10-0126-01
12/22/2010	MAT	12/22/10 Citigroup Funding CP 0.00 12/22/10	\$ 10,000,000	0.2841	0.2841	\$ 9,993,000	10-0162-01
11/15/2010	MAT	11/15/10 Nationwide Life CP 0.00 11/15/10	\$ 5,500,000	0.3043	0.3043	\$ 5,497,571	10-0163-01
12/23/2010	MAT	12/23/10 Dexia CP 0.00 12/23/10	\$ 10,000,000	0.4873	0.4873	\$ 9,988,000	10-0169-01
12/6/2010	MAT	12/06/10 FFCB (n/a) 3.75 12/06/10	\$ 10,000,000	0.6743	0.6743	\$ 10,394,820	09-0135-01
10/14/2010	PCL	03/14/14 FFCB Callable (any>10/13/10-5) 1.30	\$ 3,157,895	1.3050	1.3050	\$ 3,157,358	10-0166-01
11/16/2010	CAL	03/14/14 FFCB Callable (any>10/13/10-5) 1.30	\$ 1,842,105	1.3050	1.3050	\$ 1,841,792	10-0166-02
11/15/2010	MAT	11/15/10 FHLB (n/a) 1.05 11/15/10	\$ 5,000,000	1.0517	1.0517	\$ 4,999,875	09-0087-01
10/22/2010	MAT	10/22/10 FHLB (n/a) 4.375 10/22/10	\$ 6,390,000	0.6095	0.6095	\$ 6,669,914	09-0136-01
10/27/2010	CAL	07/27/12 FHLB Callable (any>10/26/10-5) 0.875	\$ 5,000,000	0.8750	0.8750	\$ 5,000,000	10-0135-01
10/19/2010	CAL	09/07/12 FHLB Callable (any>10/6/10-5) 0.65 01/2	\$ 5,000,000	0.6874	0.6874	\$ 4,996,300	10-0150-01
10/25/2010	CAL	10/11/11 FHLB Callable (monthly-5) 0.45 10/11/	\$ 5,000,000	0.4500	0.4500	\$ 5,000,000	10-0170-01
10/28/2010	CAL	10/07/11 FHLB Callable (monthly-5) 0.45 10/07/	\$ 5,000,000	0.4500	0.4500	\$ 5,000,000	10-0172-01
10/27/2010	CAL	08/27/13 FHLB Callable (monthly-5) 1.10 08/27/	\$ 5,000,000	1.1000	1.1000	\$ 5,000,000	10-0180-01
10/22/2010	CAL	01/22/13 FHLB Step Callable (qtrly-5) 0.50 01/2	\$ 4,250,000	1.4926	0.5000	\$ 4,250,000	10-0129-01
11/13/2010	CAL	09/13/13 FHLB Step Callable (monthly-5) 0.50 01/2	\$ 5,000,000	1.1209	0.5000	\$ 5,000,000	10-0152-01
11/23/2010	MAT	11/23/10 FHLMC (n/a) 2.875 11/23/10	\$ 10,000,000	0.6090	0.6090	\$ 10,282,940	09-0133-01
10/18/2010	MAT	10/18/10 FHLMC (n/a) 5.00 10/18/10	\$ 5,000,000	0.5264	0.5264	\$ 5,254,850	09-0141-01
10/27/2010	CAL	07/27/12 FHLMC Callable (10/27/10-5) 1.375 07/27/12	\$ 5,000,000	1.3750	1.3750	\$ 5,000,000	10-0095-01
10/7/2010	CAL	10/07/11 FHLMC Step Callable (qtrly-5) 0.50 10/07/11	\$ 5,000,000	0.9473	0.6906	\$ 4,997,500	10-0085-01
10/5/2010	CAL	10/05/12 FHLMC Step Callable (qtrly-5) 1.00 10/05/12	\$ 5,000,000	1.7545	1.1129	\$ 4,999,000	10-0088-01
12/15/2010	CAL	06/15/12 FHLMC Step Callable (qtrly-5) 0.75 06/15/12	\$ 5,000,000	1.4963	1.0000	\$ 5,000,000	10-0100-01
12/29/2010	CAL	06/29/12 FHLMC Step Callable (qtrly-5) 0.75 06/29/12	\$ 5,000,000	1.5560	0.8332	\$ 5,000,000	10-0109-01
11/15/2010	MAT	11/15/10 FNMA (n/a) 6.625 11/15/10	\$ 10,000,000	0.6121	0.6121	\$ 10,721,000	09-0144-01
10/15/2010	CAL	10/15/12 FNMA Callable (10/15/10-10) 1.625 10/15/12	\$ 5,000,000	1.6250	1.6250	\$ 5,000,000	10-0089-01
10/26/2010	CAL	04/26/12 FNMA Step Callable (semi-10) 0.75 04/26/12	\$ 5,000,000	1.4928	0.8740	\$ 5,000,000	10-0092-01
<b>TOTAL</b>			<b>\$ 258,750,000</b>	<b>0.7266</b>	<b>0.6525</b>	<b>\$ 260,327,413</b>	
<b>INSURANCE FUND</b>							
10/15/2010	CAL	10/15/12 FHLB Step Callable (10/15/10-5) 1.25 10/15/12	\$ 3,000,000	1.2500	1.2500	\$ 3,000,000	10-0001-01
12/1/2010	CAL	06/01/15 FNMA Step Callable (qtrly-10) 1.50 06/01/15	\$ 5,900,000	3.4299	1.5009	\$ 5,900,000	10-0098-01
<b>TOTAL</b>			<b>\$ 8,900,000</b>	<b>3.1987</b>	<b>1.4743</b>	<b>\$ 8,900,000</b>	

# Security Transactions - Maturities & Calls

**1st Qtr** FY11

Sale Date	Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>2009 BOND FUND</b>							
10/1/2010	MAT	10/01/10 Deutsche Bank CP 0.00 10/01/10	\$ 15,000,000	0.3876	0.3876	\$ 14,957,725	10-0049-01
12/6/2010	MAT	12/06/10 FFCB (n/a) 3.75 12/06/10	\$ 19,800,000	0.3764	0.3764	\$ 20,410,632	10-0045-01
10/20/2010	MAT	10/20/10 FHLB (n/a) 3.375 10/20/10	\$ 5,000,000	0.5055	0.5055	\$ 5,158,750	09-0156-01
10/29/2010	MAT	10/29/10 FHLB (n/a) 0.50 10/29/10	\$ 15,320,000	0.5371	0.5371	\$ 15,313,872	09-0169-01
10/18/2010	MAT	10/18/10 FHLMC (n/a) 4.125 10/18/10	\$ 2,582,000	0.3157	0.3157	\$ 2,664,598	10-0034-01
10/18/2010	MAT	10/18/10 FHLMC (n/a) 4.125 10/18/10	\$ 10,000,000	0.3551	0.3551	\$ 10,301,900	10-0039-01
10/12/2010	MAT	10/12/10 FNMA (n/a) 2.875 10/12/10	\$ 16,966,000	0.3035	0.3035	\$ 17,325,170	10-0033-01
11/15/2010	MAT	11/15/10 FNMA (n/a) 6.625 11/15/10	\$ 6,514,000	0.3645	0.3645	\$ 6,864,258	10-0044-01
10/12/2010	MAT	10/12/10 FNMA (n/a) 2.875 10/12/10	\$ 4,975,000	0.3233	0.3233	\$ 5,072,112	10-0047-01
<b>TOTAL</b>			<b>\$ 96,157,000</b>	<b>0.3978</b>	<b>0.3978</b>	<b>\$ 98,069,017</b>	
<b>2010 BOND FUND</b>							
12/6/2010	MAT	12/06/10 Bankers Acceptance (n/a) 0.00 12/06/10	\$ 4,468,000	0.2136	0.2136	\$ 4,467,270	11-0050-01
12/8/2010	MAT	12/08/10 Bankers Acceptance (n/a) 0.00 12/08/10	\$ 9,150,000	0.2136	0.2136	\$ 9,148,506	11-0053-01
12/17/2010	MAT	12/17/10 Bank of America CP 0.00 12/17/10	\$ 15,000,000	0.2028	0.2028	\$ 14,997,083	11-0054-01
<b>TOTAL</b>			<b>\$ 28,618,000</b>	<b>0.2074</b>	<b>0.2074</b>	<b>\$ 28,612,859</b>	
<b>FINANCIAL RESERVE FUND</b>							
12/30/2010	CAL	06/30/15 FNMA Step Callable (qtrly-10) 1.40 06/30/15	\$ 800,000	3.3339	1.4008	\$ 800,000	10-0118-01
<b>TOTAL</b>			<b>\$ 800,000</b>	<b>3.3339</b>	<b>1.4008</b>	<b>\$ 800,000</b>	
<b>GRAND TOTAL</b>			<b>\$ 364,607,000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>\$ 368,096,431</b>	

# Current Portfolio - Total

1st Qtr FY11

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
Abbey National CP 0.00 0027A1N54	\$	10,000,000	0.000	01/05/11	0.7429	---	0.7429	9,999,188.89	9,999,000.00	07/02/10	10-0117
Citigroup Funding CP 0.00 17307SN73	\$	15,000,000	0.000	01/07/11	0.0725	---	0.0725	14,999,325.00	14,998,500.00	11/05/10	11-0047
Citi CP 0.00 01/12/11 17307SNC2	\$	10,000,000	0.000	01/12/11	0.7429	---	0.7429	9,997,769.44	9,997,900.00	07/06/10	10-0119
Reckitt Ben TSY CP 0 7562E1ND2	\$	25,000,000	0.000	01/13/11	0.2536	---	0.2536	24,997,916.67	24,997,500.00	10/29/10	11-0041
Abbey National CP 0.00 0027A1NE5	\$	10,000,000	0.000	01/14/11	0.7123	---	0.7123	9,997,472.22	9,999,000.00	07/06/10	10-0121
Bankers Acceptance (n/a) 06422TNS8	\$	9,904,000	0.000	01/26/11	0.2558	---	0.2558	9,902,259.84	9,902,019.20	11/03/10	11-0044
Dexia CP 0.00 01/28/11 2521E1NU5	\$	10,000,000	0.000	01/28/11	0.5078	---	0.5078	9,996,250.00	9,998,000.00	09/29/10	10-0177
ABN Amro CP 0.00 02/01/11 00084CP14	\$	10,000,000	0.000	02/01/11	0.3553	---	0.3553	9,996,986.11	9,998,000.00	09/27/10	10-0171
Citi CP 0.00 02/02/11 17307SP22	\$	25,000,000	0.000	02/02/11	0.2943	---	0.2943	24,993,555.56	24,990,000.00	10/26/10	11-0029
ABN Amro CP 0.00 02/04/11 00084CP48	\$	25,000,000	0.000	02/04/11	0.2739	---	0.2739	24,993,625.00	24,992,500.00	11/02/10	11-0038
Dexia CP 0.00 02/04/11 2521E1P41	\$	10,000,000	0.000	02/04/11	0.4875	---	0.4875	9,995,466.67	9,997,000.00	10/04/10	11-0001
FFCB (n/a) 4.875 02/18/11 31331VSK3	\$	3,800,000	4.875	02/18/11	0.4662	---	0.4662	3,821,788.31	3,822,534.00	01/07/10	10-0048
Citigroup Funding CP 0.00 17307SPR7	\$	10,000,000	0.000	02/25/11	0.4086	---	0.4086	9,993,855.68	9,996,000.00	08/25/10	10-0140
Prudential CP 0.00 03/02/11 7443M3Q23	\$	10,000,000	0.000	03/02/11	0.5080	---	0.5080	9,991,666.67	9,994,000.00	09/30/10	10-0182
Bankers Acceptance (n/a) 06422TQ48	\$	10,219,000	0.000	03/04/11	0.3222	---	0.3222	10,213,237.06	10,213,890.50	10/12/10	11-0011
FHLB (n/a) 4.875 03/11/11 3133XENX3	\$	3,000,000	4.875	03/11/11	2.8842	---	2.8842	3,011,021.28	3,026,850.00	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	5,051,856.80	5,053,350.00	12/09/09	10-0031
Bankers Acceptance (n/a) 06422TQH9	\$	5,000,000	0.000	03/17/11	0.3222	---	0.3222	4,996,598.09	4,996,750.00	10/27/10	11-0030
Abbey National CP 0.00 0027A1QN2	\$	10,000,000	0.000	03/22/11	0.6101	---	0.6101	9,986,666.67	9,934,000.00	09/30/10	10-0183
FNMA (n/a) 1.75 03/23/11 31398AVQ2	\$	5,000,000	1.750	03/23/11	0.5548	---	0.5548	5,013,541.36	5,018,150.00	12/04/09	10-0024
Prudential CP 0.00 03/24/11 7443M3QQ0	\$	10,000,000	0.000	03/24/11	0.5183	---	0.5183	9,988,383.33	9,992,000.00	10/05/10	11-0002
ABN Amro CP 0.00 04/12/11 00084CRC8	\$	30,000,000	0.000	04/12/11	0.4675	---	0.4675	29,961,283.34	29,976,000.00	10/07/10	11-0004
FHLMC (n/a) 3.25 04/14/11 3128X7JK1	\$	5,000,000	3.250	04/14/11	3.4523	---	3.4523	5,000,000.00	5,042,600.00	05/22/08	08-0130
Prudential CP 0.00 04/15/11 7443M3RF3	\$	30,000,000	0.000	04/15/11	0.6102	---	0.6102	29,948,000.00	29,967,000.00	10/13/10	11-0013
Prudential CP 0.00 04/15/11 7443M3RF3	\$	10,000,000	0.000	04/15/11	0.6102	---	0.6102	9,982,666.67	9,989,000.00	10/08/10	11-0006
ABN Amro CP 0.00 04/21/11 00084CRM6	\$	10,000,000	0.000	04/21/11	0.4573	---	0.4573	9,986,250.00	9,988,000.00	10/18/10	11-0016
FHLB (n/a) 0.58 06/03/11 3133XYPB5	\$	2,000,000	0.580	06/03/11	0.4580	---	0.4580	2,001,026.00	2,003,280.00	07/13/10	10-0125
Abbey National CP 0.00 0027A1U15	\$	30,000,000	0.000	07/01/11	0.7331	---	0.7331	29,891,400.00	29,940,000.00	10/07/10	11-0005
Abbey National CP 0.00 0027A1U80	\$	30,000,000	0.000	07/08/11	0.7126	---	0.7126	29,890,333.33	29,940,000.00	10/12/10	11-0010
Prudential CP 0.00 07/11/11 7443M3UB8	\$	30,000,000	0.000	07/11/11	0.7740	---	0.7740	29,879,033.34	29,922,000.00	10/13/10	11-0012
UBS CP 0.00 07/15/11 90262DUF0	\$	10,000,000	0.000	07/15/11	0.5084	---	0.5084	9,972,916.67	9,973,000.00	10/19/10	11-0019
UBS CP 0.00 07/15/11 90262DUF0	\$	10,000,000	0.000	07/15/11	0.5084	---	0.5084	9,972,916.67	9,973,000.00	10/18/10	11-0017
FFCB (n/a) 3.875 08/25/11 31331YZ86	\$	10,000,000	3.875	08/25/11	0.8461	---	0.8461	10,194,963.38	10,234,900.00	11/16/09	10-0006
FFCB Callable (any-2/7/11- 31331JZ63	\$	25,350,000	0.300	11/08/11	0.3000	02/08/11	0.3000	25,350,000.00	25,350,507.00	11/08/10	11-0049
FHLB Callable (qtrly-5) 0.35 313371Q58	\$	10,000,000	0.350	11/23/11	0.3901	02/23/11	0.5102	9,997,688.89	10,003,600.00	11/23/10	11-0059
FNMA (n/a) 1.00 11/23/11 31398AZN5	\$	5,000,000	1.000	11/23/11	0.8714	---	0.8714	5,005,687.62	5,032,800.00	11/24/09	10-0013
FHLB Callable (monthly-5) 313371LC8	\$	25,000,000	0.400	11/28/11	0.4000	01/08/11	0.4000	25,000,000.00	24,999,000.00	11/08/10	11-0048
FFCB Callable (anytime-7) 31331JB51	\$	5,000,000	0.420	12/09/11	0.4451	anytime	0.4451	5,000,000.00	5,000,250.00	09/09/10	10-0151
FFCB (n/a) 1.10 01/12/12 31331JBL6	\$	10,000,000	1.100	01/12/12	1.0103	---	1.0103	10,009,133.10	10,076,100.00	01/13/10	10-0053
FNMA (n/a) 3.625 02/14/12 3136F84J1	\$	1,000,000	3.625	02/14/12	3.6250	---	3.6250	1,000,000.00	1,033,720.00	02/14/08	08-0066
FNMA Step Callable (any-2 31398AG71	\$	10,130,000	0.409	02/23/12	1.9737	02/23/11	1.9737	10,131,045.48	10,130,000.00	10/12/10	11-0009
FHLB Callable (qtrly-5) 0.45 313371SD9	\$	15,000,000	0.450	03/01/12	0.4500	03/01/11	0.4500	15,000,000.00	15,004,650.00	12/01/10	11-0061
FHLB Callable (qtrly-5) 0.45 313371SD9	\$	5,000,000	0.450	03/01/12	0.4500	03/01/11	0.4500	5,000,000.00	5,001,550.00	12/01/10	11-0062
FHLB Callable (qtrly-5) 0.45 313371JF4	\$	25,000,000	0.450	05/04/12	0.4500	02/04/11	0.4500	25,000,000.00	24,958,250.00	11/04/10	11-0045
FHLB Callable (qtrly-5) 0.45 313371JF4	\$	10,000,000	0.450	05/04/12	0.4600	02/04/11	0.5101	9,999,450.00	9,983,300.00	11/04/10	11-0046
FFCB (n/a) 1.125 06/11/12 31331G6G9	\$	4,800,000	1.125	06/11/12	1.1852	---	1.1852	4,795,887.93	4,841,760.00	01/13/10	10-0050
FFCB Callable (anytime-7) 31331JB44	\$	5,000,000	0.550	06/13/12	0.5500	anytime	0.5500	5,000,000.00	4,993,750.00	09/28/10	10-0173
FHLMC Callable (qtrly-7) 0.3134G1ZD9	\$	25,000,000	0.400	06/19/12	0.4000	05/19/11	0.4000	25,000,000.00	24,977,750.00	11/19/10	11-0057
FHLMC Step Callable (qtrly- 3134G1JB1	\$	5,000,000	0.750	07/06/12	1.3090	01/06/11	0.7500	5,000,000.00	5,015,000.00	07/06/10	10-0120

# Current Portfolio - Total

1st Qtr FY11

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FNMA Step Callable (qtrly-1	3136FMP57	\$ 5,000,000	0.500	07/20/12	1.2461	01/20/11	0.5000	5,000,000.00	5,001,550.00	07/20/10	10-0127
FHLMC Callable (01/20/11-5	3134G1KZ6	\$ 5,000,000	1.000	07/20/12	0.9246	01/20/11	0.7010	5,000,786.39	5,001,800.00	07/20/10	10-0128
FFCB Callable (any>1/25/11	31331JU68	\$ 20,900,000	0.420	07/26/12	0.4200	01/26/11	0.4200	20,900,000.00	20,865,097.00	10/26/10	11-0028
FNMA Step Callable (qtrly-1	3136FMX58	\$ 5,000,000	0.500	07/26/12	1.0604	01/26/11	0.5000	5,000,000.00	5,002,000.00	07/26/10	10-0130
FHLMC Step Callable (qtrly-	3134G1MP6	\$ 4,000,000	0.500	07/27/12	1.2461	01/27/11	0.5000	4,000,000.00	3,999,240.00	07/27/10	10-0134
FFCB Callable (any>2/2/11-	31331JW74	\$ 25,000,000	0.430	08/03/12	0.4300	02/03/11	0.4300	25,000,000.00	24,957,000.00	11/03/10	11-0042
FHLB Step Callable (2/10/1-	3133XY7H2	\$ 5,000,000	0.625	08/10/12	1.5709	02/10/11	0.5013	5,000,668.31	5,001,400.00	07/07/10	10-0123
FNMA Callable (9/7/11-10)	3136FPDF1	\$ 5,000,000	0.650	09/07/12	0.6500	09/07/11	0.6500	5,000,000.00	4,993,600.00	09/07/10	10-0147
FNMA Callable (9/7/11-10)	3136FPDF1	\$ 5,000,000	0.650	09/07/12	0.6500	09/07/11	0.6500	5,000,000.00	4,993,600.00	09/07/10	10-0148
FHLMC Callable (qtrly-5) 0.	3134G1TB0	\$ 5,000,000	0.750	09/17/12	0.7500	03/17/11	0.7500	5,000,000.00	5,000,450.00	09/17/10	10-0158
FNMA Callable (9/21/11-10)	31398A3U4	\$ 5,000,000	0.700	09/21/12	0.7000	09/21/11	0.7000	5,000,000.00	4,994,800.00	09/21/10	10-0159
FNMA (n/a) 0.625 09/24/12	31398A3N0	\$ 5,000,000	0.625	09/24/12	0.7002	---	0.7002	4,993,552.28	5,001,350.00	08/30/10	10-0144
FHLB Callable (qtrly-5) 0.8	3134G1TU8	\$ 25,000,000	0.800	09/28/12	0.6931	03/28/11	0.3011	25,030,092.47	24,967,250.00	11/02/10	11-0039
FFCB Callable (any>9/27/11	31331JM91	\$ 5,000,000	0.650	09/28/12	0.6500	09/28/11	0.6500	5,000,000.00	5,005,200.00	09/28/10	10-0176
FHLMC Callable (qtrly-5) 0.	3134G1VM3	\$ 5,000,000	0.700	09/28/12	0.7000	03/28/11	0.7000	5,000,000.00	4,989,150.00	09/28/10	10-0174
FFCB Callable (any>10/11/1	31331JQ71	\$ 5,000,000	0.550	10/12/12	0.5500	10/12/11	0.5500	5,000,000.00	4,998,850.00	10/12/10	11-0008
FNMA Callable (semi 4/15/1	3136FPND5	\$ 5,000,000	0.650	10/15/12	0.6500	04/15/11	0.6500	5,000,000.00	4,995,700.00	10/15/10	11-0014
FHLB Callable (any>1/17/11	313371BJ4	\$ 13,790,000	0.625	10/18/12	0.6250	01/18/11	0.6250	13,790,000.00	13,728,772.40	10/18/10	11-0015
FHLB Callable (any>1/24/11	313371DY9	\$ 5,000,000	0.550	10/25/12	0.5500	01/25/11	0.5500	5,000,000.00	4,983,800.00	10/25/10	11-0024
FHLB Callable (any>1/24/11	313371DY9	\$ 20,000,000	0.550	10/25/12	0.5500	01/25/11	0.5500	20,000,000.00	19,935,200.00	10/25/10	11-0026
FNMA Callable (11/1/11-10)	31398A5B4	\$ 10,000,000	0.550	11/01/12	0.5500	11/01/11	0.5500	10,000,000.00	9,958,700.00	11/01/10	11-0037
FHLMC Callable (qtrly-5) 0.	3134G1XH2	\$ 20,000,000	0.600	11/02/12	0.6000	02/02/11	0.6000	20,000,000.00	19,958,200.00	11/02/10	11-0040
FHLMC Callable (qtrly-5) 0.	3134G1XQ2	\$ 11,000,000	0.625	11/09/12	0.6250	02/09/11	0.6250	11,000,000.00	10,982,950.00	11/09/10	11-0052
FHLMC Callable (qtrly-5) 1.	3134G1PN8	\$ 5,000,000	1.010	11/09/12	0.9529	02/09/11	0.6883	5,001,688.89	5,001,500.00	09/24/10	10-0168
FFCB Callable (anytime-7) 1	31331JF81	\$ 5,000,000	0.800	12/17/12	0.8000	anytime	0.8000	5,000,000.00	4,994,350.00	09/17/10	10-0156
FFCB Callable (anytime-7) 1	31331JF81	\$ 5,000,000	0.800	12/17/12	0.8282	anytime	0.8282	5,000,000.00	4,994,350.00	09/17/10	10-0155
FHLB Callable (any>3/23/11	313370YA0	\$ 5,000,000	0.750	12/24/12	0.7500	03/24/11	0.7500	5,000,000.00	4,987,850.00	09/24/10	10-0165
FNMA Callable (6/27/11-10)	31398A6J6	\$ 5,000,000	0.550	12/27/12	0.7054	06/27/11	1.1073	4,986,461.54	4,981,800.00	11/29/10	11-0060
FHLMC Callable (qtrly-5) 1.	3134G1Q64	\$ 10,000,000	1.000	12/28/12	1.0000	03/28/11	1.0000	10,000,000.00	10,003,700.00	12/28/10	11-0068
FHLMC Callable (4/15/11-5)	3128X93T5	\$ 5,000,000	1.750	01/15/13	1.4732	04/15/11	0.9008	5,012,203.37	5,019,050.00	06/18/10	10-0102
FHLB Callable (any>1/24/11	313371DN3	\$ 20,000,000	0.625	01/25/13	0.6250	01/25/11	0.6250	20,000,000.00	19,987,000.00	10/25/10	11-0022
FHLMC Step Callable (1/28/	3134G1LU6	\$ 5,000,000	0.500	01/28/13	1.2974	01/28/11	0.5000	5,000,000.00	5,000,600.00	07/28/10	10-0137
FHLMC Step Callable (1/28/	3134G1LU6	\$ 5,000,000	0.500	01/28/13	1.2974	01/28/11	0.5000	5,000,000.00	5,000,600.00	07/28/10	10-0138
FHLB Callable (1/28/11-5) (	313371EU6	\$ 20,000,000	0.550	01/28/13	0.5500	01/28/11	0.5500	20,000,000.00	19,933,200.00	10/28/10	11-0032
FNMA Step Callable (qtrly-1	3136FMU85	\$ 15,000,000	0.625	01/28/13	1.3206	01/28/11	0.6250	15,000,000.00	15,001,350.00	07/28/10	10-0136
FNMA Callable (9/8/11-10)	3136FPFU6	\$ 5,000,000	0.840	03/08/13	0.8400	09/08/11	0.8400	5,000,000.00	4,988,600.00	09/08/10	10-0149
FHLMC Step Callable (qtrly-	3134G1UL6	\$ 5,000,000	0.500	03/28/13	1.1454	03/28/11	0.5000	5,000,000.00	5,003,800.00	09/28/10	10-0175
FNMA Callable (qtrly-10) 1.	3136FPR33	\$ 5,000,000	1.000	03/28/13	1.0000	06/28/11	1.0000	5,000,000.00	5,000,600.00	12/28/10	11-0067
FHLMC Step Callable (qtrly-	3134G1VN1	\$ 5,000,000	0.500	04/19/13	1.0213	04/19/11	0.5000	5,000,000.00	5,001,800.00	10/19/10	11-0018
FNMA Step Callable (qtrly-1	3136FMW42	\$ 5,000,000	0.750	04/26/13	1.3372	01/26/11	0.7500	5,000,000.00	4,994,250.00	07/26/10	10-0131
FNMA Step Callable (qtrly-1	3136FMW42	\$ 15,000,000	0.750	04/26/13	1.3372	01/26/11	0.7500	15,000,000.00	14,982,750.00	07/26/10	10-0132
FHLMC Step Callable (qtrly-	3134G1WX8	\$ 15,000,000	0.375	04/29/13	0.8227	04/29/11	0.3750	15,000,000.00	14,989,500.00	10/29/10	11-0034
FNMA Callable (qtrly-10) 0.	3136FPSK4	\$ 15,000,000	0.675	04/29/13	0.6750	04/29/11	0.6750	15,000,000.00	14,929,200.00	10/29/10	11-0035
FNMA Callable (5/9/11-10)	3136FPWF0	\$ 15,000,000	0.650	05/09/13	0.6500	05/09/11	0.6500	15,000,000.00	14,885,400.00	11/09/10	11-0051
FHLB Callable (qtrly-5) 0.6	313371EM4	\$ 15,000,000	0.600	06/03/13	0.6000	05/03/11	0.6000	15,000,000.00	14,924,100.00	11/03/10	11-0043
FHLMC Step Callable (qtrly-	313370SY5	\$ 5,000,000	0.500	06/17/13	1.0875	03/17/11	0.5000	5,000,000.00	5,002,250.00	09/17/10	10-0154
FHLMC Callable (qtrly-5) 0.	3134G1WP5	\$ 15,000,000	0.750	07/25/13	0.7500	07/25/11	0.7500	15,000,000.00	14,943,600.00	10/25/10	11-0023
FHLB Callable (any>1/31/11	313371FC5	\$ 15,000,000	0.750	08/01/13	0.7500	02/01/11	0.7500	15,000,000.00	14,918,700.00	11/01/10	11-0036
FHLB Step Callable (qtrly-5)	313370PB8	\$ 5,000,000	0.625	08/23/13	1.2437	02/23/11	0.6250	5,000,000.00	4,998,900.00	08/23/10	10-0139



# Current Portfolio - Total

1st Qtr FY11

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FHLB Step Callable (qtrly-5)	313370P28	\$ 5,000,000	0.500	08/26/13	1.2060	02/26/11	0.5000	5,000,000.00	4,993,200.00	08/31/10	10-0146
FHLB Step Callable (qtrly-5)	313370P36	\$ 7,000,000	0.625	08/26/13	1.2056	02/26/11	0.6249	7,000,000.00	6,998,040.00	08/31/10	10-0145
FHLB Step Callable (qtrly-5)	313370P36	\$ 1,330,000	0.625	08/26/13	1.2028	02/26/11	0.6250	1,330,000.00	1,329,627.60	08/26/10	10-0141
FHLB Step Callable (qtrly-5)	313370SQ2	\$ 10,000,000	0.500	08/28/13	1.0799	02/28/11	0.5000	10,000,000.00	9,990,700.00	08/30/10	10-0143
FHLB Step Callable (semi-5)	313370NA2	\$ 4,800,000	0.600	08/28/13	1.1134	02/28/11	0.6000	4,800,000.00	4,781,328.00	08/30/10	10-0142
FHLB Step Callable (qtrly-5)	313370X37	\$ 10,000,000	0.625	09/16/13	1.2028	03/16/11	0.6250	10,000,000.00	9,997,600.00	09/16/10	10-0153
FHLMC Step Callable (qtrly-)	3134G1ST2	\$ 15,000,000	0.500	09/17/13	1.3901	03/17/11	0.3719	15,004,045.16	14,951,400.00	10/12/10	11-0007
FHLMC Step Callable (qtrly-)	3134G1ST2	\$ 5,000,000	0.500	09/17/13	1.3878	03/17/11	0.5000	5,000,000.00	4,983,800.00	09/17/10	10-0157
FHLB Step Callable (qtrly-5)	313370WP9	\$ 5,000,000	0.750	09/24/13	0.9983	03/24/11	0.7500	5,000,000.00	4,998,100.00	09/24/10	10-0167
FHLMC Callable (qtrly-5) 1.	3134G1TP9	\$ 5,000,000	1.200	09/24/13	1.2102	03/24/11	1.2604	4,999,308.33	4,973,950.00	09/24/10	10-0164
FHLB Step Callable (qtrly-5)	3133713N4	\$ 4,000,000	0.750	10/07/13	1.2857	01/07/11	0.7500	4,000,000.00	3,998,280.00	10/07/10	11-0003
FNMA Step Calable (10/21/-	3136FPSE8	\$ 10,000,000	0.650	10/21/13	0.8823	10/21/11	0.6500	10,000,000.00	9,898,000.00	10/21/10	11-0021
FHLB Step Callable (qtrly-5)	313371BW5	\$ 7,450,000	0.750	10/25/13	1.0601	01/25/11	0.7500	7,450,000.00	7,438,527.00	10/25/10	11-0025
FHLMC Step Callable (qtrly-)	3134G1WB6	\$ 5,000,000	0.500	10/28/13	1.6322	01/28/11	0.5000	5,000,000.00	4,994,500.00	10/28/10	11-0033
FHLB Callable (any>1/27/11	313371EF9	\$ 3,000,000	0.750	10/28/13	0.7500	01/28/11	0.7500	3,000,000.00	2,973,510.00	10/28/10	11-0031
FNMA Callable (11/15/11-1C	31398A5S7	\$ 5,000,000	0.900	11/15/13	0.9000	11/15/11	0.9000	5,000,000.00	4,955,650.00	11/15/10	11-0055
FNMA Step Callable (11/22/	3136FPC62	\$ 5,000,000	0.750	11/22/13	1.1477	11/22/11	0.7500	5,000,000.00	4,971,650.00	11/22/10	11-0058
FFCB Callable (any>12/15/1	31331J4T7	\$ 2,500,000	1.350	12/16/13	1.3500	12/16/11	1.3500	2,500,000.00	2,504,925.00	12/16/10	11-0063
FHLB Step Callable (qtrly-5)	313371Y34	\$ 5,900,000	1.000	12/23/13	1.2466	03/23/11	1.0000	5,900,000.00	5,897,109.00	12/23/10	11-0064
FNMA Callable (qtrly-10) 1.	3136FPK97	\$ 3,300,000	1.300	12/23/13	1.3000	06/23/11	1.3000	3,300,000.00	3,293,961.00	12/23/10	11-0065
FHLB Callable (any>6/26/11	313372AB0	\$ 10,000,000	1.500	12/27/13	1.5000	06/27/11	1.5000	10,000,000.00	10,005,800.00	12/27/10	11-0066
FHLB (n/a) 1.00 12/30/13	313370Z76	\$ 5,000,000	1.000	12/30/13	1.0000	---	1.0000	5,000,000.00	4,966,050.00	09/30/10	10-0181
FHLMC Callable (qtrly-5) 1.	3134G1P32	\$ 10,000,000	1.500	12/30/13	1.5000	03/30/11	1.5000	10,000,000.00	9,992,100.00	12/30/10	11-0070
FHLMC (n/a) 2.50 01/07/14	3137EABX6	\$ 200,000	2.500	01/07/14	2.5850	---	2.5850	199,518.44	207,644.00	03/06/09	09-0060
FHLMC Step Callable (qtrly-)	3134G1XS8	\$ 10,000,000	0.500	02/18/14	1.3003	05/18/11	0.5000	10,000,000.00	9,923,100.00	11/18/10	11-0056
FHLB Step Callable (qtrly-5)	313370JA7	\$ 6,000,000	0.875	02/24/14	1.4503	02/24/11	0.8744	6,000,000.00	5,992,140.00	09/21/10	10-0160
FFCB Callable (any>1/20/11	31331JS61	\$ 10,000,000	0.980	04/21/14	0.9800	01/21/11	0.9800	10,000,000.00	9,871,400.00	10/21/10	11-0020
FNMA Callable (10/25/11-1C	3136FPPSH1	\$ 10,000,000	1.000	04/25/14	1.0000	10/25/11	1.0000	10,000,000.00	9,852,800.00	10/25/10	11-0027
FNMA Callable (6/30/11-10)	3136FPY43	\$ 1,000,000	1.650	06/30/14	1.6500	06/30/11	1.6500	1,000,000.00	999,310.00	12/30/10	11-0069
FHLB Step Callable (qtrly-5)	3133714E3	\$ 3,500,000	1.000	12/30/14	1.7486	03/30/11	1.0000	3,500,000.00	3,484,460.00	09/30/10	10-0178
FNMA Step Callable (qtrly-1	3136FMP32	\$ 1,500,000	1.000	12/30/14	2.7633	03/30/11	1.2693	1,500,000.00	1,498,095.00	06/30/10	10-0111
FHLB Step Callable (qtrly-5)	313370VT2	\$ 4,000,000	1.000	03/23/15	1.8396	03/23/11	1.2516	4,000,000.00	3,974,800.00	09/23/10	10-0161
FHLMC Step Callable (qtrly-)	3134G1VB7	\$ 3,500,000	1.000	09/30/15	2.2820	03/30/11	1.1509	3,498,702.08	3,473,330.00	09/30/10	10-0179
Street Car Fund - Wells	MMF	\$ 3,000,016	0.010	---	0.0100	---	0.0100	3,000,015.62	3,000,015.62	12/10/10	AR-0022
Deutsche MMF - 2100	MMF	\$ 12,816,661	0.014	---	0.0144	---	0.0144	12,816,660.54	12,816,660.54	09/30/01	AR-0002
RTR Plano Park & Ride	MMF	\$ 8,501,007	0.040	---	0.0400	---	0.0400	8,501,007.24	8,501,007.24	02/16/10	AR-0019
AIM MMF	MMF	\$ 27,512,225	0.157	---	0.1565	---	0.1565	27,512,225.04	27,512,225.04	04/16/03	AR-0008
Blackrock - Op	MMF	\$ 24,263,372	0.167	---	0.1668	---	0.1668	24,263,372.37	24,263,372.37	10/31/01	AR-0001
Blackrock Fin Reserve	MMF	\$ 25,075	0.167	---	0.1668	---	0.1668	25,074.71	25,074.71	09/30/01	AR-0006
RTR N. Carrollton	MMF	\$ 2,118,359	0.167	---	0.1668	---	0.1668	2,118,359.20	2,118,359.20	02/17/10	AR-0021
Bond SEAF - Wells Fargo	MMF	\$ 38,349	0.200	---	0.1999	---	0.1999	38,349.24	38,349.24	06/30/08	AR-0013
Bond SEAF - Fidelity	MMF	\$ 254,079	0.231	---	0.2308	---	0.2308	254,079.08	254,079.08	07/31/08	AR-0014
Premium Op - B of A	MMF	\$ 50,008,016	0.400	---	0.4000	---	0.4000	50,008,015.59	50,008,015.59	08/31/09	AR-0016
Premium Bond - B of A	MMF	\$ 1,231,148	0.400	---	0.4000	---	0.4000	1,231,147.92	1,231,147.92	08/26/09	AR-0018

## GRAND TOTALS

\$ 1,413,641,307

0.5040

0.7043

0.5914

\$ 1,413,373,447

\$ 1,411,985,363

# Portfolio Analysis by Fund

1st Qtr FY11

( \$ = 000's )	Gen Oper	Fin Res	Insurance	RTR	Debt Srv	Bond	TOTAL
Par Value	\$712,754	\$22,825	\$13,730	\$13,619	\$12,817	\$637,897	\$1,413,641
Market Value	\$712,258	\$22,812	\$13,685	\$13,619	\$12,817	\$636,795	\$1,411,985
Unrealized Gain (Loss)	<u>-\$640</u>	<u>-\$23</u>	<u>-\$45</u>	<u>\$0</u>	<u>\$0</u>	<u>-\$680</u>	<u>-\$1,388</u>
Book Value	\$712,898	\$22,835	\$13,730	\$13,619	\$12,817	\$637,474	\$1,413,373
Accrued Interest	<u>\$1,088</u>	<u>\$97</u>	<u>\$17</u>	<u>\$0</u>	<u>\$4</u>	<u>\$325</u>	<u>\$1,531</u>
Total Book Value	\$713,987	\$22,931	\$13,747	\$13,620	\$12,820	\$637,799	\$1,414,904
Cash Balance	<u>\$627</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$627</u>
<b>TOTAL FUND VALUE</b>	<u>\$714,614</u>	<u>\$22,931</u>	<u>\$13,747</u>	<u>\$13,620</u>	<u>\$12,820</u>	<u>\$637,799</u>	<u>\$1,415,532</u>
<b>Liquid Securities (Mkt. value)</b>	\$141,777						\$141,777
Yield to Call	0.67%	1.30%	0.91%	0.05%	0.01%	0.49%	0.59%
Wgt. Average Maturity (days)	501	1,006	1,143	1	1	417	468
<b>KEY COMPLIANCE TARGETS</b>							
Minimum Requirement	\$121,117	\$22,000	\$13,288 <sup>1</sup>				
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	30 Months	
Is Fund in Compliance ?	Yes	Yes	Yes	Yes	Yes	Yes	
<b>INVESTMENT COMPARISON</b>							
6-Month T-Bill	0.19%	0.19%	0.19%	0.19%	0.19%	0.19%	0.19%
Wgt Average Fund Variance	0.48%	1.11%	0.72%	-0.14%	-0.18%	0.30%	0.40%

## Notes:

<sup>1</sup> The minimum requirement for the Insurance Fund = G/L liability for the current month plus D & O Liability coverage.

# Change in Market Value of Investments

1st Qtr FY11

Fund	Security Type	Rate	Maturity	Call Date	Par Value	09/30/10 Market Value	12/31/10 Market Value	Change from Prior Quarter
Fin. Reserve	FHLB (n/a) 4.875 03/11/11	4.875	03/11/11	Open	3,000,000.00	3,061,770.00	3,026,850.00	\$ (34,920)
Fin. Reserve	FNMA (n/a) 3.625 02/14/12	3.625	02/14/12	Open	1,000,000.00	1,041,100.00	1,033,720.00	\$ (7,380)
Operating	FHLMC (n/a) 3.25 04/14/11	3.250	04/14/11	Open	5,000,000.00	5,077,700.00	5,042,600.00	\$ (35,100)
Operating	FHLMC (n/a) 2.50 01/07/14	2.500	01/07/14	Open	200,000.00	209,758.00	207,644.00	\$ (2,114)
Operating	FFCB (n/a) 3.875 08/25/11	3.875	08/25/11	Open	10,000,000.00	10,322,300.00	10,234,900.00	\$ (87,400)
Operating	FNMA (n/a) 1.00 11/23/11	1.000	11/23/11	Open	5,000,000.00	5,037,550.00	5,032,800.00	\$ (4,750)
Operating	FNMA (n/a) 1.75 03/23/11	1.750	03/23/11	Open	5,000,000.00	5,036,550.00	5,018,150.00	\$ (18,400)
Operating	FNMA (n/a) 5.50 03/15/11	5.500	03/15/11	Open	5,000,000.00	5,119,550.00	5,053,350.00	\$ (66,200)
Operating	FFCB (n/a) 4.875 02/18/11	4.875	02/18/11	Open	3,800,000.00	3,866,728.00	3,822,534.00	\$ (44,194)
Operating	FFCB (n/a) 1.125 06/11/12	1.125	06/11/12	Open	4,800,000.00	4,848,768.00	4,841,760.00	\$ (7,008)
Operating	FFCB (n/a) 1.10 01/12/12	1.100	01/12/12	Open	10,000,000.00	10,092,100.00	10,076,100.00	\$ (16,000)
Operating	FHLMC Callable (4/15/11-5) 1.75	1.750	01/15/13	04/15/11	5,000,000.00	5,038,600.00	5,019,050.00	\$ (19,550)
Fin. Reserve	FNMA Step Callable (qtrly-10) 1.00	1.000	12/30/14	12/30/10	1,500,000.00	1,501,200.00	1,498,095.00	\$ (3,105)
Operating	Abbey National CP 0.00 01/05	0.000	01/05/11	Open	10,000,000.00	9,989,700.00	9,999,000.00	\$ 9,300
Operating	Citi CP 0.00 01/12/11	0.000	01/12/11	Open	10,000,000.00	9,989,000.00	9,997,900.00	\$ 8,900
Operating	FHLMC Step Callable (qtrly-5) 0.75	0.750	07/06/12	01/06/11	5,000,000.00	5,007,800.00	5,015,000.00	\$ 7,200
Operating	Abbey National CP 0.00 01/1	0.000	01/14/11	Open	10,000,000.00	9,987,300.00	9,999,000.00	\$ 11,700
Operating	FHLB Step Callable (2/10/11-5) 0.625	0.625	08/10/12	02/10/11	5,000,000.00	5,002,200.00	5,001,400.00	\$ (800)
Operating	FHLB (n/a) 0.58 06/03/11	0.580	06/03/11	Open	2,000,000.00	2,004,140.00	2,003,280.00	\$ (860)
Operating	FNMA Step Callable (qtrly-10) 0.50	0.500	07/20/12	01/20/11	5,000,000.00	5,002,100.00	5,001,550.00	\$ (550)
Operating	FHLMC Callable (01/20/11-5) 1.00	1.000	07/20/12	01/20/11	5,000,000.00	5,009,500.00	5,001,800.00	\$ (7,700)
Operating	FNMA Step Callable (qtrly-10) 0.50	0.500	07/26/12	01/26/11	5,000,000.00	5,005,000.00	5,002,000.00	\$ (3,000)
Operating	FNMA Step Callable (qtrly-10) 0.75	0.750	04/26/13	01/26/11	5,000,000.00	5,006,950.00	4,994,250.00	\$ (12,700)
Operating	FNMA Step Callable (qtrly-10) 0.75	0.750	04/26/13	01/26/11	15,000,000.00	15,020,850.00	14,982,750.00	\$ (38,100)
Fin. Reserve	FHLMC Step Callable (qtrly-5) 0.50	0.500	07/27/12	01/27/11	4,000,000.00	4,004,000.00	3,999,240.00	\$ (4,760)
Operating	FNMA Step Callable (qtrly-10) 0.625	0.625	01/28/13	01/28/11	15,000,000.00	15,019,050.00	15,001,350.00	\$ (17,700)
Operating	FHLMC Step Callable (1/28/11-5) 0.50	0.500	01/28/13	01/28/11	5,000,000.00	5,002,900.00	5,000,600.00	\$ (2,300)
Operating	FHLMC Step Callable (1/28/11-5) 0.50	0.500	01/28/13	01/28/11	5,000,000.00	5,002,900.00	5,000,600.00	\$ (2,300)
Operating	FHLB Step Callable (qtrly-5) 0.625	0.625	08/23/13	02/23/11	5,000,000.00	5,004,850.00	4,998,900.00	\$ (5,950)
Operating	Citigroup Funding CP 0.00 02/	0.000	02/25/11	Open	10,000,000.00	9,985,611.00	9,996,000.00	\$ 10,389
Insurance	FHLB Step Callable (qtrly-5) 0.625	0.625	08/26/13	11/26/10	1,330,000.00	1,330,199.50	1,329,627.60	\$ (572)
Fin. Reserve	FHLB Step Callable (semi-5) 0.60	0.600	08/28/13	02/28/11	4,800,000.00	4,803,408.00	4,781,328.00	\$ (22,080)
Operating	FHLB Step Callable (qtrly-5) 0.50	0.500	08/28/13	02/28/11	10,000,000.00	9,991,900.00	9,990,700.00	\$ (1,200)
Operating	FNMA (n/a) 0.625 09/24/12	0.625	09/24/12	Open	5,000,000.00	5,010,000.00	5,001,350.00	\$ (8,650)
Operating	FHLB Step Callable (qtrly-5) 0.625	0.625	08/26/13	11/26/10	7,000,000.00	7,001,050.00	6,998,040.00	\$ (3,010)
Operating	FHLB Step Callable (qtrly-5) 0.50	0.500	08/26/13	11/26/10	5,000,000.00	4,999,500.00	4,993,200.00	\$ (6,300)
Operating	FNMA Callable (9/7/11-10) 0.65	0.650	09/07/12	09/07/11	5,000,000.00	4,997,950.00	4,993,600.00	\$ (4,350)
Operating	FNMA Callable (9/7/11-10) 0.65	0.650	09/07/12	09/07/11	5,000,000.00	4,997,950.00	4,993,600.00	\$ (4,350)
Operating	FNMA Callable (9/8/11-10) 0.84	0.840	03/08/13	09/08/11	5,000,000.00	5,002,350.00	4,988,600.00	\$ (13,750)
Operating	FFCB Callable (anytime-7) 0.42	0.420	12/09/11	12/09/10	5,000,000.00	4,999,050.00	5,000,250.00	\$ 1,200
Operating	FHLB Step Callable (qtrly-5) 0.625	0.625	09/16/13	12/16/10	10,000,000.00	9,998,500.00	9,997,600.00	\$ (900)
Operating	FHLMC Step Callable (qtrly-5) 0.50	0.500	06/17/13	12/17/10	5,000,000.00	5,001,550.00	5,002,250.00	\$ 700
Operating	FFCB Callable (anytime-7) 0.80	0.800	12/17/12	12/17/10	5,000,000.00	4,998,200.00	4,994,350.00	\$ (3,850)
Operating	FFCB Callable (anytime-7) 0.80	0.800	12/17/12	12/17/10	5,000,000.00	4,998,200.00	4,994,350.00	\$ (3,850)

# Change in Market Value of Investments

1st Qtr FY11

Fund	Security Type	Rate	Maturity	Call Date	Par Value	09/30/10 Market Value	12/31/10 Market Value	Change from Prior Quarter
Operating	FHLMC Step Callable (qtrly-5) 0.	0.500	09/17/13	03/17/11	5,000,000.00	4,998,750.00	4,983,800.00	\$ (14,950)
Operating	FHLMC Callable (qtrly-5) 0.75 0	0.750	09/17/12	03/17/11	5,000,000.00	4,998,900.00	5,000,450.00	\$ 1,550
Operating	FNMA Callable (9/21/11-10) 0.70	0.700	09/21/12	09/21/11	5,000,000.00	5,002,650.00	4,994,800.00	\$ (7,850)
Operating	FHLB Step Callable (qtrly-5) 0.87	0.875	02/24/14	02/24/11	6,000,000.00	6,001,500.00	5,992,140.00	\$ (9,360)
Fin. Reserve	FHLB Step Callable (qtrly-5) 1.00	1.000	03/23/15	12/23/10	4,000,000.00	3,992,600.00	3,974,800.00	\$ (17,800)
Operating	FHLMC Callable (qtrly-5) 1.20 0	1.200	09/24/13	03/24/11	5,000,000.00	4,999,700.00	4,973,950.00	\$ (25,750)
Operating	FHLB Callable (any>3/23/11-5) 0.75	0.750	12/24/12	03/24/11	5,000,000.00	4,999,700.00	4,987,850.00	\$ (11,850)
Operating	FHLB Step Callable (qtrly-5) 0.75	0.750	09/24/13	03/24/11	5,000,000.00	4,995,650.00	4,998,100.00	\$ 2,450
Operating	FHLMC Callable (qtrly-5) 1.01 1	1.010	11/09/12	02/09/11	5,000,000.00	5,006,250.00	5,001,500.00	\$ (4,750)
Operating	ABN Amro CP 0.00 02/01/11	0.000	02/01/11	Open	10,000,000.00	9,984,500.00	9,998,000.00	\$ 13,500
Operating	FFCB Callable (anytime-7) 0.55	0.550	06/13/12	12/13/10	5,000,000.00	4,997,900.00	4,993,750.00	\$ (4,150)
Operating	FHLMC Callable (qtrly-5) 0.70 0	0.700	09/28/12	03/28/11	5,000,000.00	5,000,450.00	4,989,150.00	\$ (11,300)
Operating	FHLMC Step Callable (qtrly-5) 0.	0.500	03/28/13	03/28/11	5,000,000.00	4,999,550.00	5,003,800.00	\$ 4,250
Operating	FFCB Callable (any>9/27/11-7) 0.65	0.650	09/28/12	09/28/11	5,000,000.00	5,000,150.00	5,005,200.00	\$ 5,050
Operating	Dexia CP 0.00 01/28/11	0.000	01/28/11	Open	10,000,000.00	9,983,194.40	9,998,000.00	\$ 14,806
Insurance	FHLB Step Callable (qtrly-5) 1.00	1.000	12/30/14	12/30/10	3,500,000.00	3,497,935.00	3,484,460.00	\$ (13,475)
Fin. Reserve	FHLMC Step Callable (qtrly-5) 1.	1.000	09/30/15	03/30/11	3,500,000.00	3,496,920.00	3,473,330.00	\$ (23,590)
Operating	FHLB (n/a) 1.00 12/30/13	1.000	12/30/13	Open	5,000,000.00	5,005,900.00	4,966,050.00	\$ (39,850)
Operating	Prudential CP 0.00 03/02/11	0.000	03/02/11	Open	10,000,000.00	9,978,750.00	9,994,000.00	\$ 15,250
Operating	Abbey National CP 0.00 03/2	0.000	03/22/11	Open	10,000,000.00	9,971,166.60	9,934,000.00	\$ (37,167)
Sub-total for Securities held at the end of both periods						\$ 376,339,449	\$ 375,708,149	\$ (631,300)
% Change as a result of market movement								-0.17%
Holdings at 9/30/10 maturing during Q1, FY11						\$ 281,050,086		\$(281,050,086)
Holdings at 9/30/10 called during Q1, FY11						\$ 83,981,785		\$ (83,981,785)
Holdings at 9/30/10 sold during Q1, FY11						\$ -		\$ -
Values of Money Market Mutual Funds (All)						\$ 178,824,168	\$ 129,768,306	\$ (49,055,862)
Holdings at 12/31/10 purchased during Q1, FY11							\$ 906,508,908	\$ 906,508,908
<b>TOTAL PORTFOLIO VALUE</b>						\$ 920,195,487	\$ 1,411,985,363	\$ 491,789,876

# Callable Securities Analysis

1st Qtr FY11

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
11-0049	Bond	11/08/11	FFCB Callable (any>2/7/11-5) 0.30 11/08/1	31331JZ63	02/08/11	5	\$ 25,350,000	0.300	0.25	Low
11-0059	Operating	11/23/11	FHLB Callable (qtrly-5) 0.35 11/23/11	313371Q58	02/23/11	5	\$ 10,000,000	0.350	0.25	Low
11-0048	Bond	11/28/11	FHLB Callable (monthly-5) 0.40 11/28/11	313371LC8	01/08/11	5	\$ 25,000,000	0.400	0.25	Moderate
10-0151	Operating	12/09/11	FFCB Callable (anytime-7) 0.42 12/09/11	31331JB51	anytime	7	\$ 5,000,000	0.420	0.25	High
11-0009	Operating	02/23/12	FNMA Step Callable (2/23/11-10) 0.46406	31398AG71	02/23/11	10	\$ 10,130,000	0.409	0.30	Moderate
11-0061	Bond	03/01/12	FHLB Callable (qtrly-5) 0.45 03/01/12	313371SD9	03/01/11	5	\$ 15,000,000	0.450	0.30	Moderate
11-0062	Operating	03/01/12	FHLB Callable (qtrly-5) 0.45 03/01/12	313371SD9	03/01/11	5	\$ 5,000,000	0.450	0.30	Moderate
11-0045	Bond	05/04/12	FHLB Callable (qtrly-5) 0.45 05/04/12	313371JF4	02/04/11	5	\$ 25,000,000	0.450	0.35	Moderate
11-0046	Operating	05/04/12	FHLB Callable (qtrly-5) 0.45 05/04/12	313371JF4	02/04/11	5	\$ 10,000,000	0.450	0.35	Moderate
10-0173	Operating	06/13/12	FFCB Callable (anytime-7) 0.55 06/13/12	31331JB44	anytime	7	\$ 5,000,000	0.550	0.40	Moderate
11-0057	Bond	06/19/12	FHLMC Callable (qtrly-7) 0.40 06/19/12	3134G1ZD9	05/19/11	7	\$ 25,000,000	0.400	0.40	Low
10-0120	Operating	07/06/12	FHLMC Step Callable (qtrly-5) 0.75 07/06/1	3134G1JB1	01/06/11	5	\$ 5,000,000	0.750	0.40	Extreme
10-0127	Operating	07/20/12	FNMA Step Callable (qtrly-10) 0.50 07/20/1	3136FMP57	01/20/11	10	\$ 5,000,000	0.500	0.45	Extreme
10-0128	Operating	07/20/12	FHLMC Callable (01/20/11-5) 1.00 07/20/1	3134G1KZ6	01/20/11	5	\$ 5,000,000	1.000	0.45	Extreme
10-0130	Operating	07/26/12	FNMA Step Callable (qtrly-10) 0.50 07/26/1	3136FMX58	01/26/11	10	\$ 5,000,000	0.500	0.45	Extreme
11-0028	Bond	07/26/12	FFCB Callable (any>1/25/11-7) 0.42 07/26/	31331JU68	01/26/11	7	\$ 20,900,000	0.420	0.45	Low
10-0134	Fin. Reserve	07/27/12	FHLMC Step Callable (qtrly-5) 0.50 07/27/1	3134G1MP6	01/27/11	5	\$ 4,000,000	0.500	0.45	Extreme
11-0042	Bond	08/03/12	FFCB Callable (any>2/2/11-7) 0.43 08/03/1	31331JW74	02/03/11	7	\$ 25,000,000	0.430	0.45	Low
10-0123	Operating	08/10/12	FHLB Step Callable (2/10/11-5) 0.625 08/1	3133XY7H2	02/10/11	5	\$ 5,000,000	0.625	0.45	Extreme
10-0147	Operating	09/07/12	FNMA Callable (9/7/11-10) 0.65 09/07/12	3136FPDF1	09/07/11	10	\$ 5,000,000	0.650	0.50	Moderate
10-0148	Operating	09/07/12	FNMA Callable (9/7/11-10) 0.65 09/07/12	3136FPDF1	09/07/11	10	\$ 5,000,000	0.650	0.50	Moderate
10-0158	Operating	09/17/12	FHLMC Callable (qtrly-5) 0.75 09/17/12	3134G1TB0	03/17/11	5	\$ 5,000,000	0.750	0.50	High
10-0159	Operating	09/21/12	FNMA Callable (9/21/11-10) 0.70 09/21/12	31398A3U4	09/21/11	10	\$ 5,000,000	0.700	0.50	Moderate
10-0174	Operating	09/28/12	FHLMC Callable (qtrly-5) 0.70 09/28/12	3134G1VM3	03/28/11	5	\$ 5,000,000	0.700	0.50	Moderate
10-0176	Operating	09/28/12	FFCB Callable (any>9/27/11-7) 0.65 09/28/	31331JM91	09/28/11	7	\$ 5,000,000	0.650	0.50	Moderate
11-0039	Bond	09/28/12	FHLB Callable (qtrly-5) 0.80 09/28/12	3134G1TU8	03/28/11	5	\$ 25,000,000	0.800	0.50	High
11-0008	Operating	10/12/12	FFCB Callable (any>10/11/11-7) 0.55 10/1/	31331JQ71	10/12/11	7	\$ 5,000,000	0.550	0.50	Low
11-0014	Operating	10/15/12	FNMA Callable (semi 4/15/11-10) 0.65 10/1	3136FPND5	04/15/11	10	\$ 5,000,000	0.650	0.50	Moderate
11-0015	Operating	10/18/12	FHLB Callable (any>1/17/11-5) 0.625 10/1/	313371BJ4	01/18/11	5	\$ 13,790,000	0.625	0.50	Moderate
11-0024	Operating	10/25/12	FHLB Callable (any>1/24/11-5) 0.55 10/25/	313371DY9	01/25/11	5	\$ 5,000,000	0.550	0.55	Low
11-0026	Bond	10/25/12	FHLB Callable (any>1/24/11-5) 0.55 10/25/	313371DY9	01/25/11	5	\$ 20,000,000	0.550	0.55	Low
11-0037	Operating	11/01/12	FNMA Callable (11/1/11-10) 0.55 11/01/12	31398A5B4	11/01/11	10	\$ 10,000,000	0.550	0.55	Low
11-0040	Bond	11/02/12	FHLMC Callable (qtrly-5) 0.60 11/02/12	3134G1XH2	02/02/11	5	\$ 20,000,000	0.600	0.55	Low
10-0168	Operating	11/09/12	FHLMC Callable (qtrly-5) 1.01 11/09/12	3134G1PN8	02/09/11	5	\$ 5,000,000	1.010	0.55	High
11-0052	Operating	11/09/12	FHLMC Callable (qtrly-5) 0.625 11/09/12	3134G1XQ2	02/09/11	5	\$ 11,000,000	0.625	0.55	Low
10-0155	Operating	12/17/12	FFCB Callable (anytime-7) 0.80 12/17/12	31331JF81	anytime	7	\$ 5,000,000	0.800	0.60	High
10-0156	Operating	12/17/12	FFCB Callable (anytime-7) 0.80 12/17/12	31331JF81	anytime	7	\$ 5,000,000	0.800	0.60	High
10-0165	Operating	12/24/12	FHLB Callable (any>3/23/11-5) 0.75 12/24/	313370YA0	03/24/11	5	\$ 5,000,000	0.750	0.60	Moderate
11-0060	Operating	12/27/12	FNMA Callable (6/27/11-10) 0.55 12/27/12	31398A6J6	06/27/11	10	\$ 5,000,000	0.550	0.60	Low
11-0068	Operating	12/28/12	FHLMC Callable (qtrly-5) 1.00 12/28/12	3134G1Q64	03/28/11	5	\$ 10,000,000	1.000	0.60	High
10-0102	Operating	01/15/13	FHLMC Callable (4/15/11-5) 1.75 01/15/13	3128X93T5	04/15/11	5	\$ 5,000,000	1.750	0.60	Extreme
11-0022	Bond	01/25/13	FHLB Callable (any>1/24/11-5) 0.625 01/2/	313371DN3	01/25/11	5	\$ 20,000,000	0.625	0.60	Low
10-0136	Operating	01/28/13	FNMA Step Callable (qtrly-10) 0.625 01/28/	3136FMU85	01/28/11	10	\$ 15,000,000	0.625	0.60	High
10-0137	Operating	01/28/13	FHLMC Step Callable (1/28/11-5) 0.50 01/2	3134G1LU6	01/28/11	5	\$ 5,000,000	0.500	0.60	Extreme
10-0138	Operating	01/28/13	FHLMC Step Callable (1/28/11-5) 0.50 01/2	3134G1LU6	01/28/11	5	\$ 5,000,000	0.500	0.60	Extreme
11-0032	Bond	01/28/13	FHLB Callable (1/28/11-5) 0.55 01/28/13	313371EU6	01/28/11	5	\$ 20,000,000	0.550	0.60	Low
10-0149	Operating	03/08/13	FNMA Callable (9/8/11-10) 0.84 03/08/13	3136PFPU6	09/08/11	10	\$ 5,000,000	0.840	0.70	Moderate
10-0175	Operating	03/28/13	FHLMC Step Callable (qtrly-5) 0.50 03/28/1	3134G1UL6	03/28/11	5	\$ 5,000,000	0.500	0.70	Low
11-0067	Operating	03/28/13	FNMA Callable (qtrly-10) 1.00 03/28/13	3136FPR33	06/28/11	10	\$ 5,000,000	1.000	0.70	High
11-0018	Operating	04/19/13	FHLMC Step Callable (qtrly-5) 0.50 04/19/1	3134G1VN1	04/19/11	5	\$ 5,000,000	0.500	0.70	Low
10-0131	Operating	04/26/13	FNMA Step Callable (qtrly-10) 0.75 04/26/1	3136FMW42	01/26/11	10	\$ 5,000,000	0.750	0.70	High
10-0132	Operating	04/26/13	FNMA Step Callable (qtrly-10) 0.75 04/26/1	3136FMW42	01/26/11	10	\$ 15,000,000	0.750	0.70	High
11-0034	Bond	04/29/13	FHLMC Step Callable (qtrly-5) 0.375 04/29/	3134G1WX8	04/29/11	5	\$ 15,000,000	0.375	0.70	Low

# Callable Securities Analysis

1st Qtr FY11

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
11-0035	Bond	04/29/13	FNMA Callable (qtrly-10) 0.675 04/29/13	3136FPSK4	04/29/11	10	\$ 15,000,000	0.675	0.70	Low
11-0051	Bond	05/09/13	FNMA Callable (5/9/11-10) 0.65 05/09/13	3136FPWF0	05/09/11	10	\$ 15,000,000	0.650	0.70	Low
11-0043	Bond	06/03/13	FHLB Callable (qtrly-5) 0.60 06/03/13	313371EM4	05/03/11	5	\$ 15,000,000	0.600	0.70	Low
10-0154	Operating	06/17/13	FHLMC Step Callable (qtrly-5) 0.50 06/17/13	313370SY5	03/17/11	5	\$ 5,000,000	0.500	0.70	Low
11-0023	Bond	07/25/13	FHLMC Callable (qtrly-5) 0.75 07/25/13	3134G1WP5	07/25/11	5	\$ 15,000,000	0.750	0.70	Low
11-0036	Bond	08/01/13	FHLB Callable (any>1/31/11-5) 0.75 08/01/13	313371FC5	02/01/11	5	\$ 15,000,000	0.750	0.70	Low
10-0139	Operating	08/23/13	FHLB Step Callable (qtrly-5) 0.625 08/23/13	313370PB8	02/23/11	5	\$ 5,000,000	0.625	0.80	Moderate
10-0141	Insurance	08/26/13	FHLB Step Callable (qtrly-5) 0.625 08/26/13	313370P36	02/26/11	5	\$ 1,330,000	0.625	0.80	Moderate
10-0145	Operating	08/26/13	FHLB Step Callable (qtrly-5) 0.625 08/26/13	313370P36	02/26/11	5	\$ 7,000,000	0.625	0.80	Moderate
10-0146	Operating	08/26/13	FHLB Step Callable (qtrly-5) 0.50 08/26/13	313370P28	02/26/11	5	\$ 5,000,000	0.500	0.80	Low
10-0142	Fin. Reserve	08/28/13	FHLB Step Callable (semi-5) 0.60 08/28/13	313370NA2	02/28/11	5	\$ 4,800,000	0.600	0.80	Moderate
10-0143	Operating	08/28/13	FHLB Step Callable (qtrly-5) 0.50 08/28/13	313370SQ2	02/28/11	5	\$ 10,000,000	0.500	0.80	Moderate
10-0153	Operating	09/16/13	FHLB Step Callable (qtrly-5) 0.625 09/16/13	313370X37	03/16/11	5	\$ 10,000,000	0.625	0.80	Moderate
10-0157	Operating	09/17/13	FHLMC Step Callable (qtrly-5) 0.50 09/17/13	3134G1ST2	03/17/11	5	\$ 5,000,000	0.500	0.80	Low
11-0007	Bond	09/17/13	FHLMC Step Callable (qtrly-5) 0.50 09/17/13	3134G1ST2	03/17/11	5	\$ 15,000,000	0.500	0.80	Low
10-0164	Operating	09/24/13	FHLMC Callable (qtrly-5) 1.20 09/24/13	3134G1TP9	03/24/11	5	\$ 5,000,000	1.200	0.80	High
10-0167	Operating	09/24/13	FHLB Step Callable (qtrly-5) 0.75 09/24/13	313370WP9	03/24/11	5	\$ 5,000,000	0.750	0.80	Moderate
11-0003	Operating	10/07/13	FHLB Step Callable (qtrly-5) 0.75 10/07/13	3133713N4	01/07/11	5	\$ 4,000,000	0.750	0.80	Moderate
11-0021	Operating	10/21/13	FNMA Step Callable (10/21/11-10) 0.65 10/21/13	3136FPSE8	10/21/11	10	\$ 10,000,000	0.650	0.90	Low
11-0025	Operating	10/25/13	FHLB Step Callable (qtrly-5) 0.75 10/25/13	313371BW5	01/25/11	5	\$ 7,450,000	0.750	0.90	Low
11-0031	Insurance	10/28/13	FHLB Callable (any>1/27/11-5) 0.75 10/28/13	313371EF9	01/28/11	5	\$ 3,000,000	0.750	0.90	Low
11-0033	Operating	10/28/13	FHLMC Step Callable (qtrly-5) 0.50 10/28/13	3134G1WB6	01/28/11	5	\$ 5,000,000	0.500	0.90	Low
11-0055	Operating	11/15/13	FNMA Callable (11/15/11-10) 0.90 11/15/13	31398A5S7	11/15/11	10	\$ 5,000,000	0.900	0.90	Low
11-0058	Operating	11/22/13	FNMA Step Callable (11/22/11-10) 0.75 11/22/13	3136FPC62	11/22/11	10	\$ 5,000,000	0.750	0.90	High
11-0063	Operating	12/16/13	FFCB Callable (any>12/15/11-5) 1.35 12/16/13	31331J4T7	12/16/11	5	\$ 2,500,000	1.350	1.00	High
11-0064	Insurance	12/23/13	FHLB Step Callable (qtrly-5) 1.00 12/23/13	313371Y34	03/23/11	5	\$ 5,900,000	1.000	1.00	High
11-0065	Operating	12/23/13	FNMA Callable (qtrly-10) 1.30 12/23/13	3136FPK97	06/23/11	10	\$ 3,300,000	1.300	1.00	High
11-0066	Operating	12/27/13	FHLB Callable (any>6/26/11-5) 1.50 12/27/13	313372AB0	06/27/11	5	\$ 10,000,000	1.500	1.00	High
11-0070	Operating	12/30/13	FHLMC Callable (qtrly-5) 1.50 12/30/13	3134G1P32	03/30/11	5	\$ 10,000,000	1.500	1.00	High
11-0056	Operating	02/18/14	FHLMC Step Callable (qtrly-5) 0.50 02/18/14	3134G1XS8	05/18/11	5	\$ 10,000,000	0.500	1.10	Low
10-0160	Operating	02/24/14	FHLB Step Callable (qtrly-5) 0.875 02/24/14	313370JA7	02/24/11	5	\$ 6,000,000	0.875	1.10	Moderate
11-0020	Operating	04/21/14	FFCB Callable (any>1/20/11-7) 0.98 04/21/14	31331JS61	01/21/11	7	\$ 10,000,000	0.980	1.20	Low
11-0027	Operating	04/25/14	FNMA Callable (10/25/11-10) 1.00 04/25/14	3136FPPSH1	10/25/11	10	\$ 10,000,000	1.000	1.20	Low
11-0069	Fin. Reserve	06/30/14	FNMA Callable (6/30/11-10) 1.65 06/30/14	3136FPY43	06/30/11	10	\$ 1,000,000	1.650	1.25	High
10-0111	Fin. Reserve	12/30/14	FNMA Step Callable (qtrly-10) 1.00 12/30/14	3136FMP32	03/30/11	10	\$ 1,500,000	1.000	1.50	Low
10-0178	Insurance	12/30/14	FHLB Step Callable (qtrly-5) 1.00 12/30/14	3133714E3	03/30/11	5	\$ 3,500,000	1.000	1.50	High
10-0161	Fin. Reserve	03/23/15	FHLB Step Callable (qtrly-5) 1.00 03/23/15	313370VT2	03/23/11	5	\$ 4,000,000	1.000	1.75	Low
10-0179	Fin. Reserve	09/30/15	FHLMC Step Callable (qtrly-5) 1.00 09/30/15	3134G1VB7	03/30/11	5	\$ 3,500,000	1.000	2.00	Low



# Defined Benefit Plan Summary

**DEC** FY11

	Market				Realized	Unrealized				Market
	Value		Benefit		Gain/	Gain/	Contributions			Value
	<u>30-Nov-10</u>	<u>Income</u>	<u>Payments</u>	<u>Transfers</u>	<u>(loss)</u>	<u>(loss)</u>	<u>Employer</u>	<u>Employee</u>	<u>Other</u>	<u>31-Dec-10</u>
<b><u>Equity Managers</u></b>										
<b>Large Cap:</b>										
Washington Mutual	7,098,895	60,533	0	0	0	388,411	0	0	0	\$7,547,839
Capital Guardian	0	0	0	0	0	0	0	0	0	\$0
Goldman	3,888,613	4,917	0	0	4,657	203,208	0	0	0	\$4,101,395
SSGA Wilshire 5000	13,499,927	(1,419)	0	5,682,177	204,928	1,184,112	0	0	0	\$20,569,725
<b>Small Cap:</b>										
Friess	7,682,592	0	0	(7,682,177)	0	0	0	0	0	\$415
Earnest Partners	9,853,194	11,633	0	0	141,724	507,339	0	0	0	\$10,513,890
<b>International:</b>										
Dodge & Cox	8,896,321	131,296	0	0	0	576,844	0	0	0	\$9,604,461
Capital Resources	10,616,699	184,174	0	0	0	527,781	0	0	0	\$11,328,654
SSGA Internat. Index	7,658,212	0	0	0	0	619,384	0	0	0	\$8,277,596
<b><u>Fixed Income Managers</u></b>										
PIMCO Total Return	21,919,994	1,098,508	0	0	0	(1,216,194)	0	0	0	\$21,802,308
SSGA Index	12,086,135	0	0	0	0	(125,887)	0	0	0	\$11,960,248
PIMCO IG Corp	10,363,053	1,008,113	0	0	0	(1,044,154)	0	0	0	\$10,327,012
<b><u>Real Estate</u></b>										
UBS	11,249,060	0	0	0	0	0	0	0	0	\$11,249,060
<b><u>Gold</u></b>	166,263	0	0	24,906	0	4,664	0	0	0	\$195,833
<b><u>Cash</u></b>	528,949	(15,290)	(790,279)	1,975,094	(20,625)	0	0	181	(2)	\$1,678,028
<b>Total</b>	<b>\$125,507,907</b>	<b>\$2,482,465</b>	<b>(\$790,279)</b>	<b>\$0</b>	<b>\$330,684</b>	<b>\$1,625,508</b>	<b>\$0</b>	<b>\$181</b>	<b>(\$2)</b>	<b>\$129,156,464</b>



## Obligations

1st Qtr FY11

### Commercial Paper

Maturity Date	Issue Date	Par Value	Coupon %	Issue Term (Days)	Dealer
1/12/2011	12/7/2010	\$ 20,000,000	0.32%	36	JPMorgan
1/12/2011	12/6/2010	\$ 30,000,000	0.32%	37	JPMorgan
1/20/2011	12/15/2010	\$ 45,000,000	0.32%	36	Loop
1/20/2011	12/13/2010	\$ 5,000,000	0.31%	38	Loop
1/20/2011	12/13/2010	\$ 50,000,000	0.31%	38	Loop

Total:	\$ 150,000,000	0.32%	37
--------	----------------	-------	----

### Bonds

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

## Major Contracts Funded by CP / Debt

1st Qtr FY11

01014604	Abacus	Mobile Data Computers
01007732	ACT 21	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 Relo
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
01016302	Bombardier	Commuter Rail Vehicles
01013454	Brad Oldham	Artwork
01004732	Bridgefarmer/Farradyne	HOV Projects
01016425	Caldwell Country Chev	Non-Revenue Vehicles
01016547	Calence Physical Sec.	Security
01011527	Carcon	Walnut Hill Parking exp.
01017401	Chavez Concrete	Misc. Construction On Call
N/A	Chicago Title Insurance	Rowlett Extension
01016829	Compucom Systems	Police MDC's
01017370	Compucom Systems	Police MDC's
01017669	Compucom Systems	Disaster Recovery
01017671	Compucom Systems	Disaster Recovery
01017707	Compucom Systems	Disaster Recovery
01008633	CONNEX/ATC	Paratransit Service
01015311	Dallas Harley-Davidson	HOV Vehicles
01012758	DGNO	Freight Track Relocation
01014811	DMI Corp/Decker Mech S&I	HVAC Replacement
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	Demo NW SE LRT Build-out
01010399	Gilbert May	WSA Annexes Upgrade
01002608	Gilbert May Inc.	Misc. Construction – Various
01011941	Gilbert May Inc.	Misc. Construction – Various
01012813	Gilbert May Inc.	CBD Level Boarding
01016053	Gilbert May Inc.	CBD Level Boarding
01016434	Gilbert May Inc.	Glenn Heights Parking Exp.
01017045	Gilbert May Inc.	Monroe Shops
01016241	Gilbert May Inc.	Love Field Improvements
01017779	Gilbert May Inc.	DART Police Facility
01018601	Gilbert May Inc.	Walnut Hill Parking
01011028	Greyhawk Tech.	Paratransit VBS Equipment
01006552	Greyhawk Tech	VBS
01006362	Halff Associates	NW SE LRT Build-out
01012080	Halff Associates	Environmental
01008130	Hensel Phelps	S & I Facility Expansion

## Major Contracts Funded by CP / Debt

1st Qtr FY11

01008316	Herzog	TRE Rail Operating
01010371	Herzog	Railroad Signalization
01012392	Herzog	NWROF
01012577	Herzog	Lisa/Perkins & Beltline
01018043	ISH Inc.	Procurement Technology System
98000071	Itochu International	LRV's
01012392	Journeyman Construction	NWROF
01015235	Journeyman Construction	Shelters/Amenities
01016649	Journeyman Construction	Lake Highlands Station
01018394	Journeyman Construction	Monroe Shops
01014614	Kiewit, Stacy, Witback	Irving 1 & 2 LRT Build-out
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01013706	Kinkisharyo	SLRV's
01012000	LB Foster	Track Materials
01014938	LB Foster	Track Materials
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
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
01015379	Modern Track Machinery	Equipment
01011941	Mitchell	Misc. Construction
N/A	National Union Fire Ins.	Build-Out Projects
01004832	Neon Electric	Bus Passenger Amenities
01013062	Nextel Comms	NW SE LRT Build-ou
01008230	North Star Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
01015627	Omega Contracting	LRT parking expansion
01015568	Omega Contracting	LRT parking expansion
01016965	Omega Contracting	Frankford Station Parking
N/A	ONCOR Electric	LRT Build-Out
01002803	Parsons Trans. Group	LRT Build-Out
00937775	Parsons Transport. Group	NW SE LRT Build-out
01009306	PB America's	CBD Study
01011831	Penaco	Tunnel Delamination
01008681	Philpott Motors	Purchase NRV's
01010787	Philpott Motors	Non-Revenue Vehicles
01012444	Philpott Motors	NRV's
01013147	Philpott Motors	NRV's
01014490	Philpott Motors	NRV's
01017277	Philpott Motors	NRV's
01012441	Planet Ford 6	NRV's
01008230	Ponce/Ice/North Star	Asbestos Abatement

# Major Contracts Funded by CP / Debt

1st Qtr FY11

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



# DART MEMBER CITIES

